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TELEPHONE, BEEKMAN 2200.

Wages Without Work.

When coal miners propose, with still higher wages, a work day of six hours for only five days a week they propose at the same time bread lines and soup houses for American labor.

Coal is one of the basic factors in the cost of all manufacturing. It is one of the basic factors in the cost of agricultural production and distribution. It is one of the basic factors in the whole scheme of civilized existence.

Coal plays an important economic part not merely in the power which drives the textile factory, the shoe factory, the hardware plant, the thousand and one industries which go to supply American needs. Coal is a big economic item in the cost of the machinery which expends the power, in the cost of the machinery which makes the unfinished cloth and the finished clothes, which makes the unfinished leather and the finished shoes, which makes from the beginning to the end of the process the various and varied articles of consumption which one hundred million population requires to satisfy its wants.

Coal is one of the basic factors in the cost of production of wheat and corn and cotton, because it is one of the basic factors in the cost of ploughs and harrows and reapers and other agricultural implements.

Coal plays an important economic part not merely in supplying the motive power of the railroads which transport at high charges our national supplies; it is one of the basic factors in the cost of the rails on the ties, the cars on the rails, the locomotives drawing the trains, the bridges across which they pass and the terminals where they take and leave their passengers and freight.

Coal therefore is one of the basic factors in the cost of every bit of bread and butter that goes into the mouth, of every stitch that goes upon the back of every man, woman and child in the United States.

When living costs already are higher than the American people can patiently endure, when costs of farming, of building, of doing business, of performing service already are so high that they are all but prohibitive, coal miners with their proposal of thirty hours of work a week—meaning unfailingly a heavily reduced volume of production and correspondingly increased cost of production, not merely in the coal fields but in all fields—simply propose to put general capital out of business and general wage earners out of jobs.

This country can't go on doing business at inordinately rising costs that automatically deadlock the wheels of industry. Labor can't go on receiving pay envelopes when the shutters of mills and factories must go up. And if the manufacturer can't sell his products and the wage earner can't keep his job the farmer can't sell his products for lack of earners to buy when bread lines are springing up as payrolls fade away.

In the Labor Federation convention in Lyons last Thursday A. MERRHEIM, secretary of the Metal Workers Union, long one of the most aggressive labor leaders in France, aroused a storm of approval by denouncing men who want to make or pretend they can make this earth a heaven without work. He declared that what labor needed to-day was to get to work. Any honest man with a level head can add for him that without work, and plenty of it, this earth can become only a hell.

Here in the United States, when wild men are talking about doubling and trebling their wages without working for them, when unscrupulous men are urging their fellows to embrace national starvation by abandoning production, some sane, fearless labor leader is going to stand up and tell the workers of this country the same truths as MERRHEIM is telling the French, or the American people are going to launch a thunderbolt against false teachers and blind guides who would annul the right, the duty and the necessity of mankind to live by work.

Money Wanted to Bind Us to the League of Nations.

Under date of August 6, 1919, the subjoined telegram was sent from this city, by way of Newark, Ohio, to A. H. HEISEY, president of the American Protective Tariff League, who was then in Atlantic City:

> "American people must be reached immediately with true significance League of Nations and its necessity in present very grave world crisis. Great educational campaign necessary. Will you join ninety-nine others give one thousand dollars each to League Enforce Peace, WILLIAM HOWARD TAFT president, Bush Terminal Building, New York?
> "GEORGE W. WICKERSHAM, CLEVELAND H. DODGE, ALTON B. PARKER, JACOB H. SCHIFF, HERBERT HOUSTON, Treasurer Financial Committee."

To this appeal Mr. HEISEY responded with a spirited American negative. THE SUN reprints the telegram to-day because it is of great interest when put alongside another request for money which came from the same organization on Saturday:

> "Crisis at hand will determine whether America joins League of Nations or forsakes Allies and negotiates separate peace with Germany. Vote for any reservations may require resubmission and endanger treaty. Will you join ninety-nine others in giving $1,000 each to League to Enforce Peace, WILLIAM H. TAFT president, for immediate use in arousing the country to demand prompt ratification in form that will not send treaty back for further negotiations and delay world pacification? Matter very urgent.
> "GEORGE W. WICKERSHAM, CLEVELAND H. DODGE, OSCAR S. STRAUS, VANCE MCCORMICK, HERBERT S. HOUSTON, Finance Committee League to Enforce Peace."

