

held true, he asserted, for lime, Portland cement, brick, hydrated lime, white sand, gravel and broken stone. The cement, brick and gravel broken stone had all to be bought from the same dealer, he charged. It was not possible to buy cement from manufacturers at all, it was said, and when the firm attempted to buy directly with the manufacturers it was referred to the dealer in its district or was told that none could be supplied. The dealers, however, always seemed to have sufficient supplies on hand, he said.

With regard to the excavating work for the proposed new courthouse, Atwell said that he had obtained the contract for the complete removal of all the structures and the leveling of the places chosen for a dumping ground was the site of the courthouse which had just been cleaned up, Atwell testified.

**Refuse Dumped in Cellars**  
About 50,000 cubic yards of refuse and ashes were dumped into the broom-cleaning cellars, he charged, although there were vast tracts of submerged land in Long Island that had been ordered filled in by the Board of Health. He also charged that the contractor, the firm of Rogers, Hagarty & Co., refused to take on more of Brindell's inexperienced men.

**The Birmingham Affair**  
In telling of the Birmingham affair the testimony runs:  
Q—You know Birmingham? A—Yes, I know Birmingham. It is in the Birmingham County of Alabama.  
Q—Do you know he is related to Kelly, the president of the Building Trades Employers' Association? A—He is a nephew. I knew he was a policeman and that he was given six months' leave to handle Brindell's compensation.

Q—Does he still draw his pay from the Bureau? A—I understood he got \$5,000 a year for his work with Brindell. I made some inquiries and found that he was not connected with the left squad. But he had some disagreement with a man in the department and was put into uniform. It was then, I understand, he asked for a leave of absence.

Atwell said he destroyed three of five checks he had given Brindell as tribute because he found some one was trying to get a check on Brindell. He said the building having found a broken key in the lock of his door one day. He said he was afraid that competitors were trying to make trouble for him and that he was afraid that Brindell was doing business with Brindell.

He remarked about Brindell's affluence, saying he knew of at least five expensive automobiles that Brindell owned and that he had seen Brindell recently about five times, he said.

"Did he tell you why he came?" Samuel Untermyer, the committee's counsel, asked.

"He said he was going to be indicted, that they were after me, and that I better get a good lawyer. He said he expected to be indicted."

"What else did you talk about?"  
Atwell said he was going to be indicted, that they were after me, and that I better get a good lawyer. He said he expected to be indicted.

**Talked About Scoundrels**  
"Oh, those wreckers, Hetrick, the committee, builders, squelchers."  
"What he said about scoundrels?"  
"He said he guessed they would all equal because he took money from them. He said Hetrick was one bird he never knew. He wanted to see me because he said I was the only one who ever took a check from him. He said he didn't want to hurt my feelings by asking me for cash."

Atwell here related that Brindell kept a white list and a black list of all builders and contractors. He said he was on the white list, which another contractor named Cohen had made. Brindell and Cohen visited the yards of the Northern Supply Company, the Atwell firm in Long Island City, last Sunday, that Cohen made a job in connection with a great deal of amusement.

Atwell was questioned in connection with his political affiliations. He said he knew his own mind.  
"Do you know of Brindell's relations with Alderman Kennedy?"  
"The first time that I ever saw Brindell was on a council, letter head, with Kennedy's name in the corner."

**Says Brindell Had Gun**  
In going over the revolver episode Atwell said that Brindell insisted he was more of the inexperienced builder. Under the caption, "Says Brindell Had Gun," Atwell said he was on a job at Fifty-seventh Street and Fifth Avenue on May 20 last. He said he refused. In the course of the altercation three of Atwell's friends came up. Brindell and Cohen, he said, thought they had been planted by the contractor as witnesses. He wanted to know who they were.

"When I told him," continued Atwell, "that they had merely dropped around he pulled a gun from his right pocket and flashed it at me, remarking: 'I don't care for your friends.'"  
Atwell said he began to tell Mr. Untermyer took occasion to reply to the Mayor's imputations that the counsel for the committee was conducting a personal attack upon him at the instance of the traction interests. He produced and was permitted by the committee to read into the record letters which passed between himself and the Mayor in the last year.

