solete. They did, it is true, lengthen the piers to accommodate the great ships, but those who did that did not stop to think that with the immense more freight that would have to be handled it would even be necessary to make the piers wider.

"But on the comprehensive problem, which is much more than the pier problem, nothing has been done, so far as I know, except talk, until this joint state commission was created. Now, I say that twenty years is certainly long enough to wait before the state should step in to exercise its powers in a matter of such grave consequence. As a matter of fact, the City of New York is unable alone to solve this problem. It can be done only by the exercise of state powers, and with Federal powers added to that, and if the city administration, assuming that it had the comprehension to grasp the problem, were to start out upon some constructive solution of the problem the first thing it would have to do would be to come to Albany for additional power with which to solve it."

Mayor Hylan and other city officials, including Corporation Counsel O'Brien and Comptroller Craig, who had come to Albany to oppose the port treaty bill, did not attend the meeting in the Executive chamber, but learned of the criticism heaped upon them by the Governor after it was over.

An attempt by Comptroller Craig to voice his opinions of Governor Miller's frankness during the hearing before the Finance Committee did not materialize when Senator Charles Hewitt, chairman of the committee, cut him short, saying that it was irrelevant to the case at hand. Comptroller Craig did not get any further than expressing indignation over "the slurs cast on the city officials" by the Governor and other advocates of the bill.

Mayor's Speech Is Brief

The speech made by Mayor Hylan was brief.

"The City of New York," he said, "might as well return its charter to the state if this bill goes through. The people of New York are getting tired of having their city run by commissions.

"The Bronx Park and the Public Service commissions have done nothing but spend the city's money, and we demand that this legislation be defeated."

"The city has carried on its port development," he continued, "without this artificial authority which would put the city in a straitjacket. You would make this proposed commission a District of Columbia in itself and give it the right to exploit New York City's port in the interest of such railroads as want to develop their own properties."

Notice that the constitutionality of the bill, in the event of its enactment, will be questioned before the courts was served by Corporation Counsel O'Brien.

The proponents of the bill were headed by William R. Wilcox, a member of the Port Development Commission, and Julius Henry Cohen, counsel to the commission. The various organizations represented and their representatives included the following: J. Barstow Smull, chairman of the Committee on Harbor and Shipping; J. C. Lincoln, of the Merchants' Association of New York; William F. McConnell, New York Board of Trade and Transportation; Arthur Murtha, Harlem Board of Trade; Raymond V. Ingersoll, City Club of New York; J. Bernstein, the Fifth Avenue Association; Walter T. Arndt, the Citizens' Union; Joseph E. Kean, Central Mercantile Association, and also representatives of the Albany, Troy and Rochester chambers of commerce.

Benson To Be Ship Board Pending Reorganization

Harding Gives Admiral Full Authority to Carry Out His Policies for the Present

From The Tribune's Washington Bureau

WASHINGTON, March 15.—President Harding and Rear Admiral W. S. Benson, chairman of the Shipping Board, conferred to-day, and as a result it can be said that Admiral Benson, who has been continued as the head of the board for the time being, will have a free hand for the present in trying out his policies in respect to shipping.

The President recently sent a letter to Admiral Benson directing that the functions of the board be carried on as usual, in spite of the fact that the membership is not yet filled. Practically the meaning of this is that Admiral Benson is going to function as the board until the permanent arrangement with respect to it is made.

It is pointed out that for the next month this will give Admiral Benson a chance to try out his policies. Although the time will be brief, it will enable him to demonstrate to some extent what he can do.

President Harding has decided on at least four of the seven men to comprise the new board. The names were ready for presentation to the Senate when it was pointed out to the President that the law establishing the board specifically provided that all seven members of the board must be selected at the same time. The discovery was somewhat disturbing for the moment, since the President yesterday had requested the Senate to remain in special session one day longer to afford him an opportunity to get the four selections confirmed and to start them on their work without further delay.

Crowd Pummels Man Accused by Little Girl

Women in Throng That Captures Fugitive, Who Is Rescued by Patrolman

Hundreds of men and women joined in a chase last night that ended in the capture of William Lewis, a chauffeur, thirty-three years old, of 22 West Fifty-ninth Street. The man was badly beaten by the crowd, which accused him of ill treating Anna Becker, six years old, daughter of Charles Becker, of 520 West Forty-ninth Street.

The girl was sent by her mother to a coal dealer's store near by shortly after 7 o'clock in the morning. When she did not return after more than an hour Becker and neighbors began to look for her and before noon there were more than 100 searchers abroad.