Two interesting reflections are inspired by the repetition this month by the League to Enforce Peace of its August drive for cash in large quantities. One is that the maintenance of the league is mighty expensive. The other is that President WILSON's swing round the circle in behalf of his treaty of peace and its interwoven covenant of the League of Nations has not produced results in its favor satisfactory to his adherents.

The thousands of words of defence and denunciation which have come from Mr. WILSON's lips on his present trip have failed to move the American people to support his project, and his associates in the scheme to fasten on the United States the supersovereignty he designed have been obliged to issue another desperate call for money.

This fact furnishes gratifying proof that a peripatetic President can't fool the American people into signing away their freedom.

A Plan to Simplify the Business of New York State.

Early this year Governor SMITH appointed a Reconstruction Commission, with ABRAM I. ELKUS as chairman. The first important result of its labors, a report on organization and retrenchment in the State government prepared by the retrenchment committee, is now in print and will be formally presented to the public at a hearing in the Aldermanic Chamber on Wednesday.

Instead of being a business house controlled and operated by one head responsible to the people, the government of New York has come, in the last 135 years, to be administered by 187 boards, commissions and other agencies, nearly all independent of any other authority. These have not all grown up through evil design; quite the contrary. When a reform was needed it came in by way of a commission or other agency and was hedged about with laws protecting it from executive or other encroachment. It might have been put into an existing department, but it wasn't.

Let us take for example the legal business of the State. A great part of it falls of course in its natural place, the Attorney-General's office. But we find legal staffs in the Executive Department, the Conservation Bureau, the Comptroller's office, the Department of Farms and Markets, the State Hospital Commission, the Public Service Commission and in the Insurance, Tax and Education departments. The recommendation in this case of scattered forces is that an Attorney-General to be appointed by the Governor shall be in charge of all the legal work of the State, just as is the case in New Jersey and Pennsylvania; just as the legal business of this city is concentrated in the office of the Corporation Counsel.

What is true of the confusion of lawyers is also true in many divisions of the State establishment. As the report says, "there are five departments and numerous independent boards having authority over the custody of the State parks, reserves and places of interest; that there are more than seven departments assessing and collecting taxes, one of which audits its own collections; more than ten departments of an engineering character; numerous separate and distinct control and visiting departments, boards and commissions for the correctional, insane and charitable institutions.

It is proposed to reduce the 187 agencies now functioning—or pretending to function—to fifteen departments, as follows: Audit and Control, Taxation and Finance, Attorney-General, State, Public Works, Conservation, Agriculture and Markets, Labor, Education, Health, Public Service, Banking and Insurance, Civil Service, Military and Naval Affairs, and Mental Hygiene, Charities and Correction. Each department would have its bureaus and each bureau such divisions as might be necessary.

Off would go the heads of Mr. Chairman Ex Officio and the Hon. Trustee. The State would be run by a governmental system radiating from the Governor, whose term would be made four years. And there would be a budget system instead of the present hoary scheme of departmental estimates. It will be argued, says the report, that this would make the Governor a czar; but it points out that the Mayor of New York appoints all important department heads "and citizens know whom to hold accountable." Put the Governor in the limelight, says the report; let economy redound to his credit and extravagance be laid at his door.

The commission bases many of its suggestions on the experience of other States. Illinois swept out 109 offices and agencies and concentrated its affairs under nine departments. Nebraska's cut was from eighty-two to sixteen. Massachusetts has prepared the way for consolidations of offices. Oregon is going to get along with ten departments.

It is expected that when the overhead expense of superfluous agencies is removed and economy comes with a real budget system the tax burdens of the State will be lessened. It is suggested in the report that the State income tax, made necessary by the wastes of an ancient system, has developed among the citizens a livelier interest in State organization and expenditures. We hope this is true. It may be, as the report hints, that a citizen cannot understand the fearful and wonderful machinery of this State as it now stands; but he can understand, or at least feel keenly, the new tax.

