the greater part of the loot thus far reported is in bonds and certificates that cannot be negotiated and which, experience leads the Post Office inspectors to believe, the robbers will destroy.

The free and easy methods of the Post Office Department in entrusting registered mail valued at millions of dollars to the custody of a lone, unarmed chauffeur on the streets of New York City in the night time are further illustrated by the revelation to-day that in the last three years more than 2,500 chauffeurs have been employed to drive mail trucks in New York and have resigned or been discharged after varying terms of service. Many of these men had opportunities to observe the system used in the distribution of registered mail.

The latest story told by Havraneck, the driver, is that two automobiles were used in the hold-up—one to run in front of his truck and slow him down, the other to carry the bandits. He also said that after the robbery the bandits tied a sack around his head and secured it with a running cord.

The sack is in the possession of the Post Office inspectors. It is of stout linen and of the kind used in many hotels for caring for the laundry of guests. On the bag was stamped a name—probably that of a hotel. All but the last letter of the name "E" was torn or cut off by the robbers.

DRIVER TELLS OF BEING SLOWED DOWN BY AUTO.

Havraneck said that after crossing Chambers Street on Broadway with his multi-million load of registered mail he put on speed. It is customary for drivers of mail trucks to run at thirty or forty miles an hour along lower Broadway late at night.

But when he neared Leonard Street, he said, a black touring car appeared in front of him and slowed down, compelling him to do likewise. It was at this moment, before he had made any move to go around the car ahead, that the green touring car with the metal hood came up from behind and ran alongside his truck.

The green car carried the bandits, one at the wheel, the two others in the rear seat. The driver, he said, suddenly swerved in front of him, forcing him to stop to avoid a collision. After that, one of the men in the green car leaped out, sprang to the step of the mail truck and with drawn revolver forced Havraneck to turn his truck into Leonard Street, where the robbery occurred.

Although Havraneck has been able to give the inspectors the first three numbers on the license plate of the green car—2-0-0—he had not been able to remember a single numeral on the plate of the black touring car which got in his way.

That the contents of the five stolen sacks may be learned and the value of the numerous packages established, a force of forty Post Office employees is to-day going over the records, getting the addresses of the consignees and thus obtaining the required information. It was said that this work might require two weeks for completion. It is known that there was a considerable amount of cash in some of the sacks.

The inspectors declared to-day that the robbery was another strong argument in behalf of their frequently made recommendation that the drivers of mail trucks should not have keys to their trucks or any means of access to their contents.

As the Government insures a piece of registered mail only up to $50 the loss will fall almost entirely on insurance companies with which banks, brokers, jewellers and others who send valuables insure shipments at full value.

In addition to bonds and notes of the face value of $463,000 shipped by the Chase National Bank and the estimated $50,000 in cash, the following losses were reported:

Hitt, Farwell & Parks, dealers in investment securities, No. 160 Broadway, lost securities valued at $8,000; Remick, Hodges & Co., No. 14 Wall Street, lost Government bonds amounting to $3,400; Callaway, Fish & Co., No. 37 Wall Street, lost stock in the Aluminum Company of America and the American Telephone and Telegraph Company of an approximate value of $4,000, while W. J. Wollman & Co., No. 120 Broadway, reported a loss of Liberty bond coupons worth $765.

BANDITS GOT $28,000 FROM ONE WALL STREET FIRM.

White, Weld & Co., No. 14 Wall Street, announced to-day that the bandits are in possession of securities of about $28,000 par value, shipped by the firm Monday afternoon by registered mail. Following is a list of the shares, certificates and bonds:

Certificate No. 2,067 for 50 shares of St. Louis and San Francisco stock; certificate No A21,128 for 25 shares of Kansas City Southern stock; certificate No. N28,921 for 10 shares of Chesapeake and Ohio; certificate No. 27,910 for 25 shares of Chicago, Rock Island and Pacific; Atlantic Fruit 7 per cent. bonds of 1934 Nos. 3,014, 1966-70, 4,489, 4,350, 208 for $1,000 each; certificates Nos. 513 to 517 Louisville and Nashville Equipment 6's of 1931 for $1,000 each; certificates Nos. 144, 145 Great Northern Equipment 6's of 1929 for $1,000 each, and temporary certificates United States Government fourth 4 1-4s of 1938 for $1,000 each as follows: Nos. GO1268037, BO1268022, EO01268035, KO1268030, FO1268028, AO1268031, CO1268033, HO1268023, DO1268034, JO1268029 for $1,000 each.