The first news of Anna came from Nicholas Finklestein, of 429 West Fifty-fourth Street, who found Lewis with the child in the hallway of the house.

Finklestein ran after Lewis and was immediately reinforced by a crowd that grew with every yard traversed. Patrolman Sherer, of the West Forty-seventh Street station, joined the chase and ran Lewis down, being compelled to call for assistance before he could save the man from the crowd.

Lewis told the police that he was discharged from the army for disability, but refused to say to what regiment he had been attached. In his pockets were letters of recommendation from employers in New York and Boston testifying to his trustworthiness as a chauffeur.

Negro Lynched Near Jail

TEXARKANA, Texas, March 15.—Brownie Tuttle, negro, charged, with assault on an elderly white woman near Hope, Ark., early to-day, was taken from the Hope city jail to-night by a mob of 300 persons and hanged near the jail.

Senate Will Pass Transit Bill To-day

(Continued from page one)

liam Duggan and Minority Leader James J. Walker, of New York.

The debate in the Senate was started by Senator Duggan, who moved that the enacting clause be stricken out. He then turned to Senator Knight and asked him to explain the bill.

Instead of Senator Knight rising, Majority Leader Lusk took the floor. At the outset he said that one of the purposes of the bill was to enable the transit commission to establish fares in New York City on a cost plus basis and to empower the state-wide Public Service Commission to do likewise with traction lines upstate and other public utilities.

"This bill is necessary," said Senator Lusk, "because of the gas and traction situation in New York City. Transit lines in New York are now charging two and three fares where formerly only one was charged. Then, too, there have been complaints from clergymen that working girls and young women are being molested by men in the subways during the rush hours. This is not only dangerous to morals, but to health, and from the standpoint of morals and health we must take the situation in hand.

Permanent Fare Raise

"The scheme of this bill is to provide for a temporary or permanent raise of fare. No property rights will be taken from the city. All that is proposed to do is to change the rate-fixing powers from one city organization to another, and thus the City of New York is highly favored, for the up-state cities must abide by the action of a state-wide commission."

Several Senators jumped to their feet to take issue with the statements made by the majority leader.

Minority Leader Walker was first recognized. "Yes," he said, "but the City of New York invested $300,000,000 of its own money in the subways, so there is no parallel between up-state communities and New York.

"Why," exclaimed Senator John Boylan, "you are making it impossible in this bill to remove any of the appointees of the Public Service Commission. You are hedging them around with greater restriction than is placed around the Governor. The Executive of the state can be impeached on a majority vote of the Assembly and a two-thirds vote of the Senate, but in this bill you provide that it shall take a two-thirds vote of both houses to remove any of these public service commissioners.

"Is it because you cannot get a decent type to take the job that you protect it?"

Lusk's Explanation

"The reason," replied Senator Lusk, "is because the Governor wants to put the commissioners on a parity with the Supreme Court."

"But that does not apply here, for the Supreme Court judges are constitutional officers and their terms and salaries are fixed in the constitution by a vote of the people," retorted Senator Boylan. "Look, however, at the transit commission. The members of this are made subject to removal by the Governor, so that he can always have the City of New York by the throat. You propose to throttle the city. You have a joker here forcing the city to buy lines it does not want."

"Where is there such a provision in the bill?" inquired Senator Lusk.

Senator Boylan pointed it out, and Senator Lusk made no comment.

Senator Duggan called upon Senator Knight to say if it was not a fact that the bill delegated to the transit commission all the powers of all the elective officials of New York City.

Senator Knight dodged the question.

Senator Boylan, pointing a menacing finger at Majority Leader Lusk, exclaimed: "Remember, we had a Boston tea party. We may have a New York traction party!"

Senator Nathan Straus jr. then inquired if the bill would permit the transit commission to abrogate the leases which have been the basis of most of the crooked financing of the roads.

"No," said Senator Knight, "it would not."

"Yes, it would!" exclaimed Majority Leader Lusk.

"Who is right?" inquired Senator Straus, a bit bewildered.

Senator Straus paused, but no one answered. Then, turning to Senator Lusk, he said: "Let us stop beating about the bush and tell the Senate what is the intention of the commission with respect to these leases; for example, the Manhattan Elevated lease. A guarantee on this lease of 7 per cent on $64,000,000 of capital stock of the company has been made by the Interborough.

City Forced to Buy

"I don't know what bush you're beating around and I do not know what the commission, which has not yet been appointed, will do."

