

SHIPPING CONTROLS TRADE, SAYS HURLEY

Best American Initiative Needed Now for New Merchant Marine.

PLAY FAIR, IS WARNING

Yankee Workmen Will Protect Nation Against Bolshevism, He Declares.

CHICAGO, April 25.—The American merchant marine's relation to foreign trade was explained to-night by Edward N. Hurley, chairman of the United States Shipping Board, at the dinner of the National Trade Council in Congress Hotel.

Mr. Hurley said in part: "I much appreciate the honor of addressing the National Foreign Trade Council. As one of the original members of the organization I was confident it would prove most helpful to the best interests of the nation. The first object of the council was to encourage the development of a great merchant marine. An American merchant marine is now an accomplished fact.

"Ships are the controlling factor in the development of foreign trade. We want to put the best American initiative behind the operation of the fleet; we want to get rid of red tape and the possibility of stagnation when moving these ships to the ports where they will carry American trade.

"We can't build up our foreign markets in a slipshod manner. We must specialize in trying to meet the different needs of different markets, and we must purchase raw materials and manufactured products from foreign countries as well as sell to them.

No Unfair Competition. "There is a feeling on the part of many business men that their competitors, at home as well as abroad, are not playing the game fairly. This is largely imaginary. Here we find some cloistered critics asserting we will never be able to compete with British shipping. Over in England you will hear English critics telling their Government that Great Britain will never be able to compete with us.

"As a nation we have never been lacking in perseverance, energy, enterprise and skill. We have developed enormous purchasing power at home and compete keenly, yet fairly, with each other. There is no reason why we cannot do the same in the markets of the world.

"We must show that we play fair in international law. Our foreign competitors will compete fairly. They understand now better than ever before the evil of unfair competition. It was hard to distinguish between Germany's commercial enterprises and Germany's Government.

Way to Get Business. "If we devote our time disparaging the products of our business rivals

we hurt business generally, reduce confidence and increase discontent. The best way to get new business is not to undermine a competitor, but to create new markets and encourage increased demand.

"It is the spirit of mutual helpfulness which has made the United States the greatest producing nation. "The American workman will protect this country against the infection of Bolshevism. "Foreign goods should not be permitted to be dumped in our markets at ruinous prices, nor should our business men employ similar methods in foreign markets. This is a vicious practice of unfair competition."

CRUISER SAILS TO NORTHERN AIR BASE

The Baltimore Takes Mechanics to Naval Seaplanes' Jumping Off Place.

The cruiser Baltimore, with mechanics and sailors from the Rockaway naval station who have handled NC flying boats, sailed yesterday for Halifax. It is understood she will land the crew from Rockaway at Broyle Harbor, Newfoundland, which will be the jumping off place for the transatlantic flight.

A rumor was current yesterday that thirty-six destroyers were to sail early today to take up stations along the line of flight from New York to Newfoundland, from Newfoundland to the Azores and from the Azores to Portugal. No confirmation of this rumor could be obtained from naval officers connected with the fleet. Indeed, one officer of rank, intelligence and considerable glibness said word had gone out from Washington for officers to "keep their mouths shut" and refer inquiries on the subject to Washington. And in Washington the chief of naval operations and other officers refused to confirm or deny the report.

It was stated on good authority yesterday that three destroyers, the Barney, which found the harbor in Newfoundland at which the flying boats will land; the Poole and the Gamble, left port yesterday on a mission connected with the transatlantic flight. The Kimberly, it is said, will also leave early today. The battleships Utah, Texas, Arkansas, Wyoming and Florida are reported to have been selected to take places along the course from Newfoundland to the Azores, a distance of 1,450 miles, when the flight is made.

The wind and the sand which accompanied it had things all their own way at Rockaway yesterday. According to Commander John H. Towers, who is now at the station to oversee the final stage of flight preparations, a flight would have been made yesterday despite the wind if sand had not drifted in over the marine railway down which the NC-3 must glide into the water. Commander Towers, Commander H. C. Richardson and Lieutenant-Commander M. A. Mitchenor improved their spare time by taking up in a serious way methods for obtaining publicity for the flight and for affording facilities to the newspapers for covering it. The course, however, will not be announced in order to prevent speculators at Newfoundland and elsewhere from getting up the proceedings. Commander Towers did say yesterday, however, that if the lifting capacity of the NC boats justify it six men instead of five will be carried in each "ship."

RIVALRY NOW WORRY FOG BOUND FLIERS

Hawker and Raynham Fear Bigger Planes May Get Transoceanic Prize.

MAY RISK BAD WEATHER

Both U. S. Navy and Handley-Page Machines Excel in Size and Power.

St. JOHN'S, N. F., April 25.—(SUI) held to their hangars by fog blown inshore from ice fields by easterly gales, Harry G. Hawker, Australian, and Capt. Frederick P. Raynham, his British rival, showed signs of anxiety to-day lest American naval seaplanes and a giant Handley-Page, soon to be shipped here from England, might wrest from them the honor of being first to fly across the Atlantic.

