

CROSS
ESTABLISHED 1845
TRADE MARK
LONDON
ACTUAL MAKERS

Beauty More Than Pig-skin Deep

Surface beauty may merely be part of the fact that an article is good all through.

A charming exterior is no proof of superficiality.

CROSS' pigskin articles—a few of which are shown below—are renowned for their Quality, Style and Durability.

Cross Conveniences

A handy key case (at left) of tan pigskin leather, straps and swivels for 12 keys, all fitting into extension pockets. Cleanable celluloid slide at top for indexing keys. Folds flat. \$3.50

Coin purse (at right) "Tray" design. A very popular model. It is made with two light pockets. Size 2 1/2 inches. Tan pigskin leather. \$1.50

Cross Bill Fold

May be carried in the hip, coat or vest pocket. Conveniently arranged with a bill pocket, full length of case; extra card and stamp pockets. Size 4 1/2 x 3 1/2 inches. Folded. \$2.75

Pigskin, unlined. \$2.25

Initials burned, 35c extra.

"20" Cigarette Case

Will hold a full day's supply. Pockets either side taking 20 cigarettes. Tan pigskin leather, with silk lining, gilt clasp fastening. Size 6 1/4 x 3 1/4 inches, as thick only as two cigarettes. \$6.50

Initials burned, 35c extra.

Cross Wedding Gift Suggestions

This convenient and attractive folding card table, with exquisite flowered cretonne covering, may also be used for sewing or serving. Framework of ivory enamel wood. Size 30x30x27 inches high. Unfolded. \$35.00

The metal smoker's tray, shown at left, is on a pedestal, and has a glass ash tray, metal match box holder and two cigar rests. Bowl, 7 1/2-inch diameter. \$22.50

The refreshment set consists of a tray, 6 glasses and pitcher. Tray of white or black enamel wicker, bottom of cretonne-under-glass. Crystal set, handsomely decorated with colored grapes. No tray measures 18 1/2 x 12 inches. Muddlers, extra. \$29.50

A charming "Bridge" lamp is shown at right. One will find an extensive line of Lamps, Wicker, China, Crystal, Mahogany and Silverware displayed on our Mezzanine Floor. It will solve your Wedding Gift perplexity.

A True Measure Of Food Value

Milk is often prescribed to create weight and energy when the human body is below par. It is the most highly nutritious and perfectly balanced food nature has given us.

In Borden's Grade A you obtain a milk of genuine high quality.

Mark Cross
The World's Greatest Leather Stores
NEW YORK
404 Fifth Ave. 253 Broadway
(At 37th Street) (Opp. City Hall)

BOSTON LONDON
145 Tremont St. 89 Regent St.

Dealers Throughout the World

Bill Offered to Repeal Six P.C. Rail Guaranty

Capper Blames High Rates for Business Troubles and Insists Embargo on Trade Must Be Removed

Federal Control Limited Measure Would Nullify Orders of Commerce Commission Within States

From The Tribune's Washington Bureau
WASHINGTON, April 25.—Senator Capper, of Kansas, to-day introduced a bill to repeal that provision in the transportation act which directs the Interstate Commerce Commission to make rates which will assure a return to the carriers as a whole of 6 per cent. This is the so-called guarantee provision of the Cummins-Esch law, which has been a subject of much controversy and against which farmers, livestock men and shippers generally are protesting.

Senator Capper's bill would prevent the Interstate Commerce Commission from encroaching on state rates and nullifies the orders of the commission heretofore made so far as they affect rates within the states.

Senator Capper in a statement asserted that the rate situation was so acute that relief was imperative and rates must be lowered. He said:

"My bill has the approval of practically all the farm organizations and a large number of state railway and utility commissions. At a recent meeting in Chicago, attended by grain and livestock speakers from all the middle West states, a committee was appointed to ask Congress for this legislation. The most pressing question in the United States at this moment, and the greatest obstacle in the way of a return to normal conditions at the restoration of business, is the high transportation rates.

Rates Blamed for Stagnancy

"Railroad rates are now prohibitive on many products of the farm. Not only do we have this situation in regard to agriculture, but we have a nationwide stagnancy of general business for commerce between the states is hit almost as hard by high rates of transit as is agriculture. We have placed an embargo on ourselves and must find a speedy means of removing it if we are going to get business off its dead center and save the railroads from receiverships and bankruptcy.