"Thanks," replied Senator Straus. "I understand. Now, a word in closing. Let me call the attention of the Senate to one phrase in this bill which compels the city to purchase anything 'considered desirable' by the transit commission."

Senator Straus then read the section in question and asked if that did not empower the commission to force the city to buy any line the commission thought it should buy.

The sponsors of the bill agreed that this was so.

Minority Leader Walker began by characterizing the bill as one of the most gigantic steals ever contemplated.

"One thing which has been bothering me," said Senator Walker, "is the section providing for the stabilizing of securities. Is this section for the benefit of those men pronounced by Governor Miller as crooks and malefactors? Is it for these men that you are violating home rule and invoking the police power of the state? Is it for these poor stock manipulators who, according to their own returns, only made 187 per cent on their investment in the last twelve years?"

Then with all the dramatic power at his command Senator Walker said:

"What you are doing will bring about a revolt of the people of the city against the people of up-state. And the revolt is coming."

A vote was then taken on Senator Duggan's motion to strike out. It was lost by a vote of 28 to 18.

The vote was a rising one, unrecorded. Then the bill was advanced to third reading without opposition, the opponents of the measure realizing they were defeated.

City Takes Ten-Cent B. R. T. Fare Into Court

Company Is Required to Show Cause Friday Why the Raise Should Not Be Restrained

Court action was taken by Corporation Counsel O'Brien yesterday to test the right of the B. R. T. to establish a zone system, charge double fares and eliminate transfer points on certain trolley lines operated by the company in Brooklyn.

Justice David J. Manning of the Supreme Court, on application of the Corporation Counsel, signed an order directing Lindley M. Garrison, receiver for the B. R. T., to show cause Friday morning why the company should not be restrained from collecting double fares. The court declined to issue an injunction to prevent the collection of 10 cent fares as permitted under an order issued last Saturday by Public Service Commissioner Barrett. It held there was doubt whether the state court had jurisdiction to intervene in the traction situation involving the B. R. T., which is in the hands of a receiver appointed by the Federal court.

Acting on Mr. Barrett's decision the B. R. T. at 5 a. m. yesterday installed the zone system, eliminating transfers and charging 10 cents between certain points on nine lines operated by the Nassau Electric Railway Company, the Brooklyn, Queens County & Suburban Railway Company and the Coney Island & Brooklyn Railroad Company.

Reports received by the company said that there was little grumbling on the part of the public, although many persons got off the cars when the conductors appeared for the second collection.

The hearing on Friday is expected to determine whether the new system shall be permitted to continue.

Johnson Renews Fight Against Traction Bill

Calls Amendments Bald Attempt to Place the City at the Mercy of Companies and Raise Fares

Senator Hiram W. Johnson, of California, returned to New York yesterday to resume his duties as special counsel in Mayor Hylan's fight against Governor Miller's traction measure.

Soon after he entered the suite assigned him in the Corporation Counsel's office in the Municipal Building Mr. Johnson made public another chapter of the serial which he began before he returned to Washington for the special session of the Senate. Mr. Johnson, in calling his serial "The Tragedy of New York's Traction," said his purpose was to enlighten the public, through daily installments, of his interpretation of the Knight-Adler bill.

Referring to amendments added to the bill in his absence in Washington, Mr. Johnson, in his latest chapter, said:

"Of course, the wrong and injustice of the bill have always been plain, but if there were any credulous people who, in reliance upon the statements of the sponsors of the measure, believed its purpose to be other than what its words demonstrated, the amendments recently adopted will make it very clear even to them what is being attempted. These amendments, while still further aiding the traction companies and adding to their advantages and injuring even more the city, show plainly the primary purpose of the bill is to increase fares.

"By one of the amendments the proposed transit commission is authorized to make increases. This is what the Mayor and Corporation Counsel have from the first insisted was the purpose of the bill. It is what its advocates have with a pretense of indignation denied. There is no longer any pretense. The bill is a bald attempt to place New York City at the mercy of the traction companies and to increase fares. There has never been a more flagrant endeavor at special privilege legislation; no more wicked blow aimed at local self-government; no more insolent disregard of people's rights."

City Adopts Daylight Saving for Five Months

Aldermen Fix Time From Last Sunday in April to the Last in September

The Board of Aldermen yesterday adopted an amendment to the standing ordinance providing for daylight saving for five months, from the last Sunday in April to the last Sunday in September, instead of seven months, March to October, as provided under the old ordinance, passed in October, 1919. Municipalities were given the option to pass their own ordinances under the recent bill adopted by the Legislature repealing the state-wide daylight saving law.

