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First to Last—the Truth: News—Editorials—Advertisements

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SATURDAY, MARCH 25, 1932

THE WEATHER

Unsettled to-day; probably rain and colder; to-morrow rain; increasing east and southeast winds. Full report on last page

TWO CENTS In Greater New York THREE CENTS Within 200 Miles FOUR CENTS Elsewhere

Four-Power Treaty, Insuring Pacific Peace, Ratified; 32 Roll Calls on Changes; Final Vote Is 67 to 27

Subway Jam To Be Worse, Says Hedley

I. R. T. President Admits Crowding Will Increase Until 1926; Car to Take 19,000 More Annually

O'Brien Delays Seizure Action Estimate Board Attacked; Quackenbush Expects Lease Modification

Frank Hedley, president of the Interborough Rapid Transit Company, says the congestion on the Interborough system during the next four or five years is going to be much worse than it is now. He admits, too, that it is bad enough now.

Clarence J. Shearn, counsel to the Transit Commission, which for two days has been investigating the Interborough service, by dint of hard questioning elicited from Mr. Hedley yesterday that in the five-year plan the Interborough is contemplating, each subway car, as an operating unit, carries now, according to computation, carries 266,000 passengers in a year, will be carrying 385,000 passengers in the full year of 1926.

Mr. Hedley says this computation is correct, but that since there will be more short hauls the congestion will not be as marked as the increased figures would seem to indicate.

O'Brien to Delay Action Corporation Counsel J. O'Brien, director by Mayor Hylan, "fortified" and "timidified" to start proceedings which will result in the city taking over the Interborough lines and operating them, said yesterday that he had received the Mayor's instructions. What was he going to do, he said, that he would wait until Mr. Hedley's examination had been completed by the Transit Commission, and after that he will begin carrying out the instructions. It will be another week or two before Mr. Hedley is through testifying.

The Guaranty Trust Company took the initial steps yesterday to ask for the appointment of a receiver for the New York and Queens County Railroad Company, one of the Interborough's subsidiary lines in Queens.

The Board of Estimate, after about four years' delay, appropriated \$4,000,000 yesterday for the building of the Queens subway extension from the Grand Central station to Eighth Avenue.

At the hearing of the Transit Commission yesterday there was read into the record data with reference to the failure of the Board of Estimate to appropriate funds for thirty-one needed improvements and extensions and undertakings in connection with transit development.

Lease Modification Expected James L. Quackenbush, counsel for the Interborough, said with reference to the modification of the guaranteed rental of \$4,200,000, the payment of which by the Interborough to the Manhattan Elevated Company threatens a receivership for the Interborough, that he expected that within a week the Interborough will be able to effect a modification of the lease rental. He said that Dwight Morrow, of J. P. Morgan & Co., and George Wellwood Murray, counsel to the Manhattan stockholders, had fairly plain that unless the rental guaranteed a receivership for the Interborough will follow. Mr. Hedley said his company's credit is exhausted and that it could not pay more than \$100,000.

Figures concerning the plans of the Interborough to carry more and more passengers were brought out by Judge Egan in his examination of President Egan in his examination of President Egan.

Ford Adopts 5-Day Week Plan To Aid Home Life of Workers

SPECIAL DISPATCH TO THE TRIBUNE DETROIT, March 24.—Adoption of the forty-hour week as the permanent working policy of the Ford Motor Company and other Ford interests was announced today by President Edsel Ford. This policy has as its goal the confining of the week's work of each plant to five days, with a shutdown on Saturday and Sunday.

All men in Ford employ on the adoption of the five-day schedule will continue to receive \$8 as a minimum day wage scale. About 80,000 persons will be affected. One of the effects of the new policy will be to provide more work for the unemployed.

"Every man needs more than one day a week for rest and recreation," said Edsel Ford. "The Ford company always has sought to promote the ideal home life for its employees. We believe that in order to live properly every man should have more time to spend with his family more time for self-improvement, more time for gardening, more time for building up the place called home."

"Right now market demands warrant the operation of the plant six days weekly, but we are satisfied that the five-day week is practical and it has been adopted as a permanent policy of the company. Adjustment, naturally, is necessary. In equipment and in man power the plants will have to be placed on a basis where they can take care of production in five days weekly. It will mean work for 3,000 men less."

"It will mean more machinery. The goal cannot be fully realized at once. But as soon as possible it is the aim of the Ford company to adjust its business to the new schedule."