Hornblower & Weeks, No. 42 Broadway, had in one of the pouches stolen by the robbers Certificate No. 5156 Province of Ontario 6s, for $1,000; Certificate No. 1812, International Cement 8s for $1,000; Certificate No. 142321, for ten shares General Motors, and Certificate No. 38983, for fifteen shares Pacific Oil.

Stout & Co., No. 25 Broad Street, had in the loot obtained by the bandits $30,000 worth of Duluth and Iron Range 5 per cent. bonds, due 1937, Nos. 6145-6, 5942-3-4, 1902-3-4, 5941, 5558-9-60-1, 6585-6-7, 8300, 1927 and 6184, and $6,000 worth of Chile Copper Co. 6 per cent. bonds, series A, due 1932, Nos. 8885-6, 14438-9, 8000 and 14454.

Henry L. Doherty & Co. of No. 60 Wall Street announced that the robbers got about $9,000 worth of securities, some of which are negotiable, which they had mailed to various customers in New York and Pennsylvania. Following is the list: Cities Service Company series D, 7 per cent. gold debentures; No. F-177, in the name of Frank D. Yuengling, $5,000.

Gas Securitels Co., 8 per cent. coupon note, No. C 410, $1,000; 20 shares of Cities Service Company, preferred stock, certificate number N. Y. O. 29,492, in the name of Frank J. Water of Pine Grove, Pa.; 20 Cities Service Company Bankers shares, Certificate No. N. Y. O. 64, 785, in the name of Max Robins, of 540 McEllicott Square, Buffalo, N. Y.; 12 Cities Service Company Bankers shares, certificate No. N. Y. O. 64,787, in the name of Ruth H. Sheldon, 514 American Casualty Building, Reading, Pa.; 10 Cities Service Company bankers shares, certificate No. N. Y. O. 64,773, in name of J. A. Wilhelm, Lebanon Gas & Fuel Co., Lebanon, Pa.; 50 shares Cities Service Company preferred B stock certificate No. N. Y. O. 7,208, in the name of Dorothy L. Hebel, of Milnesville, Pa.; $1,000 of Consolidated Cities Light, Power and Traction Co., 5 per cent. coupon bonds of 1924, No. M. 4,058.

Blair & Co., No. 24 Broad Street, report the following securities lost: One thousand dollars' worth of Otis Steel Company temporary first mortgage 8 per cent. sinking fund gold bonds, No. TM2157; certificates D1286-91 for $500 each and M10440-41 for $1,000 each, Standard Oil of New York 6 1-2 per cent. bonds due 1933, coupons attached Nov. 1, 1921; 20 shares Middle State Oil certificate 56926, in name Miss Louise S. Bowliey; one share American Tel. & Tel. No. 67655, name of Mrs. Mary H. Tupper; two shares Vacuum Oil, certificate 29925, name Fannie M. Eygabroat; $1,000 Canadian National Railway-Grnd Truck Railway 6 per cent. bond, due 1936, syndicate managers' receipt No. TM22352.

LONG LIST OF SECURITIES IN STOLEN POUCHES.

