

Let's Work for Political Jobs, Says Miss Hay

Ought to Have One U. S. Senator at Least, New York Chairman Tells League of Women Voters' Delegates

Wants Welfare Shelved

Preliminary Meeting to Present Proposed Policy in Resolution to Convention

By Emma Bugbee

BALTIMORE, April 24.—More emphasis on the political and less on welfare bills was advocated at a meeting of the League of Women Voters delegates this morning preliminary to the opening of their convention to-morrow. Welfare bills, it was said, have "swamped the League." The only way to achieve an influential position in the nation's politics is to "slow down" on welfare and concentrate on getting women in political positions, Miss Mary Garrett Hay, chairman of the New York City League of Women Voters, declared to-day. The suggestion caused a mild sensation at the morning meeting, and is likely to arouse more opposition than anything connected with the present convention if it comes to a discussion on the floor.

The League is organized under six departments, each with a chairman and a committee. Many women felt that the function of the women voters is to such measures which they believe are for the public good, but not to duplicate the work of political organizations by pushing candidates for office. Others felt that unless they do take a part in active politics the League wastes its potential power.

Miss Hay's suggestion was an entire surprise to the delegates who are attending the joint meetings of the Pan-American conference and the third annual convention of the League of Women Voters. No one knew the meeting was to be held. But she pointed out that this morning she had the delegates were idle.

"Come and we will have a meeting of our own," she said. "I have called all the women here, and led them to an unoccupied parlor."

"Now, then, let's talk about the League," she said. "Is any one satisfied with the way it works? Wouldn't you like to see it put more women into office?"

The women responded with enthusiasm to this leader, and soon Miss Hay had a meeting, going which promises to be the most important of the League's history. She said she had no intention of cutting out the welfare and legislative bills, or at least lessening her efforts for them. "Now, I think we should have all that kind of work as well as anything else," she said. "It is the job of the League of Women Voters. There are plenty of people to do that. We ought to go for women in political positions and go in for them. We ought to have more women in Congress. And we ought to have one woman at least in the United States Senate and lots of women in the State Legislatures."

The Oklahoma delegation strolled into the room just as Miss Hay had a seat at the woman now in Congress, Mrs. Rebecca Robertson, of Oklahoma. "We want you," she said. "Oklahoma women are not supporters of the Oklahoma Representative," declared the Oklahoma woman, said cheerfully.

She then turned to an anti-suffragist before she was elected to Congress and has never forgotten her ancient opposition to the suffragists who compose the League of Women Voters.

The League members are lined up against Miss Robertson on account of her stand against the Sheppard-Towner bill and other measures in which they are opposed.

The women demanded that their views on the subject of aggressive political work be laid before the convention and Miss Hay appointed a committee that will discuss the question and present them to the convention. Mrs. Biss was appointed on this committee along with Mrs. Halsey Wilson, Mrs. Edmund Riley, of North Carolina, and Mrs. George Tison, of Georgia.

The delegates took the afternoon off and journeyed to Annapolis, where they admired the Naval Academy and ended at the suburban resort of Baltimore was delayed by the vagaries of the "man-rum railroad" so that it was almost 6 o'clock before the majority of the delegation struggled into the evening meeting.

This was on the subject of the "high cost of living," and was addressed by Henry Wallace, Secretary of Agriculture, and by the Hon. Charles D. Igo, Federal Trade Commission, and Arthur Capper, Senator from Kansas.

The convention will formally open to-morrow with a registration of three million women in attendance.

Lady Astor Remains at Home for Day of Rest

BALTIMORE, April 24.—Fatigued by her incessant activity since reaching America last Wednesday, Lady Astor remained away from her quarters in the headquarters of the National League of Women Voters to-day and spent the hours in rest. Even Viscount Astor will her secretary kept away from her quarters during the day, so that nothing would disturb her quiet.

In the afternoon Lady Astor walked through the gardens of the stately suburban home of her hosts, Mr. and Mrs. John W. Garrett, who worked on an address she had delivered to-morrow and later called on some of her friends of the day, when she was Nancy Langhorne, of Virginia. To-night she and Viscount Astor dined quietly.

Hair Bobber to Pay \$300

Miss Jennie I. Graham, teacher in Public School No. 1, Richmond Hill, got a judgment of \$300 yesterday against Robert Denels because of injuries suffered last July 5 when she had her hair bobbed and permanently waved.

Mr. Denels conducts under the name of "Robert," a beauty parlor and ladies' hair dressing establishment at 805 1/2 11th Avenue. Miss Graham alleged that she had her hair bobbed and waved by the electrical instrument that she was not able to resume her work until October. Denels denied that the injury was caused by anything that happened in his shop.

