

SELLING U. S. SHIPS
OPPOSED IN SENATE

Fletcher Urges Continued Use
of Yards and Taking Op-
tion on Hog Island.

FORESEES GOOD PROFIT

Senator Analyzes Problems of
Congress in Maintaining
Nation's New Position.

WASHINGTON, June 26.—Opposition to the policy of Edward N. Hurley, chairman of the Shipping Board, in disposing of the Government owned ships as the opportunity arises and permitting the Government gradually to retire from the shipbuilding and shipping business was voiced in the Senate to-day by Senator Fletcher (Fla.).

"The Shipping Board and the Director of Operations recommend that the Government discontinue construction of ships as soon as existing contracts are performed," said Senator Fletcher; "that the Government sell its ships and that the Government retire from the operating business." Then the Senator outlined as follows the questions which must be settled by Congress in fixing a policy:

- "1. The Government shall cease the building of ships when those under contract are completed. If so, what is to become of the Hog Island plant, which cost about \$46,000,000 as it stands, the yard at Bristol, and the rights under the Government's contract with the Submarine Boat yard at Newark and interests in other yards?"
- "2. Shall the Government sell all its ships built and to be built, and if so, upon what terms and conditions?"
- "3. Shall the Government cease operation of its ships entirely and abandon all organization and plants heretofore undertaken in that connection?"

Problem to Maintain Position.

"I think unquestionably we are taking our place on the sea. The problem now is what we shall do to maintain that position and increase it. On the first question as to policy regarding construction, I do not favor the abandonment of all construction by the Government and scrapping the yards at such large sums of money have been invested. I think the Government might gradually work out of construction, but in the meantime keep the yards and facilities already created and build such ships for such purposes as the country needs.

"For instance, we have the option of acquiring fee simple title to the Hog Island property on which we have expended about \$46,000,000 for \$17,400,000 and we can exercise that option at any time. It embraces 927 acres of land, with about a mile frontage on the Delaware River, including riparian rights, piers, fifty shipways, warehouses, railways, water, sewer and lighting systems, buildings and improvements of every nature.

"As a great ocean terminal the property is worth practically twice its cost, but at auction it would not bring one-tenth its real value. It is too large for any private concern to operate as a shipyard. It might be divided into several tracts and sold to close it down and attempt to sell it would call for enormous sacrifice. We could lease a portion of it and operate the other, continuing to build steel ships as demands of our foreign trade require.

"The yard at Bristol, on which we spent \$14,554,924, we might not continue to build ships there."

"The yard at Newark Bay, on which we have spent \$17,328,980 and on which we have a lease with an option to buy, but at auction it would not bring one-tenth its real value. It is too large for any private concern to operate as a shipyard. It might be divided into several tracts and sold to close it down and attempt to sell it would call for enormous sacrifice. We could lease a portion of it and operate the other, continuing to build steel ships as demands of our foreign trade require.

"We are now threatened with a policy which will place us where we were in 1914. It is that we are to cancel our contracts right and left. We are to sell our ships. We are to rely on the patriotism and enterprise of private individuals to keep our flag on the ocean and use the ships which the Government has built."

Senator Fletcher said the cost of production ships had been about \$10 a ton and would be even less with the taxes on the shipyards deducted.

Senator King Disagrees.

Senator King (Utah) disagreed with Senator Fletcher, saying his calculations would place shipbuilding costs close to \$200 a ton.

Senator Fletcher gave this resume of the situation: Delays in getting production started were caused by slow preparation of designs and continuous changes, some of them after contracts had been let; by controversies as to whether steel, wood or concrete ships should be built; difficulty in getting labor; troubles in adjusting contracts and taking over privately contracted ships in process of building; providing housing and transportation for workers; getting fuel and getting competent officials.

To-day four steel ships were being delivered daily. Hog Island was turning over three 7,500 ton ships every two weeks. That yard had launched thirty-four and delivered twenty-two vessels.