We doubt that the critics of the report will suggest that its adoption would be the means of handing great power over to the present occupant of the Governor's chair. The plan could not be put through in its entirety before 1922, as it calls for certain constitutional amendments; and Mr. SMITH's first term expires a year before that time.

President Shonts's Unfinished Work.

When THEODORE P. SHONTS, who died yesterday, became president of the Interborough Rapid Transit Company twelve years ago he had a national reputation as a railroad builder and operator and constructor of great engineering projects. President ROOSEVELT had appointed him chairman of the commission which was to build the Panama Canal, and he had done a tremendous work for the country on the isthmus. The men who succeeded Mr. SHONTS and his associates have always been careful to give them the highest credit for the great success they attained in a highly complicated task, in the performance of which they had to make their own precedents and devise novel methods to meet situations unlike any men had ever successfully attacked before.

It was while Mr. SHONTS was in Panama that he was invited to come to New York and undertake the management of the corporation which was to control the greatest urban railway system in the greatest city in the world. He showed his character by refusing to consider the offer until he was convinced his work in Panama had reached a stage in which he could safely leave it to other hands. The opportunity to increase his income did not cause him to quit the Government until the job he had begun for it was well on its way toward completion. When he was satisfied that the canal could be built he retired and came to New York.

Here he tackled a problem appalling in its magnitude and complicated by every conceivable political, financial and social interest. The city was strangling because of inadequate transportation facilities. There was a strong public feeling against the corporations operating the then existing lines. The financing of new construction was the cause of bitter quarrels. The intricate business of moving New York's population from one part of town to another was inextricably mixed up with city and State politics. The job Mr. SHONTS tackled was one that might have shaken the spirit of even the most confident of men.

It did not shake Mr. SHONTS's spirit. He went at it with enthusiasm and the determination to conquer all the difficulties nature and man could put in his way. He worked unremittingly at construction, operation and financing, and he worked toward success. When the new subways were laid out and the elevated railroads rebuilt a new day dawned for the people of New York.

When the war began comprehensive plans had been drawn and work was in progress on new lines. The system in use was being operated with a skill that aroused the enthusiasm of authorities on urban transportation. The worldwide disturbance war created was felt early in the New York transportation field. In 1915 its effects were apparent. Construction slowed up. Material could not be obtained. Contractors could not keep up their pace. The delicately adjusted mechanism of the great transit system was upset, and when the United States entered the struggle the last blows were dealt to it.

The industrial, financial and labor upheaval through which we are passing caught the work Mr. SHONTS was doing in its most vulnerable phase. The orderly progress of his corporation's enterprises was checked. His plans were smashed by events no man and no set of men could control, and when his fatal illness came upon him he knew that the structure to which he had given all he had of skill, experience and energy was rapidly crumbling to pieces.

Mr. SHONTS's services were of the highest value. He built for a greater, better, more complete transportation system than his critics were capable of understanding. He was the victim of circumstances beyond human power to withstand, but in years to come New York will undoubtedly recognize that the city owes a heavy debt to him, as the nation recognized its debt when he laid the foundations for the national triumph in Panama.

A City of Trusting People.

Those who have held the belief that New York was a city of cynical and suspicious people must be somewhat disturbed by recent happenings.

Wall Street, by all report a place where everybody looked out for himself carefully, has been the scene this past summer of thefts of $650,000 in Liberty bonds. At least eight brokerage houses have been victims. A broker will hand $100,000 worth of unregistered bonds to a lad of 18 whom he scarcely knows and tell him to run over to Smith & Smith's with them. Isn't that perfect confidence on a big scale?

A girl of 16 years tells the police that in the last year she has robbed 150 apartments by the simple method of trying doors and entering those which were not locked. If this does not testify to the supreme trust of New York householders in the honesty of their fellow citizens, what does it mean?

And yet most of this confidence in the other fellow is justified. We suppose it has been the experience of a million men and women that all their working lives they have made two trips a day in the subway or on the elevated, sitting or standing close to strangers, without losing a pin or a penny.

Shall the City Commit an Economic Crime on the New Piers?