American Weds Russian Girl

MOSCOW, April 24.—By The Associated Press.—Cards received to-day at American Relief Administration headquarters here announced the first engagement of one of the administration's personnel to a Russian girl. The cards announced that the wedding of John Morris, of 686 Richmond Terrace, Staten Island, to Mme. Ponkratova, a young widow employed by the American Relief Administration mission at Kazan, was set for yesterday in the Catholic church at Kazan.

Bootleg 'Informers' Fats To Inform; Gets 9 Yrs.

Hopes of Peter Brancato, Assistant United States District Attorney, in Brooklyn, that James ("Greek") Williams, convicted bootlegger, would reveal to the grand jury information against men higher up in a suspected city-wide bootleg ring were blasted yesterday. Facing a long term in the penitentiary, Williams appeared before the grand jury and is reported to have said he had nothing further to say.

Williams was later taken before Federal Judge Garvin, who sentenced him to nine years and six months in Atlanta prison and to pay a fine of \$500. He told the court that he alone paid the \$40,000 to finance a deal in forged liquor permits.

Hylan Again Blocks Work On Subway

(Continued from page one)

Hylan was in the chair, Assemblyman John J. Wackerman, of the Eastern District of Brooklyn, headed a large delegation from that section. He asked the committee to take favorable action on the Fourth Street-Eastern District subway, which he declared, was the most important subject the board had before it in years. Before he could get any further Mayor Hylan asked him to know why this particular subway route had not been completed, and declared it was not the fault of the present administration that it had been delayed.

"The people of this district want to know the cause of the delay and we want to tell them, because of the many mistakes in the papers," said the mayor. "It has not been the fault of this administration that the route has not been completed. It has been the fault of prior administrations and the old Public Service Commission."

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"The question then came up as to how the cars could be placed in the subway even if it were ready for them, unless the transit commission was approved. W. G. Fuller, associate counsel for the Transit Commission, said that that would be an easy matter. One of the contractors present told the Mayor that the Chairman of the Transit Commission had told him that the commission could not vary or change the contract.

"All that's the scheme!" declared the Mayor, flushing with anger. "It is part of the propaganda. You can't get anything out of that crowd. They want to run things their own way. In order to please favored contractors they start this backfire, this political propaganda. But we are going to put it squarely up to them and give you a chance to put these cars in there. They ought to have them in ninety days."

Comptroller Craig wanted to know of Mr. Fuller why the Transit Commission had advertised some of the contracts previously rejected by the Board of Estimate, but had not advertised any of the Fourth Street subway contracts. Mr. Fuller replied that the Board of Estimate was of such a nature that it desired to get the approval of the board on it.

"No, I'll tell you the reason," said Mayor Hylan rising from the chair and addressing the audience. "It is simply to work out their political ends—political propaganda and nothing else. You gentlemen won't have any trouble with this board, you can see that, and I'll tell you that the burden right where it belongs."

Warns of Traction Crowd
Borough President Riegelmann of Brooklyn wanted to know if the Transit Commission had any plan to submit now by which the cars could be gotten in the subway when reference to the elevated structure plans. Mr. Fuller said it had not, but that he would submit such a plan at the meeting of the Board of Estimate Friday.

Mr. Fuller, in reply to questions from the Mayor and the Comptroller, attempted to explain the action of the Transit Commission in regard to the contracts it had advertised. Rising again, the Mayor interrupted Mr. Fuller.

"You are doing pretty well in shifting around to cover the tracks of the traction crowd," he said. "It's the same old story. Why, if we approved these contracts as they stand they would go out to have us indicted in twenty-four hours. You men here don't know how far this crew gang will go. I'm glad we have an honest District Attorney. He may some day get some of these fellows."

"The Governor may remove us all before the District Attorney can do anything," remarked Comptroller Craig with a laugh, in which every one joined.

Some one suggested that the Mayor "take a chance" and approve the contracts so as to get the work going.

"You don't know this crowd," declared the Mayor, again on his feet. "I would trust you, but I'll take no chances with them."

Donnelly Demands Action

At this point Morgan T. Donnelly, former Deputy Police Service Commissioner under the late Mayor Lewis Nixon, started to discuss the five-cent fare with the Mayor. Mr. Donnelly headed a delegation from Greenpoint.

"We have no five-cent fare in our district," he said bluntly. "We have a ten-cent fare and even have to pay fifteen cents. You are always talking about a five-cent fare. We are tired of paying ten cents to ride two miles. It's getting so that people politics between the Board of Estimate and the Transit Commission. We want action and we are going to get it."