Besides being shrouded in fog, this harbor is almost closed by a large iceberg stranded in its narrow mouth. Both aviators, who have been waiting day after day for signs of clearing, are exasperated, ever more impatiently, weather reports received by wireless from mid-ocean.

The possibility that, pressed by competitors, neither will wait for "ideal" weather, was indicated to-day by a remark made by Major C. W. Morgan, Raynham's navigator, on receiving a summons to appear in court next Tuesday to answer to a charge of driving an automobile without a license.

"If the weather should clear, the St. John's police will have to chase me through the skies," he said. "We'll get away if we have half a chance." The aviators received word to-day that the United States Navy Department had selected as its jumping off place a site on the shores of Colinet Harbor in St. Mary's Bay, situated on the southeast coast of Newfoundland, near Cape Race.

But Hawker and Raynham are no less concerned about the plans of Major Brackley, who will pilot the Handley-Page plane, and whose airbase at Harbor Grace was completed to-day. While no announcement has been made that the American machines will compete for the \$50,000 transatlantic flight prize offered by the London Daily Mail, the Handley-Page has entered the race, and thus threatens to take from Hawker and Raynham not only favor, but bread and butter.

It is either case, if they are held here by inclement weather, the two "early birds," who have thrown aside caution for speed in preparing their plans for the "big hop," will find both Americans and the Handley-Page better prepared than they are to combat adverse conditions, as the later arrivals will be more fully equipped. The Handley-Page is not expected to be ready to fly before May 5.

Whereas Hawker's Sopwith and Raynham's Martinsyde are equipped with only one engine, the Handley-Page will have four motors. It is understood Major Brackley intends to fly the plane directly to Ireland, and estimates it will take him 18 hours to make the distance.

SOCIAL INSTITUTE GIVES OUT MEDALS

Gompers, Schwab, Garfield and Others Are Rewarded for Industrial Work.

PRESENTED AT BANQUET

Unemployment and Several Other Labor Problems Discussed at Length.

The cooperation of all classes in cutting down unemployment—particularly of discharged soldiers—was urged last night by Samuel Gompers, president of the American Federation of Labor, as the best method of checking the menace of Bolshevism in this country.

Mr. Gompers spoke at the sixth annual dinner of the National Institute of Social Science at the Hotel Astor, where George Gordon Battle presented him with the society's gold medal for his success in "keeping labor aligned with the nation during the war." A silver medal was given Charles M. Schwab for his industrial services, and one of bronze to Dr. Harry A. Garfield for his work as Fuel Administrator. Judge Robert Scott Lovett was ill and unable to receive the medal which is to be awarded him. Seven other recipients of the institute's medals, it was announced, are still overseas.

Mr. Gompers took it, he said, that the medal was not conferred upon him alone but upon "the men behind the labor movement in America who have stood 100 per cent with me in loyal cooperation with the cause of the country during the war.

"Unless labor is given proper employment it will become restless," Mr. Gompers went on. "I have learned that there are 40,000 unemployed in one industry alone. The fact that we have had a triumphant, glorious victory, will mean nothing to men who return from the war to find that they cannot get their jobs back.

Without taking any more responsibility than does a weather prognosticator when he forecasts snow, Mr. Gompers said he would make a prediction. "If the labor movement is destroyed, assuming it is possible to destroy it," he said, "you will have another problem to deal with. I am pleading for common action among all our people. If we fail, the lights of hope will go out all over our land."

De'ancey Nicoll presented Mr. Schwab's silver medal, and the latter commenced speaking by quoting from Mr. Gompers's proposal to the Commission on International Labor Legislation, created by the Peace Conference, to the effect that employers and employees should be "allowed the right of peaceful association for lawful purposes."

"I am obliged to say I consider this paragraph of more importance than all the others combined," declared Mr. Schwab. "The time has arrived when only one engine, the Handley-Page must be used. Although I previously opposed it vigorously, I am obliged to say that under no conditions would I go back to the old system of labor employment.

One thing I must urge: while we can spend millions for war, in the great social change we are now undergoing this country must be prepared to spend millions for railways and all sorts of public improvements, if for no other purpose than to keep labor employed."

Former Senator Theodore E. Burton of Ohio made the presentation of the medal to Dr. Garfield, who also spoke, as did George W. Wickersham, formerly Attorney-General.

Disposing of the Railroads. Mr. Burton, as the principal speaker at the afternoon discussion before the institute at the Hotel Astor on the question, "What Shall Be Done With the Railroads?" urged the readjustment be made before the lines were returned to their private owners. As necessary parts of this readjustment he urged three courses:

First, elimination of the policy of competition among railroads; second, a change in rates, and third, Government incorporation of railroads, thus preventing interference from the conflicting regulations of various States. With regard to the first point Mr. Burton said:

"We must abandon the long cherished policy of competition between natural monopolies like railways. For many years the generally accepted ideas embodied in statutes and regulations of both the Federal and State Governments was that sharp competition between railways was helpful for the people.