E. V. D. Cox, Secretary of the New York Stock Exchange, to-day notified the police authorities and Post Office Inspectors that the following securities were among those in the registered mail pouches stolen:

$10,000 Canadian National Railway, 25-year, 6 1-2 per cent. certificates, Nos. 00403 to 004012, inclusive; $2,000 Fisk Rubber Company, 20-year, 8 per cent. certificates, Nos. M2435 and 36; $5,000 Grand Trunk Railway of Canada, 15-year, 6 per cent. certificates, Nos. T. M. 6572 and 3372 to 75, inclusive. One share Standard Oil Company of Indiana, certificate No. B80022, and five shares of Canadian Pacific Railway Company, certificate No. 038753; $2,000 E. J. du Pont, 7 1-2 per cent. bonds, due 1931, Nos 17661 and 16343; $1,000 Liberty Third 4 1-4s, No. 538383; $2,000 Bethlehem Steel Equipment Trust 7 1-2 per cent. certificates, Nos. 571 and 13,792; $2,000 Great Northern Railway, 7 per cent. bonds, due 1936; Nos. T. M. 55,793 and 94, inclusive; 1,000 Anaconda Copper Company 7 per cent. bonds, due 1929, Nos. 23,444; $1,000 International Mercantile Marine, 6 per cent. bonds, due 1941, No. 22,358.

$38,300 Mexican Petroleum Company, 15-year, 8 per cent. Convertible Sinking Fund Gold Bonds, Nos. M 5207 and 8, 5235 and 6, 5242, 5385 to 5415, inclusive, 5425 and 6. These bonds are in denominations of $1,000, Nos. C617 to 19, inclusive, for $100 each, due Nov. 1, 1921, and subsequent coupons attached; $2,400 Kelly Springfield Tire Corporation, 10-year, 8 per cent. certificates, gold notes, Nos. M6443 for $1,000; D787 and 8, for 500 each; C1105 to 7, inclusive, and 1111 for $100 each, due Nov. 1, 1921, and subsequent coupons attached.

$3,000 Mexican Petroleum Company three-year 8 per cent. sinking fund convertible gold bonds, Nos. M. N. 5540 and 41, for $1,000 each; Nos. D 1156 and 57, for $500 each, with Nov. 1, 1921, and subsequent coupons attached; $3,000 Kelley Springfield Tire Company, 10-year 8 per cent. Sinking Fund Gold Notes, Nos. N 6108 to 10, inclusive, for $1,000 each, Nov. 1, 1921, and subsequent coupons attached.

Walker Bros., members of the New York Stock Exchange, announced the loss of $10,000 Puget Sound Power & Light Company general and refunding 7 1-2 per cent. bonds, series A, due 1941, Nos. 336 to 340, inclusive, 1284 and 85, 4672 and 9911 and 10420.

Lee, Higginson & Co., No. 43 Exchange Place report the loss of Colorado and Southern 4½s per cent. bond No. 847, due 1935, worth $1,000; Western Pacific 1st 5s, due 1946, Nos. 17349-50, worth $1,120; Kansas City, Fort Scott and Memphis 4s, due 1936, Nos. 17819 and 18393, worth $1,000 each; E. I. du Pont 7 1-2s, due 1931, Nos. 20223-26, worth $4,000; Standard Oil of New York 6½s, due 1933, Nos. 10270-4, worth $5,000; Southern California Edison 6s, due 1944, Nos. 5172 and 4911, worth $500 each, all with coupons attached.

A Stock Exchange house, unidentified, reports the loss of $5,000 worth of Liberty 4¼s, certificate No. A-00000441, and Liberty 4¼ certificate A-01977441 for $1,000.

Spencer Trask & Co., No. 25 Broad Street, report the loss of $10,000 Big Sandy 4s, represented by certificates 1706, 1447-50, 4736-40, and $2,000 worth of Virginia Railway 5s, represented by certificates M-29346 and 12102.

Kissel, Kinnicutt & Co., No. 14 Wall Street, report the loss of certificate No. 9988, City of Cleveland 5½s, 1942, for $50,000, in the name of the Catskill Savings Bank.

