

NEW SHIP BILL IN HOUSE PROVIDES 700,000 TONNAGE

Majority Report Says Administration Measure Is Not Radical and That Government Ownership Feature Will Not Discourage Private Enterprise.

WASHINGTON, May 9.—An urgent plea for the passage of the Administration ship purchase bill, not only as a preparedness but as a commercial measure, is made in the report of the House Committee on Merchant Marine which was formally submitted to the House today.

The majority members of the committee do not contend that the problem of freight congestion and exorbitant ocean rates will be solved if the plan they propose is put into effect. They assert, however, that between 500,000 and 700,000 tons will be added to American shipping and that a naval reserve force and naval auxiliary vessels to be provided by the bill constitute an important element of national defense.

"We believe this bill should be speedily enacted into law," the committee says in its report, "as it will create a shipping board charged with the duty of supervising and fostering our merchant marine. It will provide for 500,000 to 700,000 tons of merchant vessels to serve in the development of our foreign trade; in the event of war, a naval auxiliary manned by a naval auxiliary force.

Effect on Enterprise.
"It provides for the reasonable regulation of common carriers by water in foreign and interstate commerce. It has been framed with the view of encouraging, not to discourage, private enterprise in the construction and operation of vessels under the American flag. While shipyards are now busy in new construction, we have good reason to believe that their facilities will be increased and a new record set in speed and skill in shipbuilding in American shipyards.

"It is not claimed for this bill," the committee says further, "that it provides for an adequate merchant marine in the foreign trade. That need will not be adequately supplied until we have not less than 7,000,000 to 10,000,000 tons of shipping under the American flag engaged in the overseas trade. It will take years of intelligently directed effort to provide such a fleet of merchant ships.

"If we would provide foreign markets for the surplus of our factories, mines and farms and would compete on equal terms with foreign nations for such markets, we must provide our own transportation facilities. The warehouse and railroad terminals on our seaboard are congested with commodities for export. Ocean freight rates have increased in many cases to a prohibitive degree and in other cases vessels are not available at even the enormous rates shippers are willing to pay to move their commodities."

Government Ownership.
"Of the government ownership aspect of the bill the committee says: 'Every reasonable objection to the ownership and operation of merchant vessels has been removed in the bill as reported by the committee. Those who favor such ownership and operation are of the opinion that the committee has gone too far in limiting such ownership and operation.'

"The bill provides that the board may, if in its judgment such action is necessary to carry out the purposes of the act, through a corporation or corporations to be organized in which the United States shall own the majority of the stock, own and operate such vessels. The time within which vessels may be so operated is limited to five years after the present war in Europe shall end. The committee regards this a necessary power to be vested in the board.

"Whether it may have occasion to exercise it or not will depend upon the readiness of private interests to take over either by purchase or charter, the vessels constructed or purchased by the board and employ them in serving our foreign commerce, particularly with the east and west coasts of South America

A Prediction Is Made.

The committee asserts that the administrative sections of the bill, patterned after the interstate commerce law regulating the activities of the Interstate Commerce Commission, are not radical in character. It is predicted that the proposed shipping board will become as important in the development and supervision of a merchant marine as the Board of Trade in the mercantile service of Great Britain.

The speedy construction of ships in American shipyards by adopting the standardization scheme is advocated in the report. "It is generally believed," the report states, "that at this time merchant vessels can be built in American shipyards at less cost than in foreign shipyards. The board has the power to have vessels built in American shipyards or elsewhere, giving preference to American shipyards. Unless conditions change materially in Europe at the close of the war all the vessels constructed or purchased for which provision is made in the bill will be built in American shipyards.

"It is the earnest desire that all such vessels may be built in American shipyards and we have good reason to believe that by utilizing the improved methods in shipbuilding and by standardizing the various types of vessels not only the cost of construction may be very materially reduced, but the cost of operation as well."

The committee calls attention to the losses of shipping during the war and the restrictions imposed as a result of the war and presents elaborate tables showing the increase of ocean freight rates since the outbreak of the war.

The minority members of the committee will probably submit views in the House in a report to be filed to-morrow.

FROM BAR TO BENCH—MAYBE.

President Dowling Mistaken for Judge by Penitent.

