

EXPERT INQUIRY IN MAIL DELAY

Post Office Demoralization Reaches an Acute Stage.

8 HOUR LAW BLAMED

Department Officials Say Lack of Money Ties Their Hands.

PARCEL POST FORGOTTEN

In 1913 Appropriations Two Increased Expense Items Were Not Considered.

WASHINGTON, May 15.—The provision in the post office appropriation bill which prohibits clerks in first and second class post offices and carriers in special offices from working more than eight hours a day has caused unprecedented delay and demoralization in the postal service.

As a result of the situation by one that postmaster General Burleson, after a conference today with First Assistant Postmaster-General Roper and Second Assistant Postmaster-General Stewart, who have charge of employees in post offices and railway mail service, detailed Mr. Bushnell, an expert, to make a hurried trip to Baltimore, Philadelphia and New York for the purpose of making a preliminary survey and submitting a report on conditions.

Mr. Bushnell will leave Washington tomorrow morning and confer with postmasters in the cities named and also with Chief Inspector Kenyon at New York.

Department officials admit the seriousness of the situation, but they contend that their hands are tied on account of the eight hour law and on account of that provision of law passed by Congress two years ago prohibiting the head of a department from entering into arrangements that would create a deficiency.

Temporarily with the going into effect on March 1st of the eight hour law, the postal service has been demoralized. It is that time the parcel post system which had become effective about sixty days before, had not yet fully gained. Almost immediately there were complaints concerning delay in the delivery of mail matter from all parts of the country.

So serious has the situation become that several days ago upon the urgent request of Postmaster-General Burleson the House of Representatives inserted a temporary provision in the emergency appropriation bill making an emergency fund of \$600,000 available to meet emergency needs and afford a normal service. The Senate has not yet acted on this provision and until it does there is no prospect of relief in sight and service throughout the country probably will continue to be crippled.

Comments have been made to the Department in some instances that daily remittance of money which should have been made to the following day are not received until Wednesday.

The following statement of the First Assistant Postmaster-General sheds light on the situation:

The appropriations for temporary and auxiliary clerk hire at first and second class offices and for auxiliary inserted in letter carriers will require additional \$2,000,000 each, or a total of \$6,000,000 to maintain the service during the remainder of the current fiscal year.

The Department is showing the necessity for the \$2,000,000 for the year ending June 30, 1913. To carry out the provisions of the eight hour law Congress appropriated the Department's estimate for temporary and auxiliary clerk hire for the year ending June 30, 1913, at \$2,000,000, but no provision was made in these appropriations on account of the parcel post service.

However, the appropriation for auxiliary clerk hire for the year ending June 30, 1913, was \$2,000,000 by act of Congress, but no provision was made in these appropriations on account of the parcel post service.

It is estimated that \$1,500,000 for the year ending June 30, 1913, will be required to provide for the regular force and for the employment of temporary carriers at 30 cents an hour to meet the emergency.

The estimate of \$300,000 to supplement this appropriation is based on the estimate of the Department for the year ending June 30, 1913, which will be required during the remainder of the fiscal year on account of the parcel post service and on account of the eight hour law and to provide for the ordinary needs of the service.

It is estimated that \$44,000 to provide temporary carriers at 30 cents an hour, to fill vacancies on the regular force, for additional regular force and to meet emergency needs.

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New Director of Public Library.



EDWIN HATFIELD ANDERSON.

Edwin Hatfield Anderson assumed yesterday the directorate of the New York Public Library, following his election on Wednesday by the Board of Trustees as successor to the late Dr. John S. Billings. Mr. Anderson is a brother of Judge A. B. Anderson, who conducted the McNamara dynamiting cases, and is one of the best known men in the library field. He was successively librarian of the Carnegie Library in Pittsburgh, director of the New York State Library and Library School at Albany and since 1908 assistant director of the New York institution of which he now takes charge.

Mr. Anderson was born in Zionsville, Ind., on September 27, 1851, and was graduated from Wabash College in 1883. After one year at the New York State Library School at Albany he went to the Newberry Library in Chicago as cataloguer remaining there one year. For about three years he was librarian of the Carnegie Free Library of Bradock, Pa., and in 1895 he began his ten years service as librarian of the New Carnegie Library in Pittsburgh, which he organized and enlarged to six branches, requiring a staff of 106 persons.

After a year of travel he was named in charge of the State Library and School at Albany. On June 1, 1908, he resigned to begin his duties in New York.