Doremus & Co., No. 44 Broad Street, report the loss of securities of the face value of approximately $59,000 as follows: $8,000 Standard Oil Company of New York, 121year 6 1-2 per cent. gold debentures, due May 1, 1933, Nos. 10058, 10059, 10077 and 10105 to 10109, inclusive; $16,000 Canadian National Railways 25-year 6 1-2 per cent sinking fund gold debenture bonds, due July 1, 1946, Nos. 00403 to 00412, inclusive, and $1356 to $1361, inclusive.

$2,000 Fisk Rubber 20-year 8 per cent. gold bonds, due 1941, temporary certificates Nos. M2435 and 2436; $8,000 Cleveland Electric Illuminating Company temporary 20-year 7 per cent. sinking fund gold debenture bonds, due Aug. 1, 1941, Nos. 1711, 1713 to 1716, inclusive, and 1731 to 1733, inclusive; $15,000 Swiss Government 6 1-2 per cent. bonds, due June 30, 1936, Nos. 1734, 1742 and 1743, 1768 to 1779, inclusive; $2,000 Minneapolis, St. Paul and Sault Ste. Marie Railway 6 1-2 per cent. serial bonds, due 1935, Nos. 2291 and 2292.

Five thousand dollars Grand Trunk Railway Company of Canada 15-year 6 per cent. gold debenture bonds, due Sept. 1, 1936, Nos. TM 6572 and 3372 to 3375 inclusive; Milwaukee Electric Railway and Light Company 20-year 7 1-2 per cent. refunding and first mortgage gold bonds, series A, due June 1, 1941, Nos. D 949 to 952 inclusive, D 953 and D 954 for $500 each.

Edward B. Smith & Co. report the loss of $10,000 Oregon Short Line refunding 4s, due 1929, Nos. 2968 to 2976, inclusive, and 43048; $1,000 Interborough Rapid Transit 1st and refunding 5 per cent. bond, due 1966, No. 98281; $1,000 Liberty 2d 4¼s per cent., No. 1257317; 100 shares Erie Railroad 2d, No. 06007, name of J. W. Davis & Co.

STOCK EXCHANGE MEMBERS REPORT, MANY LOSSES.

Unidentified members reported to Secretary Cox of the Stock Exchange this afternoon the loss of the following securities:

Du Pont De Nemours 7 1-2s, 1931, Nos. 18652-8, worth $7,000; Packard Motor Company, 8 per cent., 1931, No. 8095, worth $1,000; Kingdom of Denmark 8 per cent., 1945, No. 23125, $1,000; Detroit United Railway 8s, Nos. 1862-6, worth $5,000; Du Pont De Nemours 7 1-2s, 1931, Nos. 18666-9, worth $5,000; Hanna Furnace Company, First S. F. 8s, 1926, Nos. 2969-73, worth $5,000; Province of British Columbia 6s, 1926, Nos. 727-46, worth $10,000; Mexican Petroleum 8s, 1936, Nos. 4883-5, worth $1,000.

St. Louis and San Francisco prior lein 4s, 1950, Nos. 50167 and 27353-5, lien 5s, 1950, Nos 50167 and 27353-5, $4,000; Grand Trunk Railway of Canada 6s, 1936, No. 9159, $1,000; Federal Land Bank 5s, 1947, Nos. D-120006-7, $1,000; Aluminum Company of America 7s, 1933, Nos. 3570-2, $3,000; Bath Steel Corporation secured 7 per cent. notes due 1922, Nos. 3738-42, $5,000; Copper Export Association 8s, Nos. 2793-8, $6,000; Northern States Power Company first 6s, 1941, Nos. 868-9, $500 each; Porto Rican-American Tobacco 8s, 1931, Nos. 2032-6, $5,000.

The Guaranty Trust Company reported the loss of the following list the face value of which approximates $63,500: Certificates M50167, 27353-5 for $1,000 each; St. Louis and San Francisco Railway prior lien 4s, due 1950; $1,000 Canadian National Railway; Grand Trun kRailway of Canada 6s, due 1936, No. 9159; temporary certificates D120006-7 for $500 each, Federal Land Bank 5s, due 1947.