By its resolution protesting against the erection of old fashioned piers in the city's projected harbor improvement on Staten Island the Society of Terminal Engineers has directed attention to a subject of the utmost importance to the people of New York.

The old fashioned pier is a structure with or without sheds alongside of which vessels may tie up to be unloaded by longshoremen, who deposit the goods taken from the ship or lighter on the wharf with the aid of such mechanical devices as may be provided by the ship and certain primitive appliances on the pier.

A pier equipped with modern loading and unloading machinery is a very different structure from this. It has railroad tracks and hoisting tackle worked by power and capable of adjustment to operate at practically any point on its surface. By the use of this machinery, in conjunction with whatever the vessel alongside the pier carries, manual labor in filling or emptying a vessel's hold is reduced to a minimum. Stowing the cargo remains in human hands, naturally, for to be properly done this requires great skill and long experience. But the force of laborers necessary to load and unload is reduced in numbers, and the work the men are employed in is made easier for them.

And this is only one of the gains achieved. By the use of modern machinery the time required for loading and unloading is greatly reduced. The period a ship lies at the wharf is lessened, the number of trips she can make is increased and thus an important addition to the cargo space available for commerce is gained. Moreover, the mechanical loading and unloading benefits the community by reducing time wasted by truckmen at the piers when vessels are being loaded and unloaded.

While R. A. C. SMITH was Commissioner of Docks he gave much attention to modernizing New York's water front, which in many sections is hopelessly antiquated. The most advanced practices in modern European and English ports were carefully studied, and numerous improvements were made along the water front. To be told now that the city may neglect to profit by the adoption of the latest methods in handling freight on the piers is astonishing. Such neglect would be indefensible folly at any time, but at the present moment, when our shipping requires the best facilities to perform its function in extending our trade, it reaches the dimensions of an economic crime.

When Man tears a leaf off the calendar to-morrow he gives a signal to Dame Nature to follow suit in her countless groves and orchards and parks and wherever a tree gives shade, for autumn then begins. Summer has not been too kind to us; the year must give us pleasant months between now and January if it hopes to die in good repute.

New York is at last attaining a state of traction development almost comparable to that of Hoboken and Yonkers, where jitney buses have long been in use.

Of that young Washington maiden who wagered $100 that she could kiss General PERSHING before he left the capital and all but succeeded will it be the pecuniary or osculatory loss which she will most regret in the retrospect of her later years?

With the coming of the electric spanking machine the traditional woodshed must give away as the scene of corrective chastisement to the battery stocked garage.

True Music.

Knicker—Don't you like to hear the patter of rain upon the roof?

Bocker—No, I prefer something with a kick in the cellar.

VOTES IN THE LEAGUE.

One Claimed for Each of America's Forty-eight Sovereign States.

TO THE EDITOR OF THE SUN—*Sir:* In answer to the question why the British Empire was given by the Holy Covenant of Humanity six votes the President replied, in substance, because each component part was a sovereign State except in relation to foreign affairs.

May I as an American citizen be permitted humbly to ask, without the dread of offending the Covenanters or being charged with possessing a narrow mind, why the United States, upon the same principle, was not entitled to and given forty-eight votes? EDWIN R. LEAVITT.

NEW YORK, September 20.

TEMPERATURE HIGHER UP.

It Was Probably Colder Where Rohlfs Was Than He Thought.

TO THE EDITOR OF THE SUN—*Sir:* The temperature recorded by Mr. Rohlfs's thermograph, 43 degrees below zero, is probably not so low as would have been recorded had his plane kept at the maximum altitude half an hour longer. At low temperatures a thermograph may—and many of them do—require half an hour or more to make a minimum record. Minimum thermometers of the Weather Bureau pattern are much more prompt in recording, but these too are apt to be stubborn at low temperatures. The sounding balloon sent up at Avalon, Cal., brought back a valuable temperature record. At Airman Rohlfs's maximum altitude the temperature recorded by the Avalon thermograph was approximately 48 degrees below zero.