During the hearing yesterday before the Board of Estimate on the West Side plans a middle aged stranger rather the worse for wear and looking as if his conscience were trying to break through into the sunlight walked slowly down the main aisle of the Aldermanic Chamber and stood meekly beside Charles L. Craig, who was arguing passionately for the preservation of Manhattan. President Dowling of the Board of Aldermen was presiding, flanked by the gray heads and thoughtful faces of Comptroller Prendergast and Borough President Marks, Dock Commissioner Smith and Borough President Boudie.

The stranger stood for perhaps five minutes saying never a word, merely turning his eyes sadly upon Mr. Dowling as if to commend him to the pleadings of Mr. Craig. Then Mr. Dowling pointed with his gavel and addressed him kindly.

"You'd better sit down. You might get tired standing up."

The stranger gave no sign that he heard and a sergeant was called.

"Give that man a seat," said President Dowling, "before he falls down."

The stranger was ushered to a rear seat and sat there for half an hour apparently reading a newspaper. Then he rose again and walked slowly to the side of Mr. Craig, where he stood penitently and silent.

"Say," said President Dowling, "you'll have to get out of here."

"Judge," exclaimed the stranger, extending his right hand into the air.

"No, no judge," said Mr. Dowling, "if I were a judge I'd send you away."

The stranger turned without a word, put on his hat and departed for the corridor without even a "Thank you, your Honor."

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which means that the values are unimpaired by middlemen's profits, and that the tailoring exhibits all the intimate, personal, first-hand touches of custom-tailored clothes.

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We cannot repeat it too often, for that is a feature of Saks Suits which you cannot afford to forget.

They are not ready-made suits in the general sense of the word, bought from wholesale manufacturers and re-christened under a New York label.

They are made in New York, by New Yorkers, for New Yorkers, and combine ready-for-service convenience with the inspirational touches of fine custom-made clothes.

They are Fifth Avenue transplanted!

But with this exception—

That instead of the limitations of a custom-made shop, with its two or three originalities of style, Saks Suits range the whole gamut of masculine fashions and afford a diversity of choice such as would take the combined talent of ten tailors to assemble.

Same way with the fabrics.

What custom tailor can begin to match the far-flung splendors of the Saks selections? None!

Where they feature patterns by the scores ours run into the hundreds; where they show an odd blue or two, a few stripes, a couple of checks, and a scant collection of novelties, the Saks assortments spread before you all the rainbow riches of the loom.

Chosen with Fifth Avenue discrimination, mind you, but extended to embrace the length of Fifth Avenue and not confined to the prejudiced taste of a single establishment.

In fact, Saks Suits, both as to originality of style and as to variety of fabric, are like a volume of literary selections from well-known authors, in which the best contributions of each are featured and from which the mediocre is omitted.

But we need not stop with the tenfold variety of Saks assortments, as compared with the custom-tailored alternative.

The Saks selections of Suits are easily the largest and most varied in this city, for no other ready-for-service shop in New York can enter so many starters in the race for your approval, and we make no exceptions to that statement—north, south, east, nor west of the Saks store.

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Selecting and buying our fabrics direct from the mills and tailoring each suit in every province of its making

We Save to You the Middlemen's Profits

as amply reflected in the superior character of the clothes and the very reasonable prices we charge for them—\$17.50 to \$48.00.

Style Suggestions

- ☐ Young men's models particularly, are cut close to the figure, high in the waist and sharply indented at the waistline.
- ☐ The lapels are much smaller, very shapely and pointed, rolling in a leisurely fashion to the first or the second button, according to taste.
- ☐ Unusual variety in pockets, too, some cut straight, others on the bias, others regulation, and still others of the patch persuasion.
- ☐ Even the vests are radically new, cut high into the domain of the neckwear, and affording the novelty of artistic variation in pockets.

Fabric Suggestions

- ☐ Stripes—not ordinary pencil stripes, but shadow stripes, softly charcoaled on the background, in gold, purple, blue, white, slate, green, and others.
- ☐ Browns and greens—the ultra shades this season—in striped effects, and in clever mixtures that leave the color issue in doubt.
- ☐ Flannels—in a variety of weights and in a selection of solid colorings in which you can find your particular choice.
- ☐ Fabrics, in brief, in which you will find all varieties of weave and shade, from the staple blue serge to the last-minute conceit of the loom.

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