Certificates 3570-2 for $1,000 each, Aluminum Company of America 7s, due 1933; certificates 3570-2 for Aluminum Company of America 7s, due 1933; certificates 3738-42 for $1,000 each, Bethlehem Steel Secured Serial 7 per cent. notes, due 1922; certificates 27793-8 for $1,000 each, Copper Export Association, Inc., 8 per cent. notes, due 1924; certificates 868-9 for $500 each, Northern States Company First Refunding 6s, due 1941; certificates 2032-6 for $1,000 each, Porto Rican American Tobacco 8s, due 1931.

Certificates 18652-8, for $1,000 each, E. I. Du Pont De Nemours & Co., 7 1-2s, due 1931; certificate 8095, for $1,000, Packard Motor Car Company 8s, due 1931; certificate 23125, for $1,000, Denmark 8s, due 1945; certificates 1862-6, for $1,000 each, Detroit United Railway, first collateral sinking fund 8s, due 1941; certificates 18666-9, for $1,000 each, E. I. Du Pont De Nemours & Co., 7 1-2s, due 1931, and Nos. 1840-1, for $500 each.

Certificates 2969-73, for $1,000 each; Hanna Furnace Co., 1st sinking fund 8s, due 1926; certificate D-1167 for $1,000; Newfoundland 6 1-2s, due 1936; certificates 727-46, for $500 each; British Columbia 6s, due 1926; certificate 4883 for $1,000; Mexican Pet Ltd. 8s, due 1936; five shares Bethlehem Steel Common B stock, 52286.

PICTURES IN THE DAY'S NEWS

Japanese Delegation at Washington: Left to right—Admiral Robert E. Coontz, U. S. N.; Vice-Admiral Kato, Major General Kunshiga Tanaka, Brig. Gen. Andre W. Brewster, U. S. A.

A Novelty in Earrings—The pendant containing the miniature portrait is larger than the shell-tinted ear of the wearer.

The Latest From Paris—A fascinating chinchilla cape, collar lined with smoke colored velvet, with turban to match.

Brooklyn Kiddies in the Harvest Feast—A garden festival in which the school children attending the Betsy Head Park interpreted in their own way the feast of the harvest held at the Betsy Head Park, Brooklyn.

HEADS OF BROTHERHOODS WILL WIN, BELIEF IN WASHINGTON

(Continued From First Page.)

even from the railroad viewpoint, if sufficient time were permitted to elapse so that the effects of the first wage cut could be digested by the men, so that, to be sure, they could make the necessary adjustments in their household budgets. The second wage cut may or may not materialize. Why, asks Mr. Harding, have railroad strikes over something that yet may become unnecessary?

There is a feeling in some quarters that further reductions in freight rates now will be postponed too. In other words, the Government says in effect to the railroads: "Withhold your request for a second wage cut until the first is an accomplished fact and the workers have made their adjustments. Then we will see whether the earnings of the roads between now and next July justify a further decrease in wages or another drop in freight rates."

The Interstate Commerce Commission has not been eager to reduce freight rates too rapidly. It has been hoped that the reductions would be so gradual as to permit the carriers to adjust themselves to the lower rates over a fairly long period of time. The decision to postpone the request for wage cuts carries with it inevitably a slower process of freight rate revision. By next July the public too will be in a better position to judge whether further wage cuts are needed. Statistics will be available on which disinterested judgment can be obtained.

Meanwhile, the United States Railroad Labor Board has done another effective thing in refusing to consider more cases involving wage cuts until there is an agreement on working rules. The labor leaders have had a tremendous tactical advantage in ordering a strike because they have always been able to point to the refusal of the railroads to accept the decisions of the United States Railroad Board on working rules as indicating that the railroad executives were really trying to destroy unionism. For some time it has been said in well-informed labor quarters here that if the railroads did not privately and otherwise make it plain that they are trying to deliver a body blow against union labor, the wage cuts would be swallowed more easily. Some labor leaders have indicated that if the rules question is settled satisfactorily, there will not be much difficulty over wage adjustments.