Jersey Estates Fight Dam That Wipes Them Out Ramapo Reservoir Approved by State Board to Erase Oakland Village and Big Bergen County Properties

News that the State Board of Conservation and Development had authorized the construction of the Ramapo Valley dam near Oakland, N. J., was received with indignation last night in Bergen County. Extensive estates, public improvements and the village of Oakland will be wiped out if the project goes through, it is declared.

The dam is to make a reservoir six miles long and a mile wide to furnish water for Bayonne. The state board in granting permission for its construction stipulated that Bayonne must supply water to any municipality whose application was approved by the board at rates to be agreed upon after public hearing. The watershed is to be developed to two-thirds of its capacity before 1929.

Three Estates To Be Flooded The McMillan, Chapman and Garrison estates are among those which will be flooded. A new road, just completed by the Bergen County Freeholders at a cost of \$225,000, will be submerged. Property owned by the Oakland Lake Shoe Company and the American Brake Shoe Company will be at the bottom of the reservoir. A big power plant at Pompton Lakes which supplies a large district with light and power will be put out of business.

Prosecutor J. Willard Deyo, of Paterson, who represented the opposition to the project, said that he was uncertain what further steps could be taken, although it would be possible to have the decision reviewed by the Supreme Court on a writ of certiorari. There was a suspicion, he said, that the standard idea was put forward by the Standard Oil Company.

Charges Deal Between Cities "This looks to me," he said, "like a deal between Newark and Bayonne. Newark is to get the Wanauque River supply and Bayonne the Ramapo River, leaving little else to others. The state should have compelled Bayonne to develop the Wanauque River."

"It is funny, too, that the state water commission did not file its report until after the Legislature adjourned, thus preventing remedial legislation. Months ago we heard that the Standard Oil Company, with its vast workings in Bayonne, was behind this movement. It seems an outrage to ruin so beautiful a section when other water could have been used, and one cannot be surprised at the wave of indignation in that part of Bergen County. I can't say now just what action will follow, for I must confer with my clients."

Stowaway Near Death; 11 Days Without Food Longshoremen Find Helpless German Youth in Hold of Orbita

When the Royal Mail liner Orbita began to discharge her cargo yesterday the longshoremen discovered at the bottom of hold No. 4 in the after section of the ship a nineteen-year-old stowaway who was barely alive. He was so ill that he could not be removed from the ship, and was put to bed in the ship's hospital.

Dr. F. R. Lucas, the ship's surgeon, found that the lad's respiration was exceedingly weak and his heart was in a feeble condition. An hour after being put to bed in the hospital he responded to treatment and managed to say he was Fritz Ahrens, of Hamburg.

From letters found in his clothing it was learned that he had been a messenger on the German sailing ship. He said later in the day that he had been without food and water for eleven days and that he had grown so weak after the first six days that he was unable to crawl out of his hiding place.

Ahrens said he had an uncle living in the United States and that he had come here to search for him.

Collins and Miners Aim To Tie Up All U. S. April 1

Britain Invites the Irish Leaders to London to Confer on Means to Quell New Outbreaks Ulsterite Silent As Other Accepts

Five Slain, 2 Wounded in Belfast Home as the List of Reprisals Grows

Special Dispatch to The Tribune CLEVELAND, March 24.—Efforts on the part of the United Mine Workers of America to bring about a complete cessation of coal mining in the United States on April 1, and almost as complete a tie-up in Canada, crystallized today in plans to induce the 200,000 non-union miners in this country to join the strike.

These plans were formulated by the policy committee of the United Mine Workers in a one-day session here, and consist, first, of an appeal to the non-union men to join the strike, and, second, a supposed unofficial move on the part of union miners to penetrate the non-union regions and bring about the end of mining activities there. If these plans are successful about 300,000 miners will be involved.

Action was taken after the 115 national and local officers of the big union had spent most of the day discussing the attitude of Frank Farrington, president of the Illinois miners, who declared that while Illinois miners would drop their tools April 1 they would make a separate agreement later if the national strike was losing.

After adjournment of the conference Warren A. Stowack, president of the Brotherhood of Locomotive Engineers, called on President Lewis, of the miners. The miners and railway unions tacitly arranged for an alliance between them or rather indefinite purpose.

"We discussed in general the situation confronting the mine workers," Mr. Lewis said, "and Mr. Stone professed assistance in any way that could be utilized, both as the chief of the Brotherhood of Engineers and as an American citizen. His attitude is warmly appreciated."

Mr. Lewis declined to elaborate on his statement, particularly the assistance tendered by the leader of the rail men.