Since the armistice the Shipping Board had cancelled contracts calling for 3,937,000 dead weight tons, 2,500,000 in steel and the remainder wood. The yards were not laid for about 3,500,000 tons of the cancellations. Completion of existing contracts would bring completed ships to about 13,000,000 tons. The Shipping Board was now operating 965 ships, of 2,467,105 tons. The total tonnage now owned and operated by the Government was 6,544,822.

Merchant ships operated by the Government were: American owned, taken over for the war, 1,272,518 dead weight tons; foreign chartered, 691,795; Dutch, requisitioned, 451,731; captured, German, 610,112; captured, Austrian, 45,452; ships built by the Emergency Fleet Corporation since the outbreak of the war, 2,442,212.

These figures did not include the ships engaged in coastwise commerce or commerce on the great lakes. His own ship arrangements have been about completed for the return of the Dutch ships to Holland," said Senator Fletcher. "They will go back to their owners under a plan now practically agreed upon. Many merchant ships taken over during the war were bought and paid for and undoubtedly will remain Government property. Other ships taken from private owners and turned back as soon as plans can be made.

The war ended with a deficit of \$18,

662,000 dead weight tons in the world's shipping.

World's Tonnage Estimated.
Mr. Fletcher quoted these figures in dead weight tons:
Estimate of added and neutral tonnage in 1914..... \$2,462,000
Total losses during the war..... 21,094,000
Total construction, added and neutral..... 14,247,000
Newly tonnage acquired..... 3,785,000
Losses in tonnage to build..... 14,712,000
Net deficit due to war on June 1, 1919..... 12,967,000

PHELAN SEES FREE
IRELAND IN LEAGUE

California Senator Asserts Effort Is Being Made to Embarrass President.

WASHINGTON, June 26.—By way of developing the view that the League of Nations is the particular instrument that is going to help the cause of Irish independence, Senator Phelan (Cal.) discussed the Irish question in that relation in the Senate to-day. He regretted that the question should have become entangled with American political considerations and recalled that in the past American sympathies have been extended repeatedly to oppressed peoples of other countries; to Kossuth, brought to America and lionized by the people; to Ireland at other periods; to Cuba under Spanish rule; even to Maximilian in Mexico when he had been overthrown and his life was sought by his conquerors.

"The project of a League of Nations," Senator Phelan said, "was designed to maintain the independence of small States which have been established as a result of our successful war against autocracy. Any reasonable man must appreciate, however, that in creating the present States in Europe and in endowing them with self-determination the conference in Paris necessarily confined itself only to the territory which had been wrested from the enemy as a result of war. Ireland has all the 'indicia' of nationality and all the qualifications for independence and that for reason the President has interested British statesmen in her case. But he cannot demand that one of the Allies submit itself to a conference without the benefit of the plans and facilities already created and build such ships for such purposes as the country needs.

"Why should Woodrow Wilson be singled out by Irish radicals who have assumed to lead in this movement?" he asked Senator Phelan. "Why have the political managers of one political party been allowed to claim political advantage for the Senate resolution recently adopted?"

He referred to a resolution offered in the Senate in 1918 expressing the hope that the British Government would exercise clemency toward Irish political prisoners and that the President be requested to transmit the resolution to the British Government. The Committee on Foreign Relations, he said, rejected it, but it was submitted as a minority report by three Democratic Senators and adopted by forty-six affirmative votes, of which only eight were Republican. That, he said, was a "real test of party predilection and sentiment."

"On the Borah-Walsh resolution, he said, there was substantial unanimity. "Why on the Borah-Walsh resolution was the Republican membership solidified?" demanded the Senator. "It was under the pressure of party discipline and intended to embarrass the President. It was also, I believe, to defeat the League of Nations by exciting a false suspicion that Article X prevented internal revolutions. It is unfortunate that so great a cause should be so crudely used as a vulgar means of winning votes by men whose previous actions would indicate that they have no real sympathy with Ireland and whose main contention in all the debate is that America should stay at home and leave Ireland to its fate."