### Alleged Building Combines Dissolve, With Wholesale Slashing of Prices

Two witnesses told the Lockwood committee investigating the building industry that the inquiry had caused a sudden drop in the costs of nearly all lines of building materials, indicating the apparent dissolution of many of the alleged combines.  
George Atwell, head of one of the biggest contracting firms in the city, says that brick have dropped from \$30 to \$15 a thousand within the last few weeks.  
Hugh White, a vice-president of the Fuller Construction Company, declared that sub-contractors, submitting new estimates on a \$700,000 operation at the Plaza Hotel, came down \$87,000 from their figures of six weeks ago.  
A limestone bid on the same operation for \$52,450 two months ago was revised downward to \$38,160 within the last two weeks.  
A marble bid of \$248,247 on October 19 in connection with the erection of the National City Company Building on the site of the Manhattan Hotel, was cut down on October 25 to \$192,000.

### Foreign Ring Said to Rule Ship Board

With the inquiry must be beyond suspicion. During the extraordinary, and I might say, humiliating, scene which took place yesterday, it was stated or insinuated that the course for the committee had relations with the foreign ring, and further that the examination of the Mayor was induced by his attitude toward the Interborough.  
The Mayor's reply is as follows:  
"While I am in favor of municipal ownership and operation of many of the lines in the city buses will be the mode of transportation for short distances and will take the place of many of the surface lines. When bus lines are in operation, surface lines will be torn up and sold as old junk."  
"Thanks very much for your offer of assistance. Best wishes to Mrs. Untermyer as well as yourself."  
Mr. Untermyer added that he had not been a partner in the law firm of Guggenheim, Untermyer and Marshall for seven years, although his name was there. He said he didn't know until yesterday that there was a case in that law office against the city purchase of jitney buses.  
The hearings will be resumed next Tuesday morning.

### Patrolman Characterizes Inquiry Talk as "Lies"

**Birmingham Refuses to Discuss His Alleged Employment by the Building Council Bureau**  
Patrolman Stephen Birmingham, who was named yesterday by George Atwell in testimony before the Lockwood committee as head of Brindell's compensation bureau, said last night that he couldn't discuss the subject because he might be violating a rule of the Police Department if he did.

He lives at 684 Lincoln Place, Brooklyn, and has been a policeman since August 1, 1908. During his first year in the department he led in the capture of a negro, who had been charged with a robbery and was appointed to the rank of first-grade detective sergeant, with a lieutenant's pay. He was sent back to patrol duty November 5, 1918.

The leave of absence to which Atwell referred was granted May 20 on the ground that Birmingham was ill as well as to need his constant attention. He was notified of the revocation of the leave of absence and is said to have been three days late in reporting for duty, explaining that he had been sick. Birmingham said, however, that he reported for duty last Saturday.

### Educators Attack Hylan; Suggest Inquiry by State

The Public Education Association, in its current bulletin issued yesterday, makes an attack on Mayor Hylan in connection with the revelations of the Lockwood committee, and urges that the New York State Department of Education be invited to conduct an inquiry into the local school situation.

Under the caption, "Stop the Hylan Fling," the bulletin editorially condemns the suggestion that members of the municipal administration shall conduct the proposed inquiry. It says: "In the midst of what would be to the average person a highly compromising and embarrassing situation, what does the Hylan band propose? To report for duty, explaining that his several subordinate departments he investigate himself and thereby save the people from the malicious clutches of the building grafters whose letters he has signed with his own name. Would any one but a Hylan attempt to pull such a fling?"

The editorial asserts that the schools have become impregnated in the Lockwood inquiry because of some \$16,000,000 of building contracts. It points out that the Lockwood committee has alleged that in many instances the bids for new schools are more than 350 per cent too high.

"When one realizes," says the editorial, "that a school building which costs in the neighborhood of \$400,000 three or four years ago now costs upward of \$1,500,000, one is inclined to think that there may be some truth in this assertion."