The barometer reduced to sea level and 33 degrees Fahrenheit on September 18 ranged between 30.09 inches and 30.14 inches—the latter at 10 A. M. These pressures are a little above the average but by no means up to the maximum. Perhaps three or four times a year the pressure may stand at 30.60 inches for a period of twenty-four hours. If Mr. Rohlfs had waited for a good day, when the pressure was half an inch higher, it is not unlikely that he could have climbed a bit higher—possibly to a height of 35,000 feet.

Whatever else he may have accomplished, Mr. Rohlfs has gained material knowledge concerning the temperature of the upper air. In the future climbing up to the plane of the stratosphere is not beyond the range of possibility. But although aircraft science would have valuable knowledge as a result, it is doubtful if it would have Rohlfs.

J. W. REDWAY.

MOUNT VERNON, September 20.

"A MAN FULL OF TALK."

Biblical Quotations Suggested by a Tourist in the West.

TO THE EDITOR OF THE SUN—*Sir:* It is currently reported that Mr. Wilson, formerly of Paris, after a brief visit in Washington to attend to some personal matters, is now touring the West and incidentally afflicting the citizens of that region with a deluge of words from his apparently inexhaustible vocabulary.

In connection with this the following quotation from the Scriptures seems especially appropriate: Job xi., second verse, "Should not the multitude of words be answered? And should a man full of talk be justified?" The Bible in another place makes the prediction "False prophets shall arise which shall deceive many." W. S. C.

PISCATAQUIS COUNTY, Maine, September 20.

RAIL PROBLEM IN BRITAIN.

State Control Muddle Charged to "Departmentitis Microbe."

From the London Daily Express.

Since August 5, 1914, the control of the railways in Great Britain has been vested in a committee of general managers of the great railways. Sir H. A. Walker, Sir Robert Turnbull, Sir H. W. Thornton, Sir W. Forbes, Sir Sam Fay, Sir F. H. Dent, Sir A. K. Butterworth are members of this committee, and these are names with which to conjure in the world of railways. Here is a ministry of all the talents striving, with the utmost patriotic energy, to make a success of one amalgamated State controlled railway system. Yet the result has been and is deplorable. None who use them and few who work for them have a good word to-day for the railways in Great Britain.

All the general managers, each capable of excellent work on his own system, with all the resources of the State have failed to make good under State control. Have we not here an example, even more glaring than that of the telephone, of the evils of nationalization? If we want to ruin the mines or any other industry we shall make them even as the railways and the telephones and let the official microbe of departmentitis suck all the virtue from the veins of private enterprise.

This of course is the last thing any of us want, and that is why nationalization is already a dead issue.

Pitiless Publicity.

From the Avon Herald

That corner at East Avon is a bad one, and one of these days we are going to have an accident there that will be of front page importance, if drivers do not look out.

The Average Golfer.

"This stroke is not for the average golfer, however."—*From an expert disquisition on golf.*

The average golfer! Some call him a dub.
He's stiffish and angular swinging a club;
He's painfully lacking in style debonair,
But does under 80 strokes—brushing his hair.

The average golfer has never met "par";
A hole under six is to him caviar.
He traces each bunker and trap to its source,
And sometimes the language he uses is coarse.

The average golfer in making a round
Sows largely the landscape with spheroids unfound.
Every tenet of form he is known to infringe;
The eyes of his caddie induce him to cringe.

The average golfer, though—here is the nub—
May break all his clubs but he keeps up the club.
The cracks and the kickers some gratitude owe;
He digs up the divots but likewise the dough.

The average golfer is strong from the tee
That follows the eighteenth in fellowship free;
And while one can't class him top hole at the sport,
No one can deny that he is a good sort.

The average golfer with me makes a hit!
Unhailed and unheralded, he does his bit.
My vote I'll record to keep him off the shelf—
You see I'm an average golfer myself.

MAURICE MORRIS.

TREE PLANTING TIME.

Information the Government Could Spread in Circular Form.

TO THE EDITOR OF THE SUN—*Sir:* Within a month the fall season for tree planting will be at hand in all parts of the country except in the section in the extreme south.

This season and this year, I believe, have been specially designated by the Government and semi-public organizations such as the National Forestry Association for a memorial demonstration, with which may agreeably coincide the carrying on of the work in every community where opportunity offers for planting trees, both deciduous and evergreen, upon roadways and school and other public grounds.

