

Subsidy Bill Faces Crisis in Senate Monday

Fight to Replace It With Norris Farm Measure Is Begun, but Test Goes Over to First of Week

Close Vote Is Forecast

Big Stock Dividends Scored in Debate; Calder Calls Markets Key to Rural Aid

WASHINGTON, Dec. 16.—The Senate today was confronted with the question of whether to continue on the ship subsidy bill or to sidetrack it for the Norris bill for a government corporation to buy and sell farm products. Senator Norris late this afternoon moved to take up his bill. Effect of the adoption of this motion would be to displace the subsidy measure as the unfinished business of the Senate.

Discussion of the Norris motion was postponed. The Senate, under an agreement previously reached, took a recess until Monday. The Norris motion is thus left pending and the battle over it is expected to be fought out then.

Jones to Press Fight

Senator Norris made his motion in the course of a speech against the subsidy measure by Senator McKellar. Senator Jones said it was not in order while Senator McKellar was speaking. However, he refrained from pressing the point until Monday. He moved a brief executive session and then the Senate quit work for the day. Senator Jones again served notice he would press the subsidy proposal early and late, beginning at 11 o'clock Monday.

Senator McKellar will resume his speech when the Senate meets Monday. Mr. Jones will endeavor to get Senator Norris's motion ruled out of order if he presses it before Senator McKellar concludes. However, one way or another, it is understood Senator Norris will force a test vote as between his bill and subsidy.

Senator Jones and other friends of the shipping bill believe that on a test Senator Norris will be unable to sidetrack the subsidy at this time. They admit it will be forced aside for farm credits, but think the Norris bill will not command as many votes as farm credits.

Stormy Controversy Foreseen

All indications to-night were that a stormy controversy would arise over the effort to displace the subsidy with the Norris measure.

The Senate had barely taken up the shipping bill to-day when pleas for agricultural relief legislation arose. Senator Nicholson, Republican, of Colorado, put in a telegram from the Colorado Farmers' Congress protesting against subsidy legislation.

Senator Smith, of South Carolina, ranking Democrat on the Committee on Agriculture, spoke at length in behalf of farm credit legislation and other measures to relieve the farmer.

Special Dispatch to The Tribune
LOS ANGELES, Dec. 16.—Wallace Reid, screen star, has voluntarily given up the use of narcotics and now is laying the most heroic role of his life in a Hollywood sanatorium. His determined attempt to win out over drops and liquor have brought him to so low an ebb of physical resistance that his life is reported to be in danger.

Two months ago Reid determined to break himself of the use of stimulants. Yesterday members of his family talked freely with the purpose of quieting the many false rumors which have been current during the last two years. Rumors have run the gamut of sensationalism from tales of hopeless addiction to morphine and heroin to unfounded reports that the Lasky star had reached a stage of partial blindness and equally untrue tales that his condition made psychopathic treatment necessary.

The truth of the situation is declared to be that Reid is seriously sick and suffering from collapse and a high temperature; in the sanatorium he is under the care of two physicians, and constantly under the surveillance of two male nurses, but his determination to stage a "come back" both personally and on the screen, is unshaken, and his will power and cheerfulness are unimpaired.

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Port Authority Foresees Cut in Rail Costs

Vice-Chairman Smith Declares Twenty Times Present Tonnage Can Be Handled and at Lower Rates

Pooling Helpful to All

Co-operation of Municipalities Means Home Rule, Princeton Students Told

J. Spencer Smith, vice-chairman of the Port of New York Authority, told the class in government at Princeton University yesterday that when the Port Authority's plans are consummated the New York port district will be able to handle twenty times the amount of commerce that now comes to it and at a lower cost.

Referring to the necessity for a co-ordination of traffic factors in a congested district like the one here, Mr. Smith said:

"Nothing but pooling should be meted out to the railroad officials for the magnitude of the nation under existing circumstances. But there is a better way in which they are handling the commerce of the nation under existing circumstances. That is in a pooling of the public car to all the interest of the country. The purpose of the council will be to handle common problems of co-operative marketing organizations without conflicting with activities of other associations, and acting as their mouthpiece.

Modification of present agricultural loan system to give farmers nine months' credit period, instead of six months, and to increase to \$25,000 the maximum basis of loans from farm land banks, was recommended in resolutions adopted unanimously. Amendment of the Federal Reserve law to meet the special requirements of farmers and their co-operative societies also was favored.

The general policy for the council was laid down favoring the local farmer as the primary reliance of the bank for production and marketing credits.

Erection of a farm credits department in Federal Land banks, with capital sufficient to issue farm credits to the maximum of \$500,000,000, was another project endorsed by the conference. This department would disburse or purchase agricultural paper and make loans to co-operative marketing associations and agricultural co-operative credit associations. None of the farm relief measures now pending was endorsed by name, but the House and Senate Banking and Currency committees were requested to incorporate the conference recommendations in one rural credits bill, along with acceptable features of the nine farm credits bills already before Congress.

The conference, in its formal declaration of policy, held that the co-operative associations should ask nothing from the Federal government other than enactment of legislation to permit farmers and their organizations the same access to the Federal credit systems that all other industries now possess.

The Interstate Commerce Commission was requested to institute hearings for the purpose of opening the whole question of revision of freight rates.