President Harding feels that the railroad executives should help the United States Railway Board solve the troublesome question of working rules.

The Pennsylvania Railroad has been ordered to have a new election among its employees so that their representation may be determined in their own way. This is one of the cardinal points in dispute—whether each railroad shall have the right to deal with its own employees and the right to refuse to deal with labor leaders not in its employ but claiming to represent the men.

The feeling here is that the crisis has been postponed, if not averted, and that both sides now know that the Government stands squarely behind the United States Railway Board and that its decisions must hereafter be respected.

EDWARDS NAMES STATE BOARD TO KEEP FOOD MOVING

New Jersey Governor Declares Public Must Be Protected if Rail Men Strike.

TRENTON, N. J., Oct. 26.—Gov. Edwards has appointed State Highway Commissioner Thomas F. Wasser, Motor Vehicle Commissioner William L. Dill and State Superintendent of Police Norman F. Schwartzkopf to act as a committee to centralize control of the organization to be formed for transportation of food supplies in the event of the railroad strike.

A letter announcing the appointments has been sent by the Governor to every Mayor in the State, asking for local co-operation with this committee. In his letter Gov. Edwards said:

"There was never a time in the history of this country when it was so essential that we should demonstrate our ability to handle our own affairs without unnecessary hindrance or delay. It behooves us to see that every citizen is protected in the pursuit of that peace which the Constitution guarantees him, without interference from any cause which it is within the power of the State to prevent."

CUMMINS SUGGESTS FEWER R. R. SYSTEMS

Consolidation Alone Can Give Good Service, Senator Says.

WASHINGTON, Oct. 26.—Consolidation of the railroads into a group of systems much fewer in number than now is the only practical solution of the railroad problem, Senator Cummins, Iowa, declared to-day before the Senate Interstate Commerce Committee.

Consolidation, and that alone, he said, would make possible equitable, fair and scientific treatment of all the roads on a basis that would provide the public with good service.

FIVE MORE LIQUOR PERMITS REVOKED BY YELLOWLEY

Prohibition Director Here Awaits Official Word on New Beer and Wine Rules.

No official notification of the new regulations governing the dispensation of wines and beer on prescription has yet been received by E. C. Yellowly, Federal Prohibition Director in this State. He said to-day that he expected some word from Washington within a short time, however.

He was busy to-day getting his office ready for the coming on Nov. 1 of Ralph A. Day, the new director, who is to take over the district.

Five permits for the withdrawal of alcohol were to-day revoked by Mr. Yellowley on account of irregularities in their use. These permits were held by David Romyn, wholesale druggist, No. 22 Little West 12th Street; Joseph Bella, manufacturer, No. 473 Atlantic Avenue, Brooklyn; Joseph Schwartz, wholesale druggist, No. 49 Humboldt Street, Brooklyn; the Spanish-American Perfume Co., manufacturers, No. 78 Market Street, and Anthony Rose, manufacturer, No. 105 Monroe Street.

Swedish Communists Protest to Morris.

STOCKHOLM, Oct. 26.—Resolutions registering the "strongest protest against the attempted murder of our comrades, Nicolo Sacco and Bartolomeo Vanzetti," passed at a meeting of Syndicalists here, have been forwarded to Ira Nelson Morris, American Minister to Sweden, by the Swedish Communist Party.

BOARD POWERLESS TO ENFORCE ORDER, W. G. LEE ASSERTS

First Witness at Chicago Parley Says Strike Was Against 12 Per Cent. Cut.

COLISEUM, Chicago, Oct. 26.—The decision of the Brotherhood of Railway Trainmen to strike was made solely against the 12 per cent. wage cut ordered by the United States Railroad Labor Board, said W. G. Lee, chief of the trainmen, under questioning by Ben Hooper, Vice Chairman of the board, at the opening of the conference between brotherhood chiefs and executives called to avert the Oct. 30 railroad strike.