In recommending the adoption of the amendment the Committee on General Welfare said that the numerous requests received by the President of the Board of Aldermen from neighboring cities and towns for the continuance of daylight saving by this city "eloquently testify to its popularity and beneficence."

The amendment was adopted unanimously. A resolution introduced by Alderman Francis D. McGarey, of Brooklyn, and Louis Zeltner, of Manhattan, requesting the Board of Estimate to resume the Grand Street ferry service to Broadway, Brooklyn, was unanimously adopted.

President Hunts Files In White House Cellar

Missing Document Discovered After Official Exploration of Basement

From The Tribune's Washington Bureau

WASHINGTON, March 15.—Considerable stir was caused among the attachés of the White House offices today when it was learned that President Harding was exploring the basement beneath the offices. Accompanied by Secretary Christian and veteran clerks, the President spent fifteen or twenty minutes exploring the nooks and corners of the basement.

While discussing with Secretary Christian the program for the day's routine certain information was necessary before they could proceed. Upon inquiry they learned that the desired information was contained in a book in the file room in the basement. The President immediately expressed a desire to see the basement and a moment later he had started on the tour of inspection. He found the book which he desired himself and incidentally learned more about his offices.

Manslaughter Plea Ends Trial of Mrs. Massella

Attorney Cæsar Barra, defending Mrs. Donatella Massella, of 11 South Avenue, Corona, on trial for murder in the Queens County Court, brought the case to an abrupt end yesterday afternoon when he offered to plead guilty to manslaughter in the first degree for his client, the plea being promptly accepted by District Attorney Dana Wallace.

Mrs. Massella was charged with having killed Mrs. Concetta Altieri, her neighbor, December 28 last. The most startling evidence in the case consisted of two revolvers, one of which is said to have been used by the defendant when she killed Mrs. Altieri and the other found by detectives in the home of Mrs. Altieri after her death.

According to a statement by Mrs. Massella after her arrest, she shot the other woman because she was dragging Mrs. Massella's boy about her backyard and beating him.

Francesco Altieri, husband of the dead woman, testified that Mrs. Massella had said to his wife two days before the shooting, "You will never see the new year, because I mean to kill you in two days."

Workers Put Rail Pay Cut Up to U. S.

(Continued from page one)

additional data purporting to show that the cost of living had been reduced and that wages in other industries had fallen below the levels for similar work on the railroads. These arguments were disputed by the labor leaders, who announced they would take their cause before the Railroad Labor Board.

Pennsylvania Posts Notices

The Pennsylvania Railroad announced last night that notices had been posted along its system informing employes that "changed conditions since the present rates of pay became effective warrant a reduction in salaries and wages," and that the management therefore proposed to make a reduction in pay effective April 20. While no mention of the extent of the cut is made in the statement, it is understood that it will be similar to those proposed by the other lines—that is, the deduction of the increases granted by the Labor Board last July.

For the purpose of discussing the proposed revision of wages, says the statement, a series of conferences have been scheduled, to be attended by representatives of subordinate officials and employes, when an attempt will be made to "reach an agreement as to what constitutes just and reasonable rates of pay in the light of present conditions."

All the conferences will take place in Moose Hall, 628 Penn Avenue, Pittsburgh, this city being selected as being most accessible from all points of the system. Meetings of representatives from the various departments are sheduled for March 31, April 2, 4, 6, 8, 9, 11, 13, 15 and 16. The notice bears the signatures of C. S. Krick, general manager of the Eastern region; R. E. McCarty, of the Central region; T. B. Hamilton, general manager of the Northwestern region; R. W. Geer, for the Southwestern region, and P. F. Smith, for the works at Altoona, Pa.

Marine Reduction Confirmed

In addition, J. E. Fairbanks, secretary of the General Managers Association of the railroads entering this port, confirmed the previously announced intention of the railroads to reduce the wages of marine workers employed on the railroad-owned barges, lighters and crafts operating in the harbor. The new schedule was to go into effect on April 20, the men, it is proposed, to return to the scale of wages obtaining before April 30, 1920, when the last increase allowed by the Labor Board became effective.

It constitutes a cut of from 14 to 20 per cent for all classes of workers aboard ferries, tugs and lighters. Captains who now receive $220 a month will be cut to $190; engineers who get $210 will be reduced to $180, and porters, the cheapest class employed on the craft, will be cut from $110 to $95. The eight-hour day, however, will be retained. The marine workers will discuss the proposition within the next two or three days and will then make their reply to the managers. It was unofficially reported that the proposals would be rejected and the matter threshed out before the Labor Board.