"The next thing to be done is an early readjustment of rates. Up to the beginning of the war living rates had increased, but this rise was not manifested in freight rates. It hardly seems possible to maintain that level of railroad rates with the increase in wages. There have been arguments for a maximum and minimum rate of return, but I am not quite ready to give my approval to this plan.

"The general objection is that if we have a Government guarantee of the road's earnings we are far on the way toward Government ownership. If we want Government ownership we should go at it simply and directly. If we can correctly interpret expressions of popular opinion the great majority of the people are not now in favor of Government ownership. The experiment of temporary Government operation, though accepted as a necessity arising from the war, has by no means given general satisfaction."

William Church Osborn stressed the labor side of the railroad question, asserting that though the railroad operatives were a fine body of men, keenly interested in their work and entitled to good pay and good hours, they must be held to steady discipline in order that the food and other material supplies of the public might not be imperiled and that the freight charges might not be unduly raised to meet the demands of the workmen for higher pay. It was no longer, he said, a conflict of labor and capital, but a question of the relation of one body of industry to all the other industrial classes in the country.

George A. Post, chairman of the railroad committee of the Chamber of Commerce of the United States, declared that public opinion requires the return of the lines to their private owners as soon as the necessary remedial measures have been passed. As one of these he urged the nationalization of all public means

ment ownership. The experiment of temporary Government operation, though accepted as a necessity arising from the war, has by no means given general satisfaction."

Paul M. Warburg was invited by Prof. Emory R. Johnson, president of the institute, to make an impromptu address. He said that some measure of value would have to be found for the railroads and that then it could be determined what equitable return was permissible on that valuation. Another speaker, A. J. County, vice-president of the Pennsylvania Railroad, maintained that there should be a Federal law fixing an adequate return and responsible national regulation of the roads.

U. S. CANCELS CONTRACTS. Does Away With \$408,038,738 in Air Service Agreements.

WASHINGTON, April 25.—The record made by the War Department in canceling and suspending contracts for the air service shows that \$408,038,738 worth of contracts have been done away with. Cancellations and suspensions amounting

to \$2,640,879 have been approved during the last week.

At present cancellations and suspensions are as follows: Engines and spare parts, \$275,829,058; airplanes and spare parts, \$164,129,759; chemicals and chemical plants, \$10,014,611; instruments and accessories, \$10,474,140; balloons and supplies, \$9,137,493; fabrics, lumber and metals, \$7,302,293; miscellaneous, \$12,880,742.

Colonists in Mountains. Many White Sulphur Springs Visitors Motor Over Trails.

Special Dispatch to THE SUN. WHITE SULPHUR SPRING, W. Va., April 25.—Many colonists were out on the mountain trails to-day. Motor parties were popular and several went to Hot Springs.

Mr. and Mrs. Lester A. Hamilton, who were married last Wednesday, have arrived at the Greenbrier. Mr. and Mrs. E. Kemper, Mrs. John McKerson, Jr., and Miss Querin are among those arriving from New York.

Grand Spring Clearance of Hudson Super-Six Closed Cars

NINETEEN Hudson Super-Six Closed Cars, many of them recently traded in for open models, representing every used Hudson enclosed car on hand, are now on sale at extraordinary reductions. There is a distinct shortage of closed cars at the present time, due to the increasing tendency to use these types all the year round. The Hudson Super-Six Closed Cars have long been recognized as leaders. They embody correct design, faultless finish and close attention to the details which make for comfort and luxury.

Here is the complete list: 1 1917 Super-Six Limousine \$1,500 1 1916 Super-Six Sedan \$1,200 1 1916 Super-Six Limousine 1,250 1 1916 Super-Six Town Car 1,350 1 1916 Super-Six Limousine 1,350 1 1916 Super-Six Town Car 1,250 1 1916 Super-Six Limousine 1,450 1 1916 Super-Six Town Car 1,300 1 1917 Super-Six Town Landaulet 1,450 1 1916 Super-Six Town Car 1,250 1 1917 Super-Six Town Landaulet 1,550 1 1917 Super-Six Town Car 1,450 1 1917 Super-Six Sedan 1,450 1 1917 Super-Six Town Car 1,500 1 1916 Super-Six Sedan 1,250 1 1917 Super-Six Cabriolet 1,300 1 1916 Super-Six Cabriolet 1,200 1 1916 Super-Six Cabriolet \$1,000

From now on there will probably be few opportunities to secure a high-class closed car. The low prices at which these cars are offered are a guarantee of their quick disposal. We suggest that you make your selection quickly.

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SERGEANT PEARL J. WINES (Company E, 358th Infantry, 90th Division)

"For extraordinary heroism in action near St. Mihiel, September 12th. After being shot in the side by one of a German party of five, Sergeant Wines engaged the five Germans, killed three and captured the other two—all unaided. This about one kilometer north of Fey-en-Haye, September 12th." Official Citation for Distinguished Service Cross.

Sergeant Wines made good—in the old two-fisted, hard-hitting American fashion. You couldn't go and fight—but you can still be American. There's a Victory Loan on.

Be a Yank! Make good! Invest!

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