PEPPER ARRANGES
ANTI-LEAGUE FIGHT

Meeting Here To-morrow First
of a Countrywide Series
of Protests.

WASHINGTON, June 26.—A great popular campaign is about to be staged by the opponents to the League of Nations, according to announcement made in Washington to-day by George Wharton Pepper, president of the League for the Preservation of American Independence. Mr. Pepper proposes that the issue shall be carried to the entire country.

Senators and other public leaders, national and local, will be put on the stump to elucidate the question, and no effort will be spared to acquaint the people with the real significance of the issues involved. Mr. Pepper visited Washington simultaneously with the coming of Will H. Hays, chairman of the Republican National Committee. But the coincidence was merely Washington and nothing more, he explained. Both talked with a number of Republican leaders in Congress, but Mr. Pepper was more concerned with the anti-League antagonists of the League.

His discussion of the subject developed that the Independence League programme will be devoted to such modification of the covenant as will insure that it will be harmless to American interests. Mr. Pepper outlined important steps for which preliminaries are being arranged as fast as possible. The purpose is to get as many public meetings arranged and held as may be possible before President Wilson begins his tour around the circle in support of the League covenant. The big meetings that are planned for New York Saturday night will be the type of these.

At that meeting Senators Borah (Idaho), Reed (Missouri) and Johnson (California) are expected to speak. When President Wilson begins his tour meetings will be arranged so as to cover the communities he visits and insure that he will be pointedly answered. Senator Borah, speaking on this particular point, said he was not contented to have the anti-League meetings held in the same cities in which President Wilson speaks.

"If the President speaks in St. Louis," he said, "I think it would perhaps be better to have him answered in Omaha. The real point is to get the other side to all the people." Mr. Pepper, in considering, he said, a plan to hold a sort of speakers' "tour" around the country, to prepare local speakers for discussion of the subject in their various localities. It is necessary to carry this fight to the people, he said, in the fashion in which the sound money issue was presented to them in 1916, and that is to be the aim.

Persons willing to volunteer their services in the great cause of educating the public to an accurate understanding of the issue will be asked to come to Washington and devote the necessary time to intensive preparations for the work, then they will be sent out to address audiences everywhere.

It is utterly impossible for Senators and other men of national note to do all the work; it must be taken up by volunteers willing to give their effort from patriotic motives. Mr. Pepper is positive from his correspondence and personal interviews with many persons, that a great corps of speakers can be enlisted.

Senator Borah asserted to-day that he greatly doubted if President Wilson after all will make his tour of the country. He observed that Senator Hitchcock (Neb.), the Administration spokesman in League matters, denied on the Senate floor a day or two ago that anybody had authority to state that the President would make such a tour. Others presumed to know Administration plans have indicated the same doubts, and it is now the impression in anti-League circles that it yet must be determined whether the President will undertake such a campaign.

Opponents of the League insisted to-day that the fight was just beginning, and that in the next fortnight it would take on some new and unexpected aspects. For the moment, there must be delay pending more knowledge of the plans which the Administration will follow. But as soon as these are developed, the opposition will be ready to unmask its batteries and go to the country with its case.

With an Electric Fan a cooling breeze is at once available
All the breeze you want and where you want it
Many sizes and types may be seen at our Show Rooms

The New York Edison Company
At Your Service
General Offices: Irving Place and 15th Street
District Offices
where Electrical Appliances of all kinds are on display
454 Broadway near Canal St
10 Irving Place between 45th St
124 West 42d St
151 East 86th St
15 East 125th St
362 East 149th St
555 Tremont Ave corner Monterey Ave
*Open Until Midnight
Night and Emergency Call: Farragut 3000

SENATE TO REVISE
LEAGUE COVENANT

Republicans Will Amend It on
Lines Suggested by
Elihu Root.

WASHINGTON, June 26.—The League of Nations covenant will be revised and amended by the United States Senate along the lines of the reservations suggested by Elihu Root, regardless of the insistence of its principal author that the instrument as now welded into the peace agreement with Germany is a perfect document, incapable of improvement or alteration.