In connection with the sweeping slashes in pay and personnel projected by all the roads, Thomas De Witt Cuyler, chairman of the Association of Railway Executives, denied that the reductions were promoted in concert by the railroad heads.

"There has been no clique of railroad executives under whose auspices a reduction in railway pay has been promoted," he said in a statement issued yesterday. "Each road had acted independently upon its own responsibility without advice from this association or any committee of this association, excepting that the transportation act must be strictly complied with."

N. Y. C. Action a Precedent

The New York Central conference was the first of the numerous meetings scheduled by the various railroads with their employees on the question of wage cuts and is significant as foreshadowing the probable stand that the workers on the other lines generally may be expected to take. Representing the railroad at the meeting were W. J. Fripp, general manager of the Eastern lines, who presided, and A. S. Ingalls, the Western manager. The laborers were represented by twenty-nine leaders for the various phases of railroad work, except the "Big Four" brotherhoods. With the semi-skilled men affected, the leaders claimed to represent about forty thousand.

The men took the position that the present wage standard must be maintained to prevent suffering among the workers. Stair contended that the wage increase which the railroad is trying to wipe out was granted by the Labor Board and that they did not intend to give it up unless the board took it from them.

"The rejection of the proposals, however," said Stair, "does not mean a withdrawal from service. But should the New York Central management arbitrarily place the new schedule into effect on April 1, then we shall insist that the matter go at once before the Labor Board for decision.

"Moreover, we intend to abide by the decision of the Railroad Labor Board after the matter has been argued before it, and there will be no trouble if the railroads agree to do the same."

B., R. B. & L. Employees Vote for Protest Strike

BOSTON, March 15.—More than 98 per cent of the 600 employees of the Boston, Revere Beach & Lynn Railroad have voted to strike in protest against the wage reduction announced for Thursday, grand lodge officers of the "big five" railroad unions announced to-night after completing the count of the ballots cast yesterday.

CINCINNATI, March 15.—Notice of reduction in wages of other than unskilled laborers, effective April 16, was issued at the general manager's office of the Cleveland, Cincinnati, Chicago & St. Louis Railway Company here today. The classes of employees affected include shop mechanics, maintenance of way mechanics and helpers, stationary engineers and firemen and virtually all classes of service except train and engine employees, telegraph operators and station agents.

HOUSTON, Tex., March 15.—Representatives of common labor of the Gulf Coast lines, after a four-hour conference to-day, asked for several days in which to present the case of wage cuts to the men. The cuts are scheduled to become effective April 6. The Southern Pacific's announcement of wage cuts for April 15 will affect 10,000 men, it was said to-day.

P. R. R. Wage Cuts Will Take Effect April 20

Special Dispatch to The Tribune

PHILADELPHIA, March 15.—There were two important developments in the railroad wage situation to-day:

The Pennsylvania Railroad announced April 20 as the date on which it intended to put into effect the wage cuts ordered recently by the board of directors.

The Reading Railway announced that it had put before representatives of the 8,000 of its 35,000 workers, classed as unskilled laborers, a proposal for wage reductions ranging from 15 to 25 per cent.

The announcement of the date on which the Pennsylvania intends to put reduced wage scales into effect was incorporated in a notice proposed today which will be placed on all the road's bulletin broads not later than Thursday. The notice is dated March 17 and is intended as the thirty days' advance notification demanded by the transportation act of 1920 for many classes of employees.

It also outlines the procedure which will be followed in giving representatives of the workers, including subordinate officials, opportunity to air their views on the new schedules.

The dates for a series of conferences are announced, the object of which is stated to be that of "reaching an agreement as to what constitutes just and reasonable rates of pay in the light of present conditions."

At the conferences the men will be informed of the exact wage figures which the company deems a fair return for their work under present conditions. These figures have not yet been made public. The men will have the opportunity to put forward arguments for changes in the figures laid before them by the company.

It is possible that the figures will be in some instances changed as a result of employees' protests, but an official of the company said to-day that such action was not probable.

At the end of the five-hour meeting between the workers' representatives and officials of the Reading, headed by General Manager F. M. Falck to-day, the labor men said the actual reductions proposed were greater than those announced by the company. They said the reductions put before them were from 8 to 13 cents an hour on a present scale of 27 to 63 cents, or from about 21 to 30 per cent.