COLLEGE DON DRAFTS THE CURRENCY BILL

President Picks Political Economy Expert and Keeps Name Secret.

MEASURE READY JUNE 1

Agreement on Subject Reached With Party Leaders in Congress.

WASHINGTON, May 15.—President Wilson has sought expert academic assistance for the drafting of an Administration currency revision bill.

He has selected a professor of political economy in one of the largest Eastern universities to be the actual author of the measure, and the work of drafting it is now going on.

The President expects the bill will have been finished and put in his hands within a week or ten days for informal submission to the chairman of the currency committees of the House and the Senate and the Cabinet members, who are being consulted.

From the progress made in conferences held thus far the President feels justified in predicting that the bill will be ready for submission to the House when that body meets on June 1 with its committee reorganized. He is determined that the measure shall be passed through the House at this session.

In calling in an expert to draft the bill the President has had no intention of slighting the currency authorities in Congress. In fact, members of Congress have agreed with the President on the course of procedure.

The President acknowledged today that a general agreement had been reached between himself and the Congressional leaders as to the subject matter of the reforms to be attempted in this bill. It was evident from what he said that the only disagreements had centered around the administrative features and the specific provisions by which it was proposed to put these reforms into effect.

It was this phase of the work of preparing the bill which the President has decided to put into the hands of the currency expert, of whose opinions and skill he learned while he was president of Princeton University.

The President has refused to disclose the name of the professor he picked for this important work on the ground that he did not wish to have his colleague bombarded by queries from the curious as to the provisions of the bill or letters volunteering advice.

Mr. Wilson also has consulted Secretary McAdoo, Assistant Secretary John Skilton Williams, Senator Owen Chittenden and Representative Glass, who will be chairman of the House committee; Representative Underwood, Democratic leader of the House, and Secretary Bryan.

The platform adopted at the Democratic convention in Baltimore.

The currency plank of this platform consisted of two declarations in the main the one against the central reserve plan approved by the Aldrich committee and the other in favor of a new system for depositing Government funds without consideration for political influence, but on competitive bidding.

From what has already been learned of the views of the men whom the President has consulted, his statement today that there has been no agreement as to any essential part of the reform program can safely be assumed to mean that the decision has been reached to present to Congress a bill which will carry four general provisions.

A central reserve system instead of the regional system condemned by the national platform.

The gradual substitution of a currency secured by short time commercial paper of the highest grades for the present bond secured national bank notes.

The adoption of the old Democratic pledge for the selection of Government depositaries on a basis of competitive bidding.

A thorough revision of the administrative features of the national bank act with the view of reconciling those portions of the law with the new conditions which will arise from the operation of the law.

It is understood that some of the amendments covered by the last section will affect the concentration of the reserves.

The present law permits of the deposit of the reserves at lower percentages in the banks of New York, Chicago and St. Louis. Mr. Glass and other Democratic leaders have charged repeatedly that the present system placed these so-called reserve funds directly under the influence of Wall Street.

With the issuance of currency based on commercial paper it will be necessary for some provision to be made for the refunding of the 2 per cent. bonds now on deposit from the national banks with the Treasury Department as security for outstanding currency. Should it be proposed to withdraw the present bank notes and to substitute for them those secured on commercial paper, thus leaving the banks with the 2 per cent. securities bearing interest at 3 per cent.

President Wilson has submitted these rough plans to his expert academician with the instructions that they be formulated into a bill.

It is understood that the plan being considered by the President is to substitute for the present 2 per cent. securities bearing interest at 3 per cent. bonds now on deposit from the national banks with the Treasury Department as security for outstanding currency.

NEW HAVEN BRIEF ATTACKS BRANDEIS

Tells Commerce Commission That Lawyer Doesn't Represent New England Opinion.

NEED TO INCREASE RATES

Railroad Gives Figures to Show That Its Service Is Excellent.

WASHINGTON, May 15.—The New York, New Haven and Hartford Railroad Company has filed a brief with the Interstate Commerce Commission based on testimony taken in the investigation of rates, classifications, regulations and practices of carriers in New England.

The brief attacks Louis D. Brandeis, who assumed a leading part in the investigation, and says that the New Haven is attacked by Mr. Brandeis alone with a destructive criticism of its service, its rates and its financial and accounting methods. The brief adds:

"Shall Mr. Brandeis, acting for himself, his theory and contentions being disapproved again and again by impartial commissions and tribunals, be permitted to set up and maintain his opinion against the opinion of men appointed by the stockholders of these roads to conduct their affairs?"