The Republicans of the Senate together with a small group of Democrats who see in the League covenant a menace to the future peace of the world rather than an insurance policy against war, have the power to amend, revise and reserve against the operation of certain of the embarrasments of the covenant which President Wilson plans to lay before them. It is for the purpose of consulting with the Republican Senators from the leaders down to the junior members of the upper House that Will H. Hays, chairman of the Republican National Committee, has come to Washington.

It is Mr. Hays's hope that a common ground of constructive opposition to the League as it now stands will be made out of the work of drawing up a concrete programme of revision, with a view to making a workable instrument out of the pact, and it will be found. He set about the work of drawing up the document together immediately after his arrival in Washington and at the close of his first day seemed greatly encouraged by the progress he had made.

Regarding the attitude of the Republican chairman toward the League of Nations, little was to be learned from him directly. He made it clear to the newspaper correspondents who sought an expression from him that he did not propose to discuss the League of Nations program with President Wilson while that programme was in process of creation. His former statement, made at Fort Wayne, Ind., more than a week ago, he took pains to correct in a detail. He said that he had stated that he did not consider the League of Nations a "partisan question."

Following the visit of the chairman at the Capitol to-day Republican stock began to look up. The murmurs of disharmony which have been growing louder during the days that the party in the Senate has been drifting through the doldrums of waiting for the actual signing of the peace treaty ceased abruptly.

It has become recognized, even by the bitter opponents of the League of Nations principle, that the public mind in the United States is prepared to admit that growing out of such a convulsion as that through which the world has passed during the fifty-eight months that have elapsed since the outbreak of the European war some sort of documentary assurance, some written promise of a faith to maintain peace is expected not only throughout Europe but in America as well.

That President Wilson went altogether too far in embarrassing the peace pact with Germany by weaving his own altruistic views into the complicating covenant no Republican will deny, and many Democrats secretly admit this to be the fact, but the League covenant, very much like an unwelcome founding, is on the Senate doorstep and it is unshakable.

That is what the government sent last year to make the soldiers' and sailors' feet comfortable and fit for the kind of war they fought and finished. In Peace and War for over 25 years Allen's Foot-Ease, the Antiseptic, Healing Powder for the Feet, to be shaken into the shoes and sprinkled in the foot-bath has been the standard remedy for all aching, swollen, hot, tired feet, blisters and sore spots and for the instant relief of corns, bunions and callouses.

Thousands of people sent packages of Allen's Foot-Ease to their sons, brothers or sweethearts in the army and navy because they knew from experience that it would freshen and rest their feet, make their shoes comfortable and walking easy. Those who use Allen's Foot-Ease have solved their foot troubles.

Let us send you a Swift "Dollar". It will interest you.
Address Swift & Company,
Union Stock Yards, Chicago, Ill.

Swift & Company, U. S. A.
Seventeen Wholesale Distributing Markets in Greater New York
Central Office, 32 Tenth Avenue
G. J. Edwards, District Manager

MARINES BACK FROM TROPICS.
Will Relieve Those Serving in
Army of Occupation.

PHILADELPHIA, June 26.—More than 1,000 marines who saw service in the tropics in the last two years arrived

SHIP DELIVERIES
INCREASING FAST

Tonnage of Half a Million
Completed in June.

WASHINGTON, June 26.—The progressive increase in American shipbuilding is shown by figures compiled by the Shipping Board for the first three weeks in June. Ninety-seven ships were delivered for service, with a total dead-weight tonnage of 500,000.

The deliveries for these three weeks were more than twice those for the entire year 1918. Though all rush work on ships was stopped with the signing of the armistice the building programme was under such headway that deliveries have steadily increased. Each month a new world's record has been set.

Deliveries in April were 111 ships of 352,474 tons. In May the deliveries increased to 136 ships of 768,075 tons. June will probably show even a larger increase, and these increases are expected to continue because contracts let and not cancelled by the Shipping Board will keep the steel shipyards busy through the year 1920.