The board's inquiry, as indicated by Lee's examination, will aim to determine if the union leaders mean to flaunt the authority of the board. Lee stated flatly he did not believe that either the railroads or the employees were compelled to obey the board's decisions if they did not see fit.

"As I understand it," he said, "the Transportation Act makes it imperative upon both the carriers and the employees to submit disputes to the Labor Board.

"But it is not my understanding that either party has to obey those decisions. That is a matter that must yet be determined by the courts."

The board called this rail peace conference to determine if either side was guilty of violating its orders or contemplating doing so. Lee admitted flatly that such was the intention of his brotherhood.

"In your strike ballot was there anything for the men to consider in voting except the wage decision of the board contained in Wage Decision 147?" asked Gov. Hooper.

"There was not," said Lee in a voice that rang throughout the auditorium. "The issue on our ballots was clean-cut. There was only one question. It was whether the men were willing to accept the board's decision cutting wages 12 per cent.

"The men answered that they were not by an 88 per cent. vote.

"This vote was final, pending only my approval. As I stated before the board last June—and the statement is contained in the board's record—I for one am tired of being the goat."

Hooper asked Lee if the strike ballots of the other brotherhoods contained any other question than the wage decision of July 1.

Lee answered that there were other questions in the ballots of the other "Big Four" brotherhoods and for that reason he had broken with the other leaders early in October.

"But the other organizations can answer those questions for themselves," he said.

In regard to the strike now in progress on the International and Great Northern of Texas, Lee said he had no power to call it off.

"Did not the Board order both carriers and employees to maintain their status quo until after this hearing?" asked Hooper.

"I presume," answered Lee. "It all depends on how binding the orders of the Board are. There is a serious question in our mind as to the jurisdiction of this Board."

Fire Damages Antwerp Museum.

ANTWERP, Oct. 26.—Fire badly damaged the Royal Museum of Fine Arts here last night. Several of the priceless masterpieces in the building were destroyed.

VOYAGE OF PRINCE POSTPONES IRISH PEACE SESSION

London Announces No Meeting of Conference Will Be Held To-Day.

HOPE FOR SETTLEMENT.

Sub-Conference Expects Adjustment of Irish Claims With British Stand.

LONDON, Oct. 26.—Announcement that no meeting of the Irish conference, or of the committee trying to find a formula by which the negotiations may continue, would be held to-day was made here shortly before noon. At the Dail Eireann headquarters it was declared the announcement had no significance relative to the continuance of the conference, as the representatives of the British Government were extremely busy in connection with the departure of the Prince of Wales for India.

The Sinn Fein headquarters had received no notification at noon to-day from the Government as to when either the committee or the conference as a whole would reassemble. The Government had not intended to issue a communique last night, but the Sinn Fein delegates pressed for a public announcement, explaining that otherwise the meeting of Michael Collins and Arthur Griffith with Prime Minister Lloyd George and Austen Chamberlain might be represented as informal pourparlers.

To-night the Dail delegates are to attend a reception to be given by Irish leaders in London at Albert Hall, but in response to a protest against the use of the hall by "rebels" the lessors of the hall explained that there would be no speeches.

The press is unanimous here to-day in the belief that the danger of a break in the Irish peace conference has not only been averted, but that hope has increased for a satisfactory settlement of the entire difficulty.

The main trouble all along has been to discover by what means Ireland could be brought within a free association of nations comprising the British Empire. The British attitude has been that no settlement was possible unless Ireland accepted settlement as among the dominions. The Sinn Fein claimed independence.

The delicate and important duty of agreeing upon such a link is now being attempted by a sub-conference.

PRINCE OF WALES LEAVES FOR INDIA

Great Crowd at Station Includes Royal Family and Ambassador Harvey.