"The semi-mystery of the recent arrival at our seaports of shipments of foreign products, products of which this country has an exportable surplus of its own, becomes clearer when we learn that a bushel of grain can be shipped from South America for 12 cents, but that it costs 39 cents to ship a bushel of wheat to the city from Minneapolis by rail. There can be no defense for the highest rail rates in history at a time when every rail carrier commodity is seeking the pre-war level.

"The situation is so acute that immediate relief is imperative. A substantial reduction in rates is the only solution. My bill will at least help."

Freighter Towing Ship Bearing Wood to Orient

YOKOHAMA, April 25.—A wireless message to-day from the steamer Wenatchee, carrying Major General Leonard Wood to the Orient, announces that vessel, which recently suffered engine trouble, is being towed to port by the freighter Edmore of the Admiral Steamship Line.

The Edmore, which was ordered to proceed to the assistance of the Wenatchee, reported by wireless at 3 o'clock yesterday afternoon that she was 150 miles north of Yokohama and following the Wenatchee. The latter vessel was then making eight knots an hour. At 11 o'clock last night the Edmore wireless that she was 115 miles from Yokohama.

It is believed the Wenatchee will arrive at Yokohama to-night.

The serious mishap to the vessel is absorbing public interest because of the presence of General Wood aboard the ship, which is making its first voyage to this country. The exact trouble remains unexplained, the first wireless message attributing it to a breakdown in the starboard turbine and a later message to damage to the pump supplying water to the boilers.

Major Nishihara, aide to General Tanaka, the War Minister, and Secretary Iwate of the Foreign Office have arrived here to greet General Wood on behalf of the government. Meanwhile, several hundred Americans in Tokyo and Yokohama had been preparing to give General Wood a dinner of welcome to-night, which must be postponed, as was the one planned for last Saturday night.

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Owners Propose Temporary Compact for 3 Months, After Which Permanent Terms Will Be Made

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Standard wages for the men would be fixed as against standard profits for the owners under the proposal, the standard of wages being a first charge on the industry. The surplus revenue of an area would be divided between the owners and the miners.

A temporary agreement for the transition period would provide that the country be divided into five areas and that for three months reductions in wages in each area should be uniform, not to exceed an amount to be fixed by the government, the owners and the men for each of the three months, respectively. For each month of the temporary agreement the owners would not share in the surplus revenue, or take the standard profits, if wages for this reason would be likely to be reduced.

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The owners proposed that the government make necessary contributions in any area to meet the maximum wages and that the temporary period of the owners' proposals should extend to July 31, after which wages would depend on the financial ability of the industry to pay under the durable scheme.

The wages to be paid in August under the latter plan would be calculated by reference to the June results in each area. No less in surplus or standard profits would be carried forward, but the net loss would.

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"The Sea Service Bureau," said Furuseth, "does not furnish American citizens, and what's more, it is used by the private shipowners merely as a strike breaking office. As for the demand for preference, we are willing to give in return a guaranty that union men will be reasonably fitted for the jobs applied for. The indiscriminate employment of foreigners through the bureau has caused much damage to lives and property. A union employee is a guaranty of skill and efficiency. Previous to December 1, 1920, there were only 7 per cent Americans in our merchant marine. On that date the figure had risen to 51 per cent."

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From The Tribune's Washington Bureau
WASHINGTON, April 25.—Organization of a new branch of the Department of Labor which would take up labor mediation on a broad national scale—with experts on all the basic industries of the country permanently on the job and looking to prevention rather than settlement of labor troubles—is being considered by Secretary of Labor Davis.

The idea of this new agency of the department which is to be known as the division of conciliation, is understood to have originated with President Harding. Under the plan rapidly taking shape there will be ten subdivisions, one for each of the ten principal basic industries. Each subdivision will be under the charge of a specialist, who will join immediately in any controversy in his industry as the participant for the government. In controversies where there may be an overlapping into one or more other industries the heads of the affected subdivisions will operate collectively.

In addition to the labor specialists it is planned to have twenty-five or thirty additional experts, who, when there are no labor troubles, would go wherever they could get any audience and talk on labor questions from the standpoint of "it is better to get together before the trouble than afterward."

Among the ten basic industries being considered by Secretary Davis are iron and steel, shipping, agricultural, railroads and leather.

