

# Armour Offers To Buy Morris Packing Plant

## Company Willing to Sell if Satisfactory Price Is Obtained; Executives Start Inventory for Decision

Has \$40,000,000 Capital

### Form Controlled by Heirs of Founder; Federal Trade Board Will Consider

Special Dispatch to The Tribune

CHICAGO, Nov. 14.—J. Ogden Armour, president of Armour & Co., has made a definite offer for the business and properties of Morris & Co., rival packers, it was learned today. Morris & Co. is capitalized at \$40,000,000, with an undivided surplus of \$1,292,255, on October 29, 1921.

Morris & Co. executives were told of the impending deal this morning, it is understood, and began at once an inventory by which the Armour offer will be judged.

Nelson Morris, according to reliable reports of the negotiations leading up to the Armour offer, told Mr. Armour that, although he and his associates are not anxious to sell, they are willing to do so for a satisfactory price. The offer followed.

### Federal Body to Consider

Should the majority stockholders of the two great packing companies come to terms consummation of the merger then will depend on the attitude of the Federal Trade Commission. No indication of that attitude has been given, but it is presumed that members of the commission were soundly, probably indirectly, before negotiations began.

The Armour move to acquire the Morris & Co. properties comes close on the heels of a similar effort to purchase Wilson & Co. properties. That deal fell through it is said, when the parties could not find a compromise between the Armour offer of \$50 a share for Wilson common stock, now selling around \$37, and the owners' insistence on \$80.

### Controlled by Heirs

Morris & Co., the smallest of the "Big Three" packing houses, is a close corporation, controlled by the heirs of the late Nelson Morris, founder of the business, and the estate of Edward Morris, eldest son of the packer founder of Nelson Morris & Co. command of the new business and placed him beside J. Ogden Armour and Louis F. Swift as one of the three kings of the meat business. Edward Morris was Miss Helen Swift.

### Christmas Goods Arriving With Gold From Europe

Volendam, New Holland-America Liner, to Dock To-day on Maiden Voyage

The Volendam, the latest addition to the fleet of the Holland-America Line will arrive here this morning on her maiden voyage from Rotterdam with 786 passengers. In her cargo are 8,200 tons, consisting chiefly of Christmas goods from Germany and Central Europe, and two cases of gold consigned to local bankers.

The liner, which is a twin screw, oil-burning turbine ship of 15,200 tons register, is a state-of-the-art vessel, which will be launched in a few days and enter the trans-Atlantic service next spring. The vessels, built by Harlan & Wolff in Belfast, are modern in every detail, and have accommodations for 286 first cabin, 896 second and 1,222 third class passengers.

Among the passengers arriving on the Volendam to-day will be A. Nelson, of London; C. Leidich, general passenger agent of the Holland-America Line at Detroit; Captain R. Peters, the Rev. P. Blakely, H. Bondy, Miss M. E. Byrne and Miss A. C. Byrne, Mr. and Mrs. F. H. Chase, H. S. Cochrane, M. Curtis, Mrs. J. G. Garrish and Masters, J. and H. Garrish, Miss E. Hawkes, Mrs. E. Justice, Miss M. G. Kirsman, Dr. H. Kreit, G. Lovett Kingsland, Miss M. McDowell, Mrs. J. H. McPike and Miss A. McPike, Mrs. A. D. Raymond, H. Spencer, B. Springer, Mr. and Mrs. L. C. Travers, Mr. and Mrs. H. Veith, G. R. Woods, R. L. Wright and William De Young Kay.

# Lochinvar, 20, Held as Abductor; Bride, 16, Honeymoons Alone

## She's Marched Home and Husband Put in Jail; Beach Courtship, Manhattan License and Bronx Wedding Slightly Complicate the Matter

Edward Ridley, a twenty-year-old Lochinvar, is passing his honeymoon in the Webster Avenue police station, charged with abduction, and his sixteen-year-old bride, who was Minnie L. Brown, of 274 Dover Street, Manhattan Beach, until Saturday, is passing her solitary honeymoon sequestered in the home of her father, Douglas Brown, an architect.

Ridley, an advertising solicitor, who lives at 2516 Grand Concourse, the Bronx, met Miss Brown last summer at the beach, and his attentions became so marked and were obviously so welcome that Mr. Brown put his foot down firmly and announced there wasn't going to be any wedding in his family until Minnie was several years older.

He made the announcement several times. Miss Brown got tired of hearing it and so did young Mr. Ridley. So Saturday they went to the marriage license bureau in the Municipal Building, persuaded the clerk they were of marriageable age and inclination, and with the aid of the license he gave

them, coaxed the Rev. Albert C. Thomas, of Croton Avenue Baptist Church in the Bronx, into marrying them.

The next day Minnie went home prepared to squelch her father if he started in on the old line. But her father, an astute man, suspected the truth and started in on a new line, which Minnie found so exasperating that she fled to the arms of her bridegroom.

Three Detectives Doody and Blake of the Coney Island police station found her yesterday, and in response to the demand of Mr. Brown, placed Ridley under arrest and escorted Minnie home. Magistrate Brown, in the Coney Island police court, sought vainly to convince the architect that if his only objection to the match was his daughter's youth, he had better give the couple his blessing.