The fact that Stone came to where the committee was in session today and personally sent his card to Lewis seeking the interview was the surprise of the meeting. Mr. Lewis did not confer with other brotherhood chiefs.

Approved by Railroad Men The West Virginia miners' official, Lawrence Dwyer, of Beckley, member of the international executive board, read a resolution of the joint protective board of Norfolk and Western Railway employees including members of all four brotherhoods, indorsing joint strike action of miners and railway workers.

This resolution may have been the basis of a rumor which has been going around among operators of non-union coal mines of West Virginia to the effect that they would join the strike.

Concord, N. H., March 24.—Mrs. Grace B. Hollis authorized through counsel here today a statement that she had been divorced from former United States Senator Henry F. Hollis in any proceedings of which she had knowledge or notice. The statement was made after receipt of announcement that the former Senator was married this week in Italy to Miss Anne White Hobbs, of Concord, N. H.

In December, 1915, the statement proceeded Mrs. Hollis was duly notified of separation, which does not give to either party the right to remarry, from the Supreme Court in Concord, which then had unquestionable jurisdiction. The decree was obtained upon the ground of abandonment. In June, 1920, Mr. Hollis filed a bill for divorce in the French courts in Paris, and of this proceeding Mrs. Hollis was duly notified. She appeared by counsel and pleaded her rights as an American citizen, and essentially those growing out of the decree of New Hampshire, and denied the right of the courts of France to grant a divorce.

How Senate Voted on Treaty

WASHINGTON, March 24.—Following is the roll call vote on the four-power Pacific treaty:

Table with 2 columns: FOR RATIFICATION and AGAINST RATIFICATION. Lists names of Senators and their party affiliations.

Five Passengers Charges Briand Of Flying Boat Sought U. S. Aid Lost in Wreck Against Britain

Pilot, Clinging to Remnants, Sole Survivor of Missing Florida Craft, for Which Planes Search Two Days

Three Women Victims Offer to Hughes Alleged Accuser Asserts Head of Delegation Proposed to Him Two-Power Alliance

Special Dispatch to The Tribune MIAMI, Fla., March 24.—The flying boat Miss Miami, which left here Wednesday evening with four passengers for Bimini, Bahamas Islands, sank in the Gulf Stream that afternoon, according to a wireless message from a passing ship, the William Greene, received here to-night.

The vessel to-day picked up Robert Moore, pilot of the plane, who was still clinging to a piece of the wreckage. The plane was forced down mid-way between here and Bimini. The storm Wednesday night tore it to pieces.

The radio message, which gave none of the details of the rescue or the adventures of the plane in the high seas and storms, read: "Lat. 27-37 north; long. 79-33 west. Steamship William Greene rescued a lone survivor named Robert Moore, who was pilot on a seaplane painted 'pea-green.'"

The message was signed by Captain W. A. Wachsmuch, master of the steamship. The Tanker Sends Message The William Greene, an oil tanker, left New York for Tampa on March 21 and was 375 miles north of Miami when she sent the wireless message telling of Moore's rescue.

The words "pea green," in the belief of local fishermen, tell the story of the ill-fated plane's last cruise. "Pea green" means that the bottom was up. Therefore, the only conclusion now to be arrived at is that her passengers were dashed into the ocean, helpless and with nothing to hang to. Moore, it is to be believed, knew what to grasp and clung with all his strength to the ship. In this position he is thought to have survived until rescued by the passing ship.

Aboard the Miss Miami when she left here were August Bulte, sixty years old, vice-president of the Larabee Flour Mills Corporation in Kansas City, and his wife; Lawrence E. Smith, fifty-two, president and general manager of the Smith Greaves Printing Company, of Kansas City; Mrs. M. E. Smith, fifty, of the head of lumber.

Eight Dead, Ten Missing In Explosion in Mine Blast Occurs as 200 Members of Day Shift Leave Workings at Trinidad, Col.

TRINIDAD, Col., March 24.—Eight miners are known to have been killed and ten are missing as the result of an explosion in Sopris Mine 2 of the Colorado Fuel and Iron Company near here late to-day. Officers of the mine said they did not expect the death list to exceed eighteen. Two of the bodies have been identified. The others were mutilated by burns.

The explosion, which occurred in the main workings, 3,000 feet or more inside the mine, occurred just after the 200 members of the day shift had left for home.

The concrete steps of the mine were wrecked, but crews were quickly assembled to begin the work of bracing the ice to the mainland here, a distance of nine miles, yesterday, came near losing their lives.