It is pointed out that no new authority is needed to effect this addition to the Department of Labor. A larger appropriation will be necessary. This would be offset, it is contended, by relieving the industrial relations committee of the Shipping Board of much of its work as well as taking over some of the duties of the railroad mediation boards. It is estimated that these require more than \$100,000 annually.

Full Shipping Tie-Up Called For May Day

agreement. They would consent to discuss only working conditions.

Defy Closed Shop Demand

"As for the demand of the seamen's union for a preference for union labor," continued Mr. Marvin, "this condition is virtually a closed shop. The Shipping Board cannot make such an exclusive contract for the government of the United States, and the private shipowners will not make it because it would work grave injustice and discriminate against American citizens in favor of foreigners. No man with American blood in their veins would agree for a moment to such a proposition."

"The Sea Service Bureau," said Furuseth, "does not furnish American citizens, and what's more, it is used by the private shipowners merely as a strike breaking office. As for the demand for preference, we are willing to give in return a guaranty that union men will be reasonably fitted for the jobs applied for. The indiscriminate employment of foreigners through the bureau has caused much damage to lives and property. A union employee is a guaranty of skill and efficiency. Previous to December 1, 1920, there were only 7 per cent Americans in our merchant marine. On that date the figure had risen to 51 per cent."

The entire privately owned and Shipping Board tonnage available, Mr. Marvin said, 50 per cent of the government vessels and about 25 per cent of the privately owned ships were under the management of British and other foreign vessels. About one-fifth of the country's shipping was engaged in the coastwise trade.

A year ago, Mr. Marvin declared, American ships were carrying 50 per cent of the nation's overseas commerce. In the last month American vessels carried only 37 per cent, showing that the foreign vessels were driving out of the seas by cheaper rates. It was pointed out, however, that the nation's exports had fallen off, while its imports had increased at this time, and that this would have much to do with the discrepancy.

Mr. Marvin announced a meeting of the entire membership of the Steamship Owners' Association at the Whitehall Club, 17 Battery Place to-day, to consider the action of the organization's dispute committee in connection with the dispute yesterday.

Weeks to Hear Protests On Canal Pay Scales

From The Tribune's Washington Bureau
WASHINGTON, April 25.—Secretary of War Weeks and representatives of workmen employed in the Panama Canal Zone will confer Wednesday over what the employees declare to be discriminatory rates of pay for certain classes of labor on the canal. The conference will provide Secretary Weeks with an opportunity of making some inquiries about the wage scale now in effect in the Canal Zone, which he recently referred to as operated by a "construction company government."

Secretary Weeks is known to believe that the wage scale, which is approximately 25 per cent higher than that paid for similar services in the States, should be revised downward. He believes that the operation of the canal, which costs in round figures \$800,000 a month, is entirely too high.

A visit of inspection and investigation of the Canal Zone is to be made by Secretary Weeks as soon as he can find the opportunity to leave Washington.

Joint Commission Asked To Seek Farm Stimulant

WASHINGTON, April 25.—Creation of a joint commission of agriculture to investigate conditions affecting the farming industry and to suggest remedial legislation is proposed in a resolution introduced to-day by Senator Lenroot, Republican, of Wisconsin, and Representative Strong, Republican, of Kansas.

The resolution said that unless the condition of agriculture was remedied "the United States will in a few years be forced to import much of the food necessary for its own inhabitants." It was added that producers of grain, livestock and cotton were threatened with ruin.

A similar resolution was introduced by Senator Robinson, Democrat, of Arkansas, who asked that a special inquiry be made into milling charges on rice.

"Thousands of rice farmers have been driven from prosperity to poverty," said Senator Robinson.

18 in Pistol Battle at Killing of Wedding Guest

John Brennan, twenty years old, a driver, was the man killed in a shooting affray Monday night following the wedding of Frederick Black, known in sporting circles as "Pucky" Black, a center, to Theodora Broderick, of 326 Myrtle Avenue, Brooklyn, where the killing took place.

After a supper that followed the wedding ceremony a revolver battle began in which eighteen men are said to have been involved. Brennan was instantly killed and another of the wedding guests is in the Brooklyn Hospital in a critical condition.

Brennan's identification was brought about by fingerprint experts of the Clason Avenue police station. The father and sister of young Brennan were notified and identified his body.

Fourteen men and three women were arraigned in the Gates Avenue Court yesterday charged with homicide. The women were dismissed and the men held for hearing on Wednesday