When Mr. Brown refused to heed this advice, the magistrate said he had no jurisdiction as the license was issued in Manhattan and the marriage performed in the Bronx, and remanded Ridley to the police of the Webster Avenue station.

Clark left the Plaza where he and Mrs. Clark occupied a suite and moved to his club. His action is said to have been the culmination of a series of misunderstandings the nature of which has not been revealed. Job E. Hedges, attorney for Mrs. Clark, 165 Broadway, beyond an admission that the separation had taken place declined to discuss it. He also said there would be no court action.

### A. L. Clark and Wife, Jacob Langeloth's Widow, Separated

### Friends Regard Action as Culmination of Series of Misunderstandings; No Litigation Is Expected

Jacob Langeloth died in August, 1914. He left a net estate of \$5,267,075, from which the widow received \$250,000 in cash and an annuity of \$100,000. She also was given the \$255,000 residence at 826 Fifth Avenue. The residue of the estate was left for the foundation of the "Valeria Home," named in Mrs. Langeloth's honor. The home was established for the benefit of men and women of education and refinement in reduced circumstances, to be used by them during periods of convalescence. The Langeloths were childless.

### Confederacy Daughters Meet With N. Y. Woman Presiding

—BIRMINGHAM, Ala., Nov. 14.—The twenty-ninth annual convention of the United Daughters of the Confederacy was formally opened here to-night, with delegates in attendance from all parts of the United States and from several foreign countries.

Mrs. Livingston Rowe Schuyler, New York City, president-general, was present and presided. Mrs. Schuyler is the first woman residing north of the Mason and Dixon line to hold this position.

### Find Bride Nursing Stricken Crew as Beacon Light Fails

CHARLOTTETOWN, P. E. I., Nov. 14.—Summoned to the Magdalen Islands by distress signals from the darkened lighthouse on lonely Bird Rock, the Canadian cruiser Margaret to-day found one of the keepers dying, three others dangerously ill and the fifth member of the crew, a woman, near exhaustion from her efforts to nurse the sick and keep the light burning.

When news the light had failed reached here the Margaret was ordered to the spot at full speed to restore it and the fog horn signals on the rock, which lies directly in the route

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# Hoover to Urge Readjustment Of Rail Rates

## Annual Report to Congress Points to Need for Raise, in Some Cases, to Increase Earning Power of Roads

### "Regulation Necessary"

### Asserts Reorganization of Transportation Act Would Correct Many Defects

WASHINGTON, Nov. 14.—Need for a reconstruction of the railroad rate structure of the country—in some cases with upward readjustments—will be brought to the attention of Congress by Secretary Hoover, it is understood, in his forthcoming annual report. Some relief both to the railways and to the farmers, in the Secretary's view, may be obtained through such a reorganization.

Mr. Hoover's report, according to drafts already completed, is planned to present a comprehensive discussion of the national transportation problem covering car shortage, regulation, weaknesses in the transportation act, rates and labor regulation.

Losses through short transportation, Mr. Hoover finds, are a tax upon the community, stifling production, introducing speculation and disturbing price levels. Despite the lack of equipment, he maintains, American railroad management is the most efficient in the world in so far as it is not limited by uncontrollable circumstances.

### Regulation Necessary

Regulation in some form is necessary, he asserts, to preserve the initiative of railway executives and at the same time to secure public protection and assure adequate service—vital and they are not necessarily incompatible.

"Nationalization would be a social and economic disaster," drafts of the report say. "Free operation would reconstruct the vicious practices of thirty years ago. The present transportation act poses many constructive features and some weakness. It was the result of compromises in many particulars, and these very compromises are some of its weakest points."

Failure of the carriers to earn the amounts provided under the act as a fair return, Mr. Hoover asserts, gives rise to the "current fiction" that earnings are "guaranteed," while the recapture provision, whereby earnings above 6 per cent would be turned over to the government to be loaned to railroads, would not seem to extend to those "anemic carriers" who are unable to give the government the color of assurance of repayment through their own inability to produce earnings. Consolidation, however, he suggests, might solve the problem.

### Wage Control Unsatisfactory

Wage control and strike prevention phases of the act are considered unsatisfactory by Mr. Hoover, on the ground that failure of the local adjusting boards for direct contact between employers and employees has thrust all labor disputes upon the Railroad Labor Board, resulting in practically government fixing of all wages and conditions of labor.

"There can be no question," the report says, "that action in some direction is imperative if industry and commerce are not to be further strangled by a shortage in transportation."

# Hays Presides At 5th Avenue Trade Dinner

## Prizes for Most Attractive Buildings Awarded by Film Dictator at 15th Anniversary Celebration

### Membership Campaign to Open Next Week; Address by Martin W. Littleton

Will H. Hays, high commissioner of the motion picture industry, presiding last night at the fifteenth anniversary dinner of the Fifth Avenue Association in the Waldorf-Astoria, presented prizes awarded by the organization for best designs in new buildings and most artistic work on altered structures.