The Shipping Board has turned out a total of 715 steel vessels of 4,646,784 tons, 259 wooden ships of 311,300 tons and twelve composite ships of 42,000 tons. More than half the steel ships delivered are contract vessels, and the ratio is increasing, as nearly all of the requisitioned ships are off the ways.

FIGHT MINE NATIONALIZATION.
Unionist Split Seen If British Govern-
ment Adopts Plan.

LONDON, June 26.—Opposition on the part of the Conservatives to the nationalization of the British mines is growing, and there may be a Unionist split if the Government accepts the report of the Sankey Commission recommending that step, according to talk in parliamentary lobbies. The Conservatives, like the Labor party men, are discussing the possibility of a general election before Christmas.

The results of the impending by-elections in Swansea and Bothwell, where Labor candidates are opposing Coalitionists, may possibly, it is thought, determine the industrial policy of the Government.

WASHINGTON, June 26.—The Post Office Department cleared \$17,000,000 for the fiscal year 1918. Postmaster-General Burleson to-day turned over to Secretary Glass a check for \$15,000,000, retaining \$2,000,000 for a working balance.

Manila Cigars

If you found a Manila cigar a bit better, milder, smoother-smoking than your own domestic cigar, at a lower price, would you smoke it? Compare Manila cigars with domestic smokes of the same price.

La Maria Christina,
Londres Finos,
\$3.49 box of 100

is the Manila smoke we feature. A hand-made cigar, it is about 1-3 larger than other Londres on the market and we believe it to be the best Londre made in the Philippines. It is a pleasing cigar at a pleasing price.

"Try us for your favorite smoke!"

R. H. Macy & Co
HERALD SQUARE NEW YORK

at the Philadelphia Navy Yard to-day on the transport Hancock. The men were brought here from Cuba and Haiti. It is expected they will be sent overseas to relieve marine battalions in Germany. The marines, comprising the First Company, were in command of Col. Charles S. Hill. The Hancock left Guantanamo, Cuba, five days ago.



Manila Cigars
If you found a Manila cigar a bit better, milder, smoother-smoking than your own domestic cigar, at a lower price, would you smoke it? Compare Manila cigars with domestic smokes of the same price.

La Maria Christina,
Londres Finos,
\$3.49 box of 100

is the Manila smoke we feature. A hand-made cigar, it is about 1-3 larger than other Londres on the market and we believe it to be the best Londre made in the Philippines. It is a pleasing cigar at a pleasing price.

"Try us for your favorite smoke!"

R. H. Macy & Co
HERALD SQUARE NEW YORK

Attractors are Price-Quality-Service
Macy's
Herald Square, Broadway, 34th to 35th St.
We Sell Dependable Merchandise at Prices Lower Than Any Other Store, but for Cash Only.
Store Opens 9:30 A.M. and Closes 5:30 P.M.



DUST

is the proverbial sequel of speed when motoring and there's dust a-plenty to be raised on that motor trip you're planning. When motoring was considered in somewhat the same light as aviation is to-day, it might have been "romantic" to step out of a car, jolted, dishevelled, a bronze figure of dusty humanity.

But, now one step from one's car as they enter it—no trace of speedy, hair-blowing, dust-covering travel.

MOTOR DUST COATS

of gray mohair enable you to breeze along, raise all the dust you wish and then step out of your car neat and clean. If your course extends beyond the city limits, a duster is doubly necessary, for few country roads are dustless.

These dusters are double breasted and have a belt across the back. \$8.49



RIDE AND DINE

Speaking of motor trips—when you speed along you accumulate both dust and appetite a-plenty. If you've ever waited your turn at a lonely road-house you'll appreciate the worth of one of these

Motor Restaurants
We have them in running board style and more compact "double decker."

A case for six people in running board style is \$21.49
The same case, fitted for four people is \$19.74
A "double decker" fitted for six people is \$16.74
The same case for four people is \$14.74

There are Motor Restaurants in stock from \$7.75 to \$51.95, including the war tax.
Navy—Fifth Floor, 34th Street, Front.