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### Labor Council Approves Stand Against Reds

**Will Support Compers in Fight to Get Rid of Radicalism Within and Without Union Organizations**  
**Immigration Ban Urged**  
**Conference With Industrial Experts Said To Be Discussed to Speed Production**

WASHINGTON, Nov. 19. (By The Associated Press).—The executive council of the American Federation of Labor concluded its work in this city to-night without making any formal announcement as to what had been accomplished during its two weeks of discussions.

Although members of the council, including President Compers of the Federation, were disinclined to talk of proceedings in the executive sessions, it is known that certain programs were discussed which by common consent would practically become policies of the organization. These include what was described as a healthy stand against radicalism within organized labor and for sharp restriction of immigration.

There was also an almost unanimous agreement among the labor and industrial engineers. In this labor leaders believed they were accomplishing the dual purpose of eliminating waste and purchasing agent in this port, who while in the employ of the board, was also, he said, on the payroll of the New York and Porto Rico Steamship Company.

Mr. D. Jewell, another special agent, corroborated Sullivan's testimony. Jewell testified that there were slacks and inefficiency among Shipping Board checkers in weighing supplies purchased for the government. Many orders for supplies, he said, were placed with firms having only desk-room offices. The condition of warehouses belonging to the Shipping Board in this city was characterized by Jewell as deplorable. The board, he said, had no system of invoicing or checking up purchases.

Following the testimony of Mr. Luce at the afternoon session, William Denman, of San Francisco, the first president of the Emergency Fleet Corporation and the first head of the committee intended to hear the controversy over wooden ships at the beginning of the war centered, appeared before the committee and expressed a desire to testify. He asked whether the committee intended to hear the bigger officials whose names have been mentioned, or who are involved in the investigation of the Shipping Board.

Mr. Luce, however, he has been able to ascertain that a statement of these charges will be made by the government. "One thousand dollars toward a baseball team, \$1,000 for a band, \$1,000 toward a neighborhood society, selling of Liberty bonds and moving expenses of a family," he said.

Charges Profiteering  
Mr. Luce charged the government with profiting on his ships. He said that one of his ships, he said, the government paid \$44,337 in charter at a time when the vessel earned \$56,000 for the government. Another ship, he said, he said, chartered for \$37,781, earned for the government a profit of \$1,159,024.

Asked to testify on a recent statement made public by him in the National Gazette, the shipping publication, in which he demanded a new deal in the Shipping Board, Mr. Luce said that he stood by every word of that statement. He emphasized the concluding part of the statement, in which he said:

"What is the remedy for these conditions? A complete new deal in Washington. Eliminate the persons on the payroll of the board who are there to hold their jobs instead of to serve the best interests of the whole country. Put in a full membership of the board composed of men who will take a stand and stick to it—of maintaining the American flag permanently on the seas. Eliminate political-partisan politics and office politics—from the board's affairs. When you've done that, you'll have eliminated favoritism as well. Put the allocation of tonnage on a time charter basis, payable monthly in advance, to responsible concerns, into the hands of trained men competent and willing to operate economically and capably, and who have the capital to purchase them on terms which will be equitable and in the interest of the whole country."

"Surely this is a program which none can differ with, but let it be undertaken and let us see who the objectors are."

R. H. Gregory, the Shipping Board's port steward for the North Atlantic district, told the committee at the morning session that it now costs the United States government \$2,100 a day more to feed the sixty thousand men on Shipping Board vessels than the existing system of supplies, than it did during the war, when the ships were in direct charge of the government, and had not yet been allocated to private operators.

The greater part of the morning session was devoted to the testimony of the Treasury Department, nearly all of whom had been withdrawn from investigation of Shipping Board purchases and accounts after they had devoted some time to this task.

Peter J. Sullivan, one of these agents, who was transferred to Arizona after a month on the job, told the committee of a Shipping Board

### Hoover Offers Plan to Speed Up Production

**Would Prevent Waste by Some Method of Federal Interest, Better Labor Exchange and Bargaining**  
**For Independent Tribunal Suggests Three Levels of Wages and Advocates Extension of Shop System**

WASHINGTON, Nov. 19. — Three sources of waste in production and means of combating each were outlined by Herbert Hoover to-night in an address before the Federated American Engineering Societies, speaking as president-elect of the organization.