The union men said they had voiced strenuous objections to the reductions. They said it was likely that their unions would reject the company's proposal, and that it would eventually find its way to the Railway Labor Board.

On March 29 the men who were at to-day's meeting will meet again, and the company will be informed of the action taken by each group of its workers.

Rail Heads to Answer Charge of Extravagance

Expected to Tell Senate Hearing That Operating Costs Are To Be Reduced by Economies

From The Tribune's Washington Bureau

WASHINGTON, March 15.—Railway executives have advised Senator Cummins, chairman of the Senate Committee on Interstate Comerce, that they desire full opportunity to present their side of the case when the committee begins its investigation during the extra session of Congress into the railroad situation and the operating expenses of the lines.

The executives are preparing to defend themselves against the criticism that the roads have been inefficiently and extravagantly managed. While these complaints have not formally been laid before the committee, it is understood they will be. Leaders of railway labor are getting ready to do so.

In addition the railroad heads are expected to endeavor to convince the committee and the public that there is hope in the transportation troubles of the country, and that conditions will mend. They have informed members of the committee that they expect to reduce operating expenses heavily. This will be done partly through cuts in pay of the men and by reductions in the number of men employed and partly by the cheaper supplies which the railroads must have.

Judge A. W. Thom, counsel for the Association of Railway Executives, and T. De Witt Cuyler, chairman of the association, have conferred with Senator Cummins and outlined their views on conditions.

As to the total amount of the reductions in operating expenses which can be effected through lowered pay and reduced personnel, it is estimated $800,000,000 can be saved. Perhaps an equal amount can be saved through lower prices for supplies and equipment.

Receiver for New Haven Urged by Business Men

Counsel for Associated Industries of Massachusetts Advocates Plan at Citizens' Meeting

BOSTON, March 15.—A receivership for the New York, New Haven & Hartford Railroad and its entire reorganization was advocated to-day by Edgar J. Rich, counsel for the Associated Industries of Massachusetts, as a solution for some of the present difficulties of New England roads. Mr. Rich was the chief speaker at the afternoon session of the special citizens' commission representing the states of this section which is investigating the transportation situation in New England.

"I doubt if anything can save the New Haven from a receivership," said Mr. Rich, adding that "it is not to be deplored."

Christian Science Church to Hold Services in Theater Here

The Ninth Church of Christ, Scientist, of Boston, will hold services next Sunday at the Morosco Theater at 11 a. m. and 8 p. m., it being the first time a Christian Scientist church has invaded the theatrical district to hold a meeting.

Testimonial meetings will be held on Wednesdays at noon. In addition to the Sunday and Wednesday services next week the church will give a free public lecture on Christian Science at the same place Tuesday noon.

115—Plaque, of wood 14" high—$10

HALF the world thinks of Ovington's when it thinks of sending a gift and the other half thanks it for remembering

OVINGTON'S

"The Gift Shop of 5th Ave"

314 Fifth Ave. nr. 32d St.

Gompers May Help Mediate Packing Case

With Dennis Lane, Meat Cutters' Official, Head of A. F. of L. Likely to Appear for the Workers

Warning to Retailers

Armour Says Stocking Up in Fear of Strike Causes Big Increase in Price

Special Dispatch to The Tribune

CHICAGO, March 15.—Samuel Gompers probably will be one of the representatives the packing house workers will have in Washington next week to represent them at the mediation conference which has been called by Secretary of Labor Davis. The other is expected to be Dennis Lane, secretary-treasurer of the Amalgamated Meat Cutters and Butcher Workmen of America.

The representatives are to be selected at a meeting here to-morrow of officials of the nine different trades unions which are affected by the 10 to 20 per cent wage cut and the two-hour time increase which went into effect in the packing plants throughout the country yesterday.

Retail butchers were urged by J. Ogden Armour, in a statement issued today, to avoid stocking up on fresh meat in anticipation of a yards strike. The warning followed an increase of $1 a hundred pounds in the price of beef since last Friday and a jump of $5 a hundred in the price of pork since last Tuesday.

Excuse to Raise Price

This increase was attributed by the United States Bureau of Markets largely to a tendency on the part of retail butchers, fearful of labor troubles among the packing house workers, to lay in unusually large supplies of fresh meat. The same situation was reported to have given many retail butchers an excuse to advance meat from 5 to 20 cents a pound.