Shaking his finger at Donnelly, the Mayor said:

"You are a former Public Service Commissioner. You can't come over here and try to bluff the people and make them think you are for a five-

Old-Fashioned Senate Tariff Debate Began

Smoot Gives Flexibility as Big Merit of Bill and Calls American Valuation Plan Not Worth Consideration

Treats All Equally, He Says

McCumber Accused of Bowing Knee to 'The Interests' in Attack by King

WASHINGTON, April 24.—Senator Smoot, of Utah, of the Finance Committee, opened the debate on the tariff bill in the Senate to-day with an exposition of the administrative features of the measure. He strongly endorsed the flexible features, seeing in them a basis for "a continuing scientific adjustment of the tariff."

Senator King, of Utah, Democrat, made a scathing attack on the bill. He hit at the "tariff bloc" and charged that Senator McCumber had got down "on bended knee" to "predatory interests" which are seeking high tariff. Senator McCumber denied this, defended the bill and for a time there was an old-fashioned tariff debate. The measure probably will be before the Senate for several months.

Senator Smoot upheld the Finance Committee in refusing to adopt American valuation. He said the so-called Reynolds investigation had cleared the undesirability of the wholesale adoption of American valuation. It revealed a wide fluctuation in importers' profits and showed other objections, he said.

Assails Dye Embargo
The flexible tariff features of the bill are constitutional, according to Senator Smoot, and he cited many court decisions to uphold this idea. He condemned the dye embargo, and said that he would not support it.

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All-Wool Label On Part Cotton Declared Fraud

Supreme Court Upholds Decision of Federal Trade Commission on Goods of Winsted Hosiery Co.

Aid to Misrepresentation

Fact that Public Knew Better Defense Against Charge

WASHINGTON, April 24.—Labels or brands under which articles are sold, when open to construction in the mind of the purchasing public that they describe the component ingredients or materials used in the manufacture of the articles, must clearly and definitely describe them, the Supreme Court to-day held in an opinion delivered by Justice Brandeis in a case brought by the Federal Trade Commission against the Winsted Hosiery Company of Connecticut. Justice McReynolds dissented.

The opinion of the court, while confined to the particular issues presented, with it is said, may have material effect in broadening the jurisdiction of the Federal Trade Commission in such trade practices. Chairman Gaskill of the commission described the decision as a great one.

Explaining that the Winsted Company for many years had manufactured underwear for the retail trade bearing the brands "Natural Merino," "Natural Worsted," and "Natural Cotton," Justice Brandeis declared, "none of this underwear is all wool," but "much of it contains only a small percentage of wool, some as little as 10 per cent."

In this connection he said that while the Winsted Company labels, particularly that bearing the word "Merino," had long been used in the trade, the court could not accept the contention that they were generally understood as indicating the quality of cotton. He said the practice was "unlawful," asserting that the labels in question were "literally false," and except those which bear the word "Merino" were "misleading and deceptive."

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Meyer Inquires About Enright's Income Tax

State Senator Schuyler M. Meyer Demanded to Know Last Night at a Meeting of the Park Community Council in Public School 37, 113 East Eighty-seventh Street, whether Police Commissioner Enright had paid an income tax on the \$12,000 stock deal that Allan A. Ryan steered him into in 1918, or whether, at that time, he considered the profit a gift.

Nobody answered.

Police Commissioner Enright sent the State Income Tax Bureau a check for \$609.60 in payment of his income tax on this deal February 8 last.

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Huge Frauds at Brooklyn Army Base Revealed

(Continued from page one)

false entries were intended to make it appear that the motor drivers were using more gas than necessary and consequently they would have to be provided with more than the ordinary supply of gas.

Standard Oil Drivers Accused

In furtherance of the conspiracy the drivers of at least two Standard Oil gasoline delivery wagons brought daily to the transport garage fifty-four gallons of gas.

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Chaser's Crew Say Pirates Got \$300,000 Rum

Siber Craft, the Captain Tried Up and Wet Cargo Looted, All Hands Swear

Skipper Navy Ex-Ensign

Officials Doubt Conflicting Stories, Hold 8 Men, but Cannot Decide on Charge

The skipper and crew of the motor boat Fidus, formerly a submarine chaser, were under armed guard on their fleet gray craft last night and will be arraigned before a United States Commissioner as soon as the imposing array of officials to whom they related their pirate story at the Custom House yesterday can decide on a suitable charge to make against the eight men.

Some of the numerous officials and lawyers who heard about the long, low, rakish craft that overhauled the honest Fidus off Montauk Point and made off with \$300,000 worth of whisky after the skipper of the Fidus had been lashed to the mast are inclined to be skeptical.