"It seems conclusive when the citizens of the three States of Connecticut, Rhode Island and Massachusetts own substantially 60 per cent. of a railroad which operates in those States, that a large percentage of these stockholders are trustees and women, that when they are advised from year to year as to what the management is doing and vote to return their friends and neighbors as directors of the corporation, to continue the management, it is not for Mr. Brandeis, representing nobody but himself, to endeavor to criticize, tear apart and destroy them, which New England believes. We look to the commission to make such a pronouncement as will put an end to further attack of this nature."

Excitement of service, a necessity to raise rates if the facilities for future growth are to be furnished and a defence of financial and accounting methods are set forth in the brief. Particular stress is laid on the necessity for an increase in rates. The increase in wages of trainmen in 1910-1911 hit the Boston and Maine road hard and an earning of 9.32 per cent. on its preferred common stock for the year ended June 30, 1910, dropped to less than three-fourths of 1 per cent. for the year following.

A policy of retrenchment was inaugurated for the year ended June 30, 1912, there was an earning of 2 1/2 per cent. on preferred and common stock. But with the policy of retrenchment came complaints of inadequate service. The number of employees was increased and operating expenses went up again. The conclusion of the railroad officials is that the public demands more than it pays for in the way of service, and that more would be paid willingly if the conditions under which the railroad labors were understood.

It is pointed out that neither the Boston and Maine nor the New York, New Haven and Hartford earned last year more than a 4 per cent. net income on its property, although the value of the property in the case of the former was an original cost value of \$100,000,000. It is contended that the Boston and Maine is grossly undervalued, and this fact, taken in connection with a frequent opinion of courts that a railroad is entitled to earnings of 6 per cent., is offered as further evidence of the necessity for an increase in rates. A comparison of rates on other railroads is submitted in support of the argument that railroad rates in New England are very low.

While not admitting that the charge of unjustified increase has been proved against the New York, New Haven and Hartford and the lines which this corporation controls, the makers of this brief agree that there are abundant opportunities for improvement. Business is constantly growing and a great deal of money must be expended if the railroads are to keep up freight cars and locomotives in the Boston and Maine. To such an extent would it be necessary to increase the rate of interest on the bonds of Massachusetts which restrictions on the sale of stock which make it difficult to raise money.

The railroad officials say that in order to finance needed improvements it is necessary that stock shall be disposed of in large quantities at par or higher. The only way to place stock on such a basis is to increase the net earnings of the railroad so that a substantial dividend may be paid. The only way to increase the net earnings is to increase the charges for service to the public.

As for the service on the New England railroads, it is insisted that the evidence discloses no widespread dissatisfaction. The Boston and Maine Railroad alone makes over 10,000,000 shipments in a year, and less than a thousand complaints appear on the Boston and Maine. It is said that the evidence submitted to show that more than 95 per cent. of shipments from Bridgeport, Conn., move in normal time, while 89 per cent. of shipments from Nashua, N. H., do the same.

As for passenger service, the statement is made that it would appear from the records that the New Haven and Hartford have shown better performance than the average of the roads reporting to the Public Service Commission in New York State. Reports from May, 1909, to August, 1912, show that the New Haven had a higher percentage of trains on time than the Pennsylvania, the New York Central, the Erie, the Lehigh Valley or the Delaware, Lackawanna and Western roads.

The complaint that the Boston and Maine Railroad has been unfairly treated by the New Haven road since it came under its control is denied. The attention of the commission is directed to the fact that the Public Service Commission of New Hampshire, having Louis D. Brandeis as its counsel, investigated a rate increase on the subsidiary road, with the result that the evidence showed that not a single cent rate had been charged to the disadvantage of the Boston and Maine, that supplies were furnished to it at fair prices and that in general the control

exercised by the New Haven road had brought improvement in efficiency. Fifty-four pages of the printed brief deal with the financial and accounting methods of the New Haven company. President Mellen is vigorously defended and it is declared that every one of his financial undertakings was carried out with the knowledge and consent of the board of directors and for the benefit of the railroad alone.

It pointed out that the stockholders could at any time remove Mr. Mellen did they so desire. It is averred that the stock of the company is owned by men and women living in New England and that the mention of certain names among them is guarantee for the integrity of any operation sanctioned by them.

CANT REOPEN TOBACCO CASE.