The ice is breaking rapidly and wide crevices in several instances had to be bridged with planks. Often the eight pallbearers were obliged to jump openings, balancing the coffin on their shoulders. Several times a pallbearer broke through the ice, being rescued by the mourners. George Williams, mail carrier, making the trip with a horse, lost the animal in an attempt to hurdle a crevice.

No-Alliance Reservation Wins, 90-2

Every Attempt of Foes to Effect Modifications in Pact Is Defeated by Large Senate Majorities

12 Democrats Join With Republicans Administration Leaders Elated; Lodge to Press Other Treaties Quickly

WASHINGTON, March 24.—By a vote of 67 to 27 the Senate this afternoon ratified the four-power treaty with the modified Brandegee reservation, which excludes any commitment of the United States to force or to an alliance. Twelve Democrats voted for the ratification of the treaty and four Republicans voted against.

The vote showed four more than the two-thirds necessary for ratification. Senator Crow, of Pennsylvania, and Senator Jones, of New Mexico, both of them for the treaty, were absent. Senator Crow was kept away by illness. All others were present, though Senator Walsh, of Massachusetts, was out of the city this morning and did not return until 1 o'clock, after a half dozen or more votes had been taken on amendments.

The treaty is the culmination of President Harding's efforts to assure peace in the Pacific by providing that questions likely to cause friction be thrashed out in conference by the four great Pacific powers. The treaty, drawn at the Washington conference, further provides for the abrogation of the Anglo-Japanese alliance.

Vote Exceeds Expectation The final vote for the treaty was larger than expected when the Republican leaders made their final poll yesterday. It had been expected a pair would be arranged with Senators Crow and Fernald for the treaty, and Jones, of New Mexico, against. But word came from Senator Jones that he was for ratification. He said the plan for a pair was given up. The left Senator Fernald free to vote for the treaty. At the same time Senator McKellar, of Tennessee, Democrat, who had been considered against it, switched to its support. Senator Lodge had calculated on a vote of 65 to 28.

The final vote on ratification came at the end of four hours and a half of incessant roll calls. Debate was barred until the agreement previously reached by the Senate was given over to a grinding and grinding series of roll calls on more than a score of proposed amendments and reservations, as well as quorum calls. Counting two quorum calls, the Senate took thirty-three roll calls in record-breaking and confusion. This is a record-breaker for the Senate, at least in the memory of old attachés of the upper house.

90 to 2 for Brandegee Ban All efforts to force the adoption of amendments or reservations, other than the modified Brandegee reservation, failed, though the opposition held on grimly through various changes. The modified Brandegee reservation was adopted, 90 to 2. Senators Spencer, of Missouri, Republican, and Williams, of Mississippi, Democrat, voted against it.

Senator Lodge and other Administration leaders were deeply pleased over the outcome of the treaty struggle, which has been long and arduous. The treaty had been debated since March 2. It is recognized on all hands that with the four-power treaty ratified, the end of the struggle over the treaties growing out of the armament conference is in sight. While there is considerable debate ahead, and it is impossible to say just how long it will last, the chief controversy centered about the four-power agreement.

Senator Lodge attempted this afternoon after the ratification of the four-power treaty, to bring up the supplemental treaty, which excludes the United States from the home land of Japan from the four-power pact. Senator Robinson objected and the supplemental treaty was not taken up.

When the voting began to-day the opposition knew that its cause was lost. The outcome of the vote on ratification was forecast with almost complete accuracy on the ninth roll call of the treaty. It was adopted, 66 to 28. The four Republicans who finally voted against the treaty voted against the article, as did twenty-four Democrats. The only Democrat of the twenty-four who voted against Article 2, who later voted for ratification, was Senator McKellar. When Article 2 was adopted it was apparent on all

Mother Witness, Father Lawyer in Divorce Case

Trial of Mrs. Josephine Wickes' Suit Proves To Be Quite a Family Affair

Trial of the divorce action of Mrs. Josephine Wickes against her husband, Mr. Henry F. Wickes, before Justice Finch in the supreme court yesterday was quite a family affair. Mrs. Wickes' attorney was her father, Frederick B. McNish, and her mother was one of her witnesses.

Mrs. McNish was called to the stand by her husband to testify about an entry in a hotel register, which she identified as having been written by her son-in-law. "Bradley Wilson and wife, Tarrytown, N. Y.," Mr. and Mrs. Wickes were married in 1917 in Elkton, Md. They have been living apart under a separation agreement which provided for the payment of \$100 a month by Mr. Wickes to his wife. Mrs. Wickes asked the court to continue this amount as alimony.