Intermittent employment, unemployment that arises in shifting industrial currents, and strikes and lockouts were the causes he mentioned.

Intermittent employment, the former Food Administrator said, might be eliminated at least in part by coordination of economic groups, the various industries working together to aid each other. Using the bituminous coal industry as an example, he said, the bad economic functioning could be remedied through a concerted effort of the coal operators, the coal miners, the railways and the great consumers to prevent alternate demand and shortage.

Some Governmental Interest Needed  
Present necessary legislation against combinations, he added, makes coordination impossible, but he suggested that there be developed "some method of governmental interest, not in governmental ownership, but in stimulation to cooperation in better organization."

Loss of production incident to shifting of workers because of seasonal and short periods of operations in industry, Mr. Hoover told the engineers, could be lessened by the expansion and better organization of local and Federal labor exchanges. Unless such a measure is adopted, he said, the individual worker, he said, "is helpless to find the contacts necessary to make this shift."

Relief in Collective Bargaining  
Strikes and lockouts would be materially lessened by the universal acceptance of collective bargaining, Mr. Hoover declared, adding that he was confident that this principle could be worked out along the lines laid down by the President's second industrial conference, of which he was a member. That principle, he said, proposed that each party to an industrial controversy should have the right to assistance and that in event one of the parties refused to enter into negotiations, the entire question should be referred to an independent tribunal for investigation as to the right or wrong of the dispute.

In asking the engineers of the country as a portion of the body politic, assistance and experience in solving the nation's economic problems, Mr. Hoover issued a warning, saying:

Unemployment inevitable  
"We have just passed through a period of unparalleled speculation, extravagance and waste. We shall now not only reap its inevitable harvest of unemployment and readjustment but we shall feel the real effect of four years of world destruction, and from it economic and social problems will stand out in vivid disputation."

**Man in Fur Coat Found Unconscious in Broadway**  
**Papers Indicate He Is Neal Wainwright, of Philadelphia; Police Seek Relatives**

A man in evening dress, wearing a fur-lined overcoat, was found lying unconscious on Broadway at Forty-eighth Street at 8 o'clock last night by Patrolman Ginty of the West Forty-seventh Street station. Papers in the man's pockets indicated that he might be Neal Wainwright, apparently of Philadelphia, but telegraphic advices

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Last Days of the Romanovs—Geo. G. Telberg . . . \$3.00

### Wallis Discovers World-Wide Plot to Land Reds in U.S.

**Corrupt Officials in Conspiracy in Europe; Undesirables Listed Among Members of Crews Making Port**

Frederick A. Wallis, United States Commissioner of Immigration, in an address last night to the National Industrial Council at the Hotel Pennsylvania, charged that corrupt officials of European countries, officials of transatlantic steamship companies and others were engaged in a gigantic conspiracy which would unload upon the shores of America the worst criminal elements and most dangerous radicals of Old World countries.

The Commissioner said that the conspirators, in many instances, seized upon the stowaway method as a means of getting these undesirable into the United States, while in specific instances undesirable have gained entrance to this country by being listed as members of a ship's crew. He cited one instance in which a ship arrived at this port with 1,100 listed in its crew. This he declared to be a flagrant evasion of the immigration law.

Mr. Wallis estimated that within the next six years Germany, Italy and Holland will have sent 10,000,000 persons to the United States. Germany, he said, for some time has had a plan under way to send 8,000,000 nationals to this country and has sought Holland's assistance in the project.

The unusual immigration from Holland, he explained, was due to the Bolshevik revolution in Russia and the sheik elements of Russia in Germany.

The increase of stowaways is most alarming, according to the Commissioner. He pointed to one day's record as a typical example. A steamship from Mexico carried sixteen stowaways; one vessel from Cuba carried eighteen; forty-two stowaways were aboard a vessel from Naples and a German ship from Constantinople carried sixteen.

### HORSE-SHOW Blue Ribbon Winners—Knickerbocker Ice Cordons Bleu

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