For the best design in new buildings first prize was awarded the United States Mortgage and Trust Company, for its recently completed structure at 940 Madison Avenue. Second prize was awarded the Ret Realty Company, creators of the Thibault Building, 269 Madison Avenue. First prize for altered buildings was won by Franklin Simon, 414 Fifth Avenue, and second prize in the same classification went to the American Art Association Gallery, Gustavus T. Kirby, 571 Madison Avenue.

### Littleton States Question

"The progress of direct democracy has brought us face to face with this proposal: Shall the Congress of the United States be given authority by constitutional amendment to override

sixty-three tables, seating 500 persons, were Rear Admiral J. H. Glennon, Colonel Michael Friedsam, Irving T. Bush, Chief Magistrate William McAdoo, Sheriff Nagle, Representative Ogden L. Mills, Rabbi Joseph Silverman, Douglas L. Elliman, Robert Grier Cooke, John H. Towne, Henry W. Taft, Louis Wiley, George Gordon Battle, Robert Adamson, Thomas W. Lamont, Frederick W. Rockwell, Franklin Simon, Barclay Collier, H. H. Vreeland, Louis Gimble, Dr. John A. Harris, William Leary, Joseph Johnson and State Senator James J. Walker.

### Membership Drive Announced

Mr. Cooke outlined the work of the Fifth Avenue Association between Washington Square and 110th Street. He referred to it as not only the welfare organization its name implies but an influence constantly at work for improvement of the entire city. He announced a drive to be inaugurated next week under two armies of solicitors to be known as armies of the north and south for new memberships in the association.

Telegrams of congratulation on the anniversary were received during the evening from President Harding, Governor Miller, Governor-elect Smith and Mayor Hylan.

Mr. Hays, in an address which reviewed the motion picture industry, diverged to an appeal for sincere patriotism on the part of Americans who, he said, share their share in the political management of the nation.

Mr. Hays demanded participation by men and women alike in political affairs, local, state and national. Martin W. Littleton, in an address, discussing Congressional attempts to overrule decisions of the Supreme Court, said:

"The progress of direct democracy has brought us face to face with this proposal: Shall the Congress of the United States be given authority by constitutional amendment to override

a Supreme Court decision holding an act of Congress unconstitutional? The Constitution of the United States is and must be the final will of the people. Who shall decide when that Constitution has been violated? Shall it be a group of temporary delegates holding commissions issued by temporary public opinion, or shall it be decided by a body of jurists selected for their learning and uprightiness, responsible to no party—learned in the precedents which survive the tumult of all time?"

### Soldier Hospital Plans Agreed To by Conferees

### Harding and Advisory Boards Fix Details of Rehabilitation Program

WASHINGTON, Nov. 14.—A soldier rehabilitation program was said to have been agreed upon practically in detail by the two Federal advisory boards on care of disabled former service men at a White House conference to-night with President Harding. A comprehensive program for completing hospitals was understood to have been adopted, the President especially urging expedition

in the work so that necessary care could be given the veterans.

The conference brought together the Board of Consultants on Hospitalization headed by Dr. William C. Miller, of Pittsburgh, and the Federal Board of Hospitalization of which Brigadier General Charles E. Sawyer is chairman. Whether any reduction in the number of hospitals will be advisable was said to be a question left open for future consideration. Details of the agreement reached to-night were made public.

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### What becomes of 30,000,000 cement sacks a year?

Practically 90 per cent of the 95,000,000 barrels of portland cement shipped last year was delivered in return for cotton sacks.

To supply users of cement promptly the industry must have about 200,000,000 sacks either on hand or in use.

The sack method of shipping is most convenient. There are four sacks to a barrel. Each sack contains 94 pounds of cement—a cubic foot. And a cubic foot is a handy volume in proportioning concrete mixtures.

When cement is shipped, the sacks are billed to the purchaser. When they are returned, they are bought back at the same price if they are in usable or repairable condition. This involves much work in checking, cleaning, sorting and repairing.

But in spite of the fact that every good cement sack is redeemable, 30,000,000 of the sacks shipped every year fail to come back—a loss of nearly \$5,000,000 a year at present prices of new sacks.

To replace these "lost, strayed or stolen" sacks requires annually over 30,000 bales of cotton. It requires that the textile industry weave a strip of cloth 30 inches wide and 17,000 miles long. It means that 1,600 looms are kept working full time for a year.

Thousands of sacks returned to the cement mills for redemption are damaged, yet accepted for credit, if they can be repaired. This repair is done by the cement manufacturer at his own expense.

A medium sized plant shipping, say, 1,000,000 barrels of cement a year has to repair an average of 6,000 sacks per day from among those returned for credit. This keeps a people constantly working at rapidly operated electric sewing machines. In a million barrel a year plant, 22 people are constantly employed sorting, counting, repairing and otherwise caring for returned sacks so that they may again be used.

At the present time \$30,000,000 would be a conservative estimate of the investment which the cement industry has in cotton sacks.

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# Price Increase Effective December 11th

4 to 6 ton 4 cylinder	\$4200-\$4350
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