What is needed is the printing of a circular treating of tree planting in simple, concise form. To obtain these circulars in sufficient quantity will require the aid of the greatest printing establishment in the world, that at Washington. The circulars should be distributed from suitably established depots, libraries, schools and public buildings.

Without attempting to write this circular, it is to be said that our indigenous and acclimated trees afford an incomparable resource in the way of an almost confusing variety of material peculiarly adaptable to our use for shade—roadside planting—for the beautifying of park and garden and for commercial purposes. The people should be told that a tree to be planted properly and to justify the expenditure should be where possible a nursery raised tree, which will start with about a 90 per cent. advantage over a sapling ill formed and stalky, snatched from the woods with mangled roots and poorly planted.

It is hardly worth while to plant a roadside tree of less diameter than two inches measured a short distance from the ground. It should have a sound, straight stem, a characteristically grown top and a good supply of roots, and it is essential that to receive it there should be a liberal pit in which the roots may be well spread out.

Some varieties of trees have certain affinities and adaptabilities for conditions and situations which can be easily explained; but what a wonderful variety of trees we have to choose from—six varieties of maples, almost the same number of elms and oaks, the sycamores or plane trees, the ash, the lindens, horse chestnuts, the locusts, the poplars, the catalpa, the hickory, beach, birch, and even the willow and the now despised ailanthus, which has its uses.

Information such as is suggested will have its economical value in perhaps arresting the well intentioned but altogether unwise distribution of vast numbers of seedling plants a few inches grown, tumbled out of bales long in transit into school basements and given without discrimination or advice to young children.

Some day our national and State nurseries will raise deciduous trees in large numbers to be obtained for general use at small cost. In New York city such are the conditions existing in relation to city tree planting in the five boroughs, for which there is much need and opportunity, that a good quality tree of moderate size will cost when planted and guard supplied from $40 to $50. The planting should be encouraged by the authorities, and the work might well be undertaken by a city department at the expense of the property owner when that is requested, since the city is to be the gainer in the added usefulness and attractiveness which the tree affords.

As the matter stands the people do not seem to be informed as to what the movement means and of the exceptional opportunity it represents to cooperate with the Government in a serious and engaging public duty.

It might be worth while to emphasize the fact of the improvidence and wastefulness which for a hundred years have characterized our dealing with our wonderful natural endowments—our forests and water supply in particular—as indicative of a long neglected duty to plant trees in season, wherever the will and opportunity serve.

In this relation it might be recalled what happened during the last five years in beautiful France and Belgium in the ruthless and cruel destruction and devastation spread over vast areas—trees and other forms of perennial vegetation swept from the face of the country, never to be more than measurably restored, and that only in the slow moving centuries. Nor can it ever be justified or palliated. JOHN Y. CULYER.

NEW YORK, September 20.

WILL LABOR COMPROMISE?

If Living Should Cost Less Will Wages Come Down?

TO THE EDITOR OF THE SUN—*Sir:* If the forthcoming conference between representatives of capital and labor to be held at the White House is to amount to more than a mere talkfest both parties will need to lay their cards upon the table. If either enters the conference with mental reservations, desiring only to learn how yielding the other may be, the general public, so long the goat, will cry "A plague upon both your houses!" and a situation already bad will become many times worse.

A believer always in a fair wage, I feel nevertheless that among the clear cut expressions which should come forth from this conference is one concerning the continued demands for wage increases because of the high cost of living. Not that I find fault with these demands, justified (when not coupled with demands for fewer hours) as they are in so many instances.

What so many employers are anxious to know is, do the recipients of these wage increases, related as these are to the present cost of living, intend to retain them (if indeed not actually to make them the basis of further increases) in case the cost of living should recede, as undoubtedly it will?

Several wage earners with whom I have spoken say frankly that "what labor has gained, labor will not give up." If this be the attitude of the unions—and the forthcoming joint conference should develop this—then they are profiteers plus, since the wage increases they have thus obtained were obtained under false pretences. INQUIRER.

NEW YORK, September 20.