"Despite the fact that we are interested in increasing our volume in order to lessen operating costs," says Mr. Armour's statement, "nevertheless we take this occasion to counsel retail dealers against creating an artificial shortage by stocking up with fresh meat to provide against the possibility of a strike. Such a rush of buying would tend to force up prices without particular benefit to anybody. We fully believe retailers will be able to secure the continuous supply they need."

Many Vote on New Plan

Encouragement was seen by the Armour & Co. officials in the first results of the balloting to-day under the new "conference plan," which it was announced yesterday by Mr. Armour would be put into effect at his plant to enable the workers to have a voice in their direction. According to officials, seventy-five per cent of the workers voted in the first ten departments from which results were received.

"This shows," said an official, "that the workers do not believe the statements of union officials that the new plan is a camouflage move, designed to divert attention from the strike."

The official charged that union men had told the workers that if they voted under the conference plan they would be voting not to strike.

"The packers' statement is a smoke screen," was the comment of Mr. Lane. "No one is voting down in the yards except foremen and straw bosses. The employees are not being fooled by the new trick."

Conferences to Open Monday

WASHINGTON, March 15.—Conferences looking to the adjustment of differences between the packers and their employees will be opened here next Monday, Secretary Davis announced today before entering the regular Cabinet meeting at the White House. Secretaries Hoover and Wallace will sit with Mr. Davis at the conferences.

Samuel Gompers declared in a statement to-day that the proposal of Armour & Co. and Swift & Co. to put into effect in their plants a plan of "industrial democracy" was a part of the "anti-union campaign."

Welch's

THE NATIONAL DRINK

AT 95c for quarts and 50c for pints, Welch's Grape Juice is the biggest value drink you can buy. Drink it in small glasses, cold. Blend it with plain or charged water or ginger ale. Welch's is pure fruit juice, rich in food elements.

From your grocer, druggist or confectioner.

WELCH—Westfield, New York

Langley Succeeds Chapin as Chief Dry Agent Here

Two Enforcement Agents Held on Extortion Charge After Buffalo Indictment; Bootleggers in City Market

The report that Ernest Langley, a member of the local prohibition enforcement staff, will take the place of Daniel Chapin as Federal Supervisor of the New York enforcement district, was confirmed yesterday. Mr. Langley has not received the appointment as supervisor, but will become acting supervisor when Mr. Chapin leaves today to continue as supervisor of the Chicago district. Mr. Chapin has only been acting supervisor of the local district, so his resignation was not necessary.

Mr. Langley has been in the revenue service twelve years and there is considerable rejoicing in prohibition circles because he has been chosen to take charge of the New York office. His associates said yesterday that they expect his appointment to be made permanent after a short probation period. He is a brother of Congressman John Langley, of Kentucky.

At the request of the Federal authorities of Buffalo two prohibition agents, whose homes are in Brooklyn, were arrested there yesterday on charges of extortion and conspiracy made against them at Buffalo and several other cities in the western part of the state.

The two agents are Timothy A. Daly, of 471 Sixty-second Street, and Louis A. Jacobs, of 134 Chester Street. Jacobs formerly was a deputy collector of internal revenue and well known in political circles in Brownsville. They were held in $2,000 bail each.

George Senft, a saloonkeeper of 115 Columbia Street, Brooklyn, was found guilty of bribing two prohibition agents who found liquor in his place and was sentenced to two years in the penitentiary at Atlanta by Judge Garvin in the Brooklyn Federal Court. He also was fined $250. A stay of execution for two years and an appeal were granted by the judge, because the complaining witness, on whose testimony the saloonkeeper was largely convicted, was Timothy Daly, one of the two agents arrested yesterday following his indictment in Buffalo. Senft was released in $5,000 bail.

On a tip that whisky was being sold in Washington Market and that handbook men were operating there, Commissioner Edward J. O'Malley of the Department of Public Markets and a staff of his investigators made a raid yesterday which resulted in the revocation of the license of one butcher, who was charged with openly selling whisky, and the breaking up of the operations of the handbook men.

The Commissioner said that when he went to the market he discovered several persons getting suspicious looking packages from a butcher's stand. He found upon further investigation, he said, that the packages contained bottles of whisky, and a search of the butcher's stand disclosed six quart bottles of whisky, which the Commissioner is now holding as evidence.

Russo-Polish Peace Friday

Signature of Treaty Officially Is Predicted

RIGA, Latvia, March 15 (By The Associated Press).—Official announcement was made to-day by the Russo-Polish Peace Conference that the peace treaty between the two countries will be signed Friday evening at a public meeting of the conference.