"Wally" Reid Near Death In Fight Against Drugs

Film Star Wages Grim Battle Far From Camera, resolved to Stage 'Comeback'

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3 Hurt in New Haven Wreck

State of Maine Express Hits Freight Near Meriden

Freight Train Derails

Construction of Additional Belt Lines to Link Various Sections Part of Scheme

WASHINGTON, Dec. 16.—The Interstate Commerce Commission today issued an order calling all trunk-line railroads entering New York to appear before it and show cause why the unification of terminal facilities of the port should not go forward. The order is a direct result of recent conferences between the Port of New York Authority and the commission looking toward co-operation between the two bodies in carrying out the comprehensive plan of the Port Authority.

In a statement laid before the commission in support of its desire to begin the work contemplated the Port Authority declared that it had pursued an investigation of the whole subject and had exhausted its efforts in endeavoring to secure co-operation at the Port of New York. The commission was asked to call the interested railroads into conference to be worked out by which the plan of the Port Authority could be put into effect.

Backed by Federal and State Laws

When the President on July 1 last signed the Congressional resolution approving the plan adopted by New York and New Jersey the Port of New York Authority became "authorized and empowered" to effectuate the plan. In addition to this Federal power the statutes of the two states vested in the Port Authority "all necessary and appropriate powers not inconsistent with the Constitution of the United States or of either state" to carry it out.

The plan thus enacted into Federal law requires that terminal operations within the Port district shall so far as practicable be unified and also requires that so far as practicable existing facilities shall be utilized. Unification of existing rail facilities and the construction of additional belt lines to link together the various sections of the Port district comprise the main features of the plan.

The railroads affected by to-day's order of the commission include: Pennsylvania Railroad Company, Central Railroad of New Jersey, Lehigh Valley Railroad Company, Baltimore & Ohio Railroad Company, Erie Railroad Company, Delaware, Lackawanna & Western, New York, Ontario & Western, Erie Terminal Railroad Company, Hoboken Shore Railroad Company, New Jersey Junction Railroad, National Docks Railroad Company, New York Central Railroad Company, New York, New Haven & Hartford Railroad, Long Island Railroad, New York Connecting Railroad Company, Staten In-

dependent Railroad Company, and Rapid Transit Company, Erie & Fort Lee Railroad Company, Philadelphia & Reading Railroad Company and West Shore Railroad Company.

Tunnel Under the Bay

In addition to the belt line and water tunnel under the Upper Bay from the railroad classification yards at Greenville, New Jersey, to Bay Ridge, Brooklyn, to tie up the New York Connecting Railroad. This tunnel, in conjunction with the so-called Middle Belt Line in New Jersey, is called the backbone of the entire comprehensive plan. Special studies with a view of determining the necessity and desirability of the belt lines, have been made by the Port Authority. The facts which engineers and statisticians have secured in several months of intensive study will be laid before the Interstate Commerce Commission.

War Department Drops 1,858 Officers on Orders

Demotions Also Carried Out as Directed by Congress, Weeks Announces

WASHINGTON, Dec. 16.—Demotion of army officers and separation from the service of 1,858 commissioned personnel, ordered by Congress in effecting a reduction in the officer complement, has been completed by the War Department.

The eliminations included 23 colonels, 39 lieutenant colonels, 116 majors, 345 captains and 201 first lieutenants from promotion lists.

Forty officers from the medical corps, 64 from the dental corps, 25 from the veterinary corps, 58 from the medical administration corps and 41 from the chaplains' corps.

In announcing completion of the reduction program, Secretary Weeks said that the demotions were in accordance with the plan of the Port Authority which he said was "authorized and empowered" to effectuate the plan. In addition to this Federal power the statutes of the two states vested in the Port Authority "all necessary and appropriate powers not inconsistent with the Constitution of the United States or of either state" to carry it out.

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I. C. C. Orders Hearing on Port Terminal Plans

Railroads Entering New York to Show Cause Why Unification of Facilities Should Not Go Forward

Local Efforts Exhausted

Farmers Organize National Council of Co-operative Bodies

Will Be Mouthpiece of the Marketing Associations; Modification of the Land Loan Systems Advocated

WASHINGTON, Dec. 16.—Permanent organization of the National Council of Farmers' Co-operative Marketing Associations was authorized to-day in the closing session here of a three-day conference of representatives of farmers' associations in all sections of the country. The purpose of the council will be to handle common problems of co-operative marketing organizations without conflicting with activities of other associations, and acting as their mouthpiece.

Modification of present agricultural loan system to give farmers nine months' credit period, instead of six months, and to increase to \$25,000 the maximum basis of loans from farm land banks, was recommended in resolutions adopted unanimously. Amendment of the Federal Reserve law to meet the special requirements of farmers and their co-operative societies also was favored.

The general policy for the council was laid down favoring the local farmer as the primary reliance of the bank for production and marketing credits.

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The conference, in its formal declaration of policy, held that the co-operative associations should ask nothing from the Federal government other than enactment of legislation to permit farmers and their organizations the same access to the Federal credit systems that all other industries now possess.

The Interstate Commerce Commission was requested to institute hearings for the purpose of opening the whole question of revision of freight rates.

Cat's Claws Kill Banker

ROME, N. Y., Dec. 16.—The scratch of a pet cat caused the death to-day of George H. Cagwin, well-known banker of this city. Although the cat inflicted only a small laceration, blood poisoning developed a few days ago. Mr. Cagwin was seventy-six years old.

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