Dissolution Plan Will Stand, Says United States District Court.

Judge Julius M. Mayer in the United States District Court yesterday dismissed the motion made by Otto S. Jones, an independent tobacco dealer, to have the dissolution plan approved by the United States Circuit Court of Appeals in the case of the tobacco trust set aside. Jones held that the plan was not in accordance with the decision of the United States Supreme Court dissolving the trust. His motion took the form of a bill of review.

The Lanesy-Nicoll attorneys for the American Tobacco Company argued that a court of first instance did not have the power to review the proceedings of a higher court. The Attorney-General, he said, was the only one with power to reopen the tobacco case.

GOFF DEFENDS CABIN CREEK COURTS-MARTIAL

Senator Kern Doubtful if His Resolution for Investigation Will Pass.

WASHINGTON, May 15.—There is a growing impression in the Senate that the resolution introduced by Senator Kern of Indiana directing an investigation into the West Virginia coal mining strikes in the Cabin Creek and Paint Creek regions will fail of its object. The Senator himself expressed the opinion today that it was very doubtful if his resolution would be adopted by the Senate.

The matter was discussed for nearly two hours today by Senator Goff, Republican of West Virginia, who declared that the Senate would exceed its jurisdiction if it attempted to probe the West Virginia labor troubles.

"The Senate can learn nothing and can do nothing through this investigation," said Senator Goff. "It is within the Senate's province only to determine whether the court martial order was illegal or legal. Alleged brutalities and drumhead court martials are not questions within the authority of the Senate to investigate."

The Senator defended the decision of the Supreme Court of Appeals of West Virginia, which upheld the action of Hatfield and affirmed the judgments rendered by the various military courts in pursuance of his orders.

"You can't war with kid gloves," said Senator Goff. "Necessarily court martial and special commissions created to meet such extraordinary conditions have power to suspend the civil authority. There never was a Government organized that did not possess the inherent power to arrest and punish. It is the right of self-defence that belongs to a man when he is driven to the wall. The extraordinary methods which have been denounced here were the civil government's exercise of its right of self-defence."

Senator Cummins of Iowa interrupted long enough to say that he regarded the decisions of the military tribunals as "appalling."

Addressing the Democratic side Senator Goff declared that the Democratic party had not yet adopted the creed that the States should surrender their powers of State rights, the right to live, to Congressional investigation.

WHOLE COURT ON EXCURSION.

Judge, Jury and Bailiffs Look Over Cause of Litigation.

A special train carrying Judge Julian Mack of the Federal District Court, a jury, court attendants and lawyers left the Grand Central station at 8:30 o'clock yesterday morning for Poughkeepsie for an inspection of the H. E. Delany company's new warehouse. The Delany company is being sued by its contractors, the Amsterdam Building Company, who claim that \$31,000 is still due them for extra work done on the warehouse.

The United States District Court special got back to this city in time for dinner. The jury will begin its deliberations this morning. The expenses of the trip will be equally divided by the plaintiff and defendant companies.

CARLISLE HAS JOBS TO GIVE.

Will Name Inspectors to Replace Foremen of Laborers.

ALBANY, May 15.—Col. William D. H. Washington of New York city and Harold Parker, who has been Commissioner of Highways in Massachusetts and later was connected with the Hasam Patented Pavement Company, were named today as two of the three members of an advisory committee of engineers to make a thorough investigation of highway problems in this State. The other member will be appointed later.

Commissioner Carlisle has asked the State Civil Service Commission for a civil service eligible list from which to appoint inspectors of construction who are to take the place of foremen of laborers in each county.

"These places," said Commissioner Carlisle to-night, "perhaps more than any others in the service were used in the building up of a political machine."

HAWTHORNE PAROLE HELD UP.

Dating Back Sentence Does Not Make Prisoner Eligible.

WASHINGTON, May 15.—The Department of Justice will give no consideration until August 4 to the application for pardon of Julian Hawthorne, now imprisoned in the penitentiary at Atlanta for using the mails to defraud.

His sentence had been dated back four months in the hope, it was understood, that he would become eligible for parole under the requirement that a prisoner must serve one-third of his time. He had been sentenced for a year and a day. The Attorney-General held that the dating back of the sentence does not affect the case.

Relief Workers in Navy Praised.

WASHINGTON, May 15.—Commendatory letters have been written by Secretary Daniels to the officers and ten enlisted men of the navy for their efficient service in the relief work after the earthquake at Messina in 1908.

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