Hamburg Line Pays 8 Per Cent

HAMBURG, March 15.—The Hamburg-American Steamship Company will pay an annual dividend of 8 per cent for the years 1919 and 1920.

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Publishers Urge Ban on Collusion In Labor Contracts

Meyer-Martin Bill Putting Such Practices Under the Donnelly Anti-Trust Act Receives Strong Backing

ALBANY, March 15.—The enactment of the Meyer-Martin bill bringing collusive contracts between employers and employees within the scope of the Donnelly anti-trust act, was urged by representatives of the publishers of New York State at a hearing to-day before the Joint Judiciary committees.

The plea of the opponents of the bill was that if the bill were enacted it might end the agreement entered into between the Photo Engravers' Union of this state and the employing photo engravers. One of the principal opponents of the measure was Charles A. Brodek, counsel for the Heating and Ventilating Board, one of the members of the Hettrick code, which he admitted had been investigated by the Lockwood committee.

Henry J. Wolz, president of the Photo Engravers' Union, No. 1, admitted that his union dictated the prices on which the employing engravers were forced to sell their product.

Mr. Wolz pleaded that the system was an experiment and should be allowed to continue. He admitted that from 75 to 80 per cent of the photo engraving work of the state is controlled by his union. He said that he believed the increases in the price of the product as stated by Mr. Saxe was excessive. Saxe had said that the increases ran from 87½ to 220 per cent. Mr. Wolz did not have figures available, but thought 87 per cent was nearer the mark than the higher figure.

Daniel Nicoll, a New York City publisher, said that he represented, in addition to the New York City Publishers' Association, the Advertising Agents' Association, the National Publishers' Association and other users of photo engraving.

"When it comes to photo engraving," said Mr. Nicoll, "there is no question of arbitration. We are told, 'This is the price you've got to pay and there's nothing to talk about.'"

During the argument on the measure Senator Meyer said that the bill was necessary to complete the work started by the Lockwood committee and which revealed collusive agreements between employers and employees. A second hearing will be held Tuesday.

National Tube Plant Closed

WHEELING, W. Va., March 15.—The National Tube Company to-day suspended work at the Riverside plant for an indefinite period. The plant, which ordinarily employs more than 3,000 men, has been operating with reduced forces.

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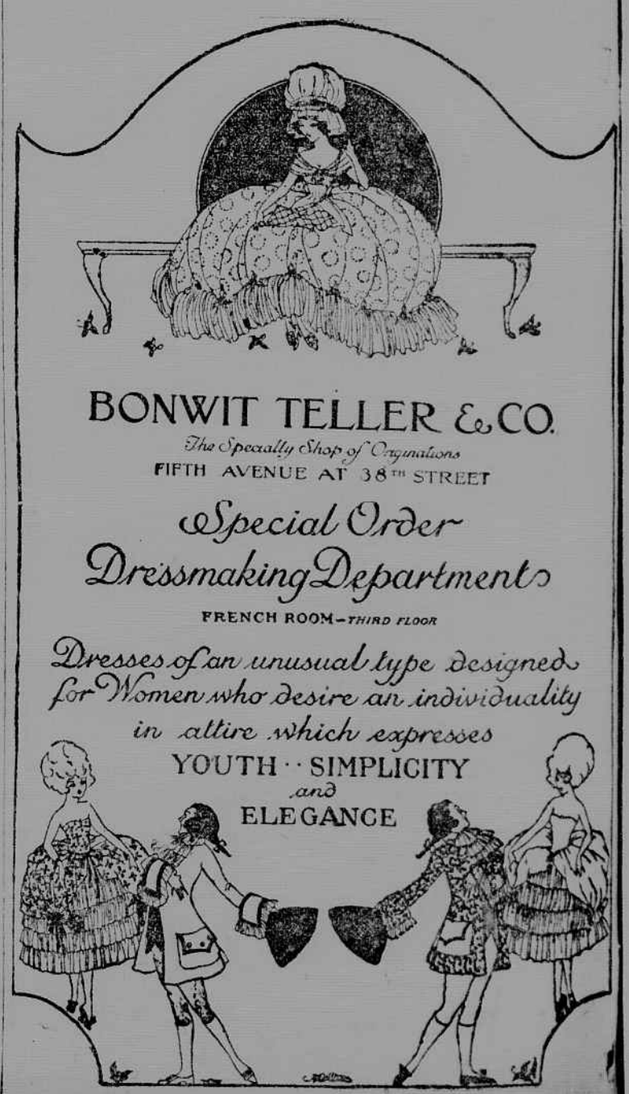

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