LONDON, Oct. 26 (Associated Press).—The Prince of Wales left the Victoria Station at noon to-day for Portsmouth to embark on the battle cruiser Renown for a tour of India and Japan. Great crowds outside the station gave England's heir apparent an enthusiastic send-off, while on the platform were King George, Queen Mary, Princess Mary, Prime Minister Lloyd George, several members of the British Cabinet, American Ambassador Harvey, Japanese Ambassador Hayashi and other distinguished personages.

The leave-taking of the royal family presented a touching scene. All of them were deeply moved, Princess Mary weeping quietly, while the King, with his arm over the Prince's shoulder, was talking earnestly with him. After the Prince departed, the other members of the royal family remained on the platform for a few minutes, during which time King George chatted with Ambassador Harvey.

CALLS "SPIRIT" BABY A FAKE; SEEKS MOTHER

Woman Says It Was Palmed Off By Medium as Her Dead Infant.

CEDAR RAPIDS, Ia., Oct. 26.—Mrs. Ada M. Robbins, formerly of Dysart, Ia., has begun a search for the real mother of a baby girl she believes was palmed off as her own by Mrs. Sylvia Wheeler, a medium.

Mrs. Wheeler, who lived in the Robbins home, told her that her baby could be restored through faith, Mrs. Robbins says. She became a spiritualist and one night in July a five-day-old baby was placed in her arms while she slept. It resembled her dead baby even to being tongue-tied.

The medium, she says, persuaded her husband to sell their property, move to California and establish a spirit colony.

SING SING "LIFER" CAUGHT IDLING ON BROADWAY CORNER

Finger-Prints Force Ackron to Admit Identity—Says He Was Pardoned.

Charles E. Ackron, who was a notorious dive keeper in the old days of the Tenderloin and who at last accounts was supposed to be serving a life term at Sing Sing, was arrested early to-day when he was found leaning idly against the Broadway side of the Hotel Claridge. The charge is robbery.

At about 1 o'clock a mysterious message reached the police to the effect that there were two men outside the Claridge who were planning to commit a hold-up somewhere on Long Island.

Ackron and his companion, who said he was Thomas McGinnis, fifty years old, No. 761 McDonough Street, Brooklyn, were arrested on the preliminary ground that they "looked the part."

"I am Charles E. Archibald of No. 109 Bank Street," said Ackron. But he admitted his real identity a little later when he was confronted with finger print evidence.

"You can't beat that machine," he said. "I'm Ackron."

"How did you get out?" he was asked.

"Miller pardoned me," he said.

The police say Ackron had two packages. One contained license plates issued to an automobile owner in Port Chester. The other contained some chain, wire nippers and about fifteen inches of the inner tube of an automobile tire.

The police charge the two men held up Arnold Degner, a delicatessen man at No. 539 Seventh Avenue, at about 4 o'clock on the morning of Oct. 16, getting $100.

Ackron once ran the Tivoli Cafe at 35th Street and Broadway, and was said to have made $125,000.

It's toasted to seal in the delicious Burley flavor—

The American Tobacco Co.

Loft New York CANDY PENNY A POUND PROFIT Trade Mark.

Advt. on Page 15

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Display advertising type copy and release orders for either the week day Morning World or The Evening World if received after 4 P. M. the day preceding publication can be inserted only as space may permit and in order of receipt at The World Office. Copy containing engravings to be made by The World must be received by 1 P. M.

Display advertising type copy for the Supplement Sections of The Sunday World must be received by 1 P. M. Thursday preceding publication and release must be received by 3 P. M. Friday. Copy containing engravings to be made by The World must be received by Thursday noon.

Sunday Magazine Section copy, type copy which has not been received by 4 P. M. Friday, and engraving copy which has not been received in the publication office by 1 P. M. Friday, and positive insertion orders not received by 3 P. M. Friday, will be omitted as conditions require, rigidly in the order of latest receipt and positive insertion order.

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THE WORLD