"All you men are lying," said Herman L. Falk, Assistant United States Attorney, when he heard the story. "What really happened is that another sub-chaser came alongside and unloaded your cargo of whisky and brought it ashore on Long Island."

Mr. Falk did not deny and others who were present affirmed reports that the whisky-running business had boomed the pirate business and that there really was a bottle of rum story, many members of the board of inquiry thought at least there should have been evidence of a little plank walking. They thought the other sub-chaser might be called the Achates.

Even Barney Lockwood, of 100 Johnson Street, Brooklyn, chief engineer of the Fidus, who gave the most coherent account of the attack by pirates off Montauk Point, had no corroboration.

"We were all below," said Lockwood. "It was about 6 o'clock Sunday morning. I was taking to Montreal, where the boss was going to start a new liquor place. A bell was given us to stop. Next thing we know a gang of pirates, all armed and unmasked, swarmed down on us and stuck us up with revolvers."

"They backed us into a small compartment in the engine room and ordered us to keep quiet. About half an hour later we heard noises above and one of the crew got out and went on deck. He saw Captain Kelly tied to the mast, hand and foot."

"Who untied him?" demanded Mr. Falk, to whom the captain, whose real name is said to be Martin Stanley Clark, had confided that he had untied himself.

"I untied him," said Lockwood modestly.

Captain Clark said that he was asleep in his quarters and was awakened by three men who had revolvers and ordered him on deck. He found his crew had been overpowered by the pirates, he said, and no sooner was he on deck than they trussed him up and made him fast to the mast. Captain Clark thought it was a pretty poor way for a government to treat a man who had served it as an ensign during the war—tying him up to his own mast by pirates.

"You have nothing on me," he said. "I didn't bring any liquor ashore and I don't know who became of it." It was admitted that the skipper might be right so far as any charge of violating the prohibition enforcement law was concerned. The Fidus was flying the United States flag when the coast guard cutter Surveyor made a prize of her off quarantine, was under British registry and had nothing more incriminating on board than a unanimous belief that it had been boarded by pirates off Montauk Point on a Sunday morning.

Nevertheless, when the board of inquiry adjourned Captain Clark and his crew were ordered placed under guard pending arraignment "on charges." So far as Captain Clark is concerned, a charge of wearing a United States naval uniform without right may be made against him if nothing else is discovered.

On the boat's papers the captain was named as Frank J. Kelly, and it was under that name that Clark was known to the crew. He admitted, however, that the name was a fictitious one and his discharge papers showed his name to be Clark and that he had been an ensign during the World War, previously having been second officer of the Carillo, of the United Fruit Line.

It was said that he was not a member of the naval reserve and had no right to wear his uniform.

Ray Palmer, mate of the Fidus, who gave his address as 127 Hudson Street, Hoboken, had in his possession, Mr. Falk said, I. W. W. and other radical literature.

Other members of the crew were Peter Masini, or Morer, of 49 Sands Street, Brooklyn; Frank Cornell, Brooklyn; Clifton J. Hinds, of 100 Johnson Street, Brooklyn, and Carl Langner, of 1 Prospect Street, Milford, Conn.

Besides Mr. Falk the board of inquiry consisted of Chief General Agent John D. Appleby, of the prohibition staff, who has been investigating piracy for some weeks; Chief Inspector Albert Holmson, of the Customs Service; Edward Barnes, head of the legal service of the Customs Service; M. P. Andrews, solicitor to the Collector of the Port and attorney representing the British Consul General.

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Queens County Railway Receivership Suit Opens

Counsel for Company Declares Foreclosure Will Result in Fare Rise; Delay Is Asked

The foreclosure and receivership action brought against the New York and Queens County Railway Company by its creditors was begun yesterday before Justice Callaghan in the Supreme Court, Long Island City.

Counsel for the railway company, in opposition to the action, declared that a receiver, said that if a receiver were appointed the companies now operated under the franchise of the New York and Queens County Railway would be broken up, and that the operation independently would mean that the patrons of the system would be obliged to pay more than a five-cent fare.

The company operates most of the surface lines on the north shore of Queens Borough and carries nearly two hundred thousand persons daily between Second Avenue and Fifty-ninth Street, Manhattan, and points on Long Island.

Archbishop Hayes Blames Public for Racy Plays

A luncheon, at which Archbishop Hayes was the chief guest, marked the close yesterday of the eighth year of the existence of the Catholic Actors' Guild. About 2,000 persons filled the grand ball room of the Waldorf-Castle, among them many eminent churchmen as well as actors.

The after