Not Quitters Yet.

TO THE EDITOR OF THE SUN—*Sir:* The Senators opposing the league and covenant may become "quitters," but for the time being, anyhow, bless God, they are not "too proud to fight."

EX-DEMOCRAT.

RICHMOND, Va., September 20.

An Accidental Synonym.

From the Kansas City Star.

The Glasco *Sun's* linotype said "fool board" where the editor meant "food board" last week, but the editor didn't think the mistake warranted stopping the press to make a correction.

TO FORCE SALE OF 47,000 MOTOR CARS

Reavis Charges War Department Blocks Sale of Surplus Army Vehicles.

BUYING STILL GOES ON

$175,000,000 for Wheeled Equipment Since Armistice, Says Chairman.

Special Despatch to THE SUN.

WASHINGTON, Sept. 21.—Action to force the War Department to place on the market the 47,000 surplus motor vehicles it has held since the signing of the armistice will be taken shortly by the House committee investigating War Department expenditures, Representative Reavis (Neb.), chairman of the subcommittee on quartermaster's supplies, announced to-day.

A resolution will be reported to the House by the committee ordering the War Department to dispose of the surplus at once, Mr. Reavis said. It will be similar to the resolution passed by the House after the War Department kept its surplus food off the market for many months, and which finally forced its sale in a few weeks.

Mr. Reavis charges that the cars have been withheld to protect the manufacturers, as was done in the case of food. In addition, he charges that the War Department has accepted $175,000,000 worth of motor vehicles from the manufacturers since the signing of the armistice.

"I do not know whether the War Department is going to sell these surplus cars or not," said Mr. Reavis, "but in the immediate future the committee of which I am a member will report to the House the condition which now exists and ascertain whether Congress will take action on the conduct of the War Department in holding for eleven months millions of dollars worth of automobiles which are rotting and rusting and going to ruin.

Fails to Effect Sales.

"Gen. Drake, chief of the Motor Transport Corps, an excellent officer and a very frank witness, testified that 470 communications had gone from his office to the sales department of the War Department pleading for and ordering the sale of these machines and that notwithstanding that fact only a few of them were sold.

"I know that the War Department has received from the factories since the signing of the armistice automobiles aggregating in value approximately $175,000,000 and that within an hour's ride of Washington there are new Cadillacs, Dodges, Buicks, Chandlers and Hudsons piled five high in the crates from which they have never been taken, covering acres of ground.

"I know that the War Department has many thousands of motor vehicles that have been standing from November last until now in open storage with no covering on them until the upholstery has rotted, until the tops have warped and fallen and the radiators are so covered with rust that you can scarcely see the enamel."

Mr. Reavis pointed out that in the last deficiency appropriation bill the War Department was authorized to purchase one additional motor car while at the same time it had on hand a surplus of 47,000 motor vehicles.

12,000 Motorcycles on Hand.

"There are About 12,000 War Department motorcycles at Camp Holabird, Md.," Mr. Reavis continued. "There are 3,700 trucks at the same camp, many of them with the beds or bodies off and with all their mechanical parts exposed to the weather. Army officers testify that their value has greatly deteriorated.

"The Motor Transport Corps parked 800 passenger cars, including many limousines, in the open last February and notified the sales department they would be disposed of. In the latter part of July after receiving the 470 communications from Gen. Drake, the sales department sent all these back. The complaint has never been answered. There is no question in my mind that the sales department is pursuing identically the same policy with reference to automobiles that it pursued with reference to food. I have no doubt that it can dispose of the surplus.

"The War Department recently had a sale of 100 automobiles at Camp Holabird. My committee recently examined these and many of them were broken to pieces. Others have no motors in them and the glass and other parts have been smashed. They have been standing exposed to the weather since the armistice with nothing to protect them."

POST OFFICE FLIER BOOSTS NEW FUEL

M. K. Riddick Tells of Wonderful Results in Tests.

A new synthetic fuel made of alcohol by-products has been tested out by the Post Office Department and found to surpass gasolene for use in airplane motors, according to Merrill K. Riddick, son of Representative Carl W. Riddick of Montana, who resigned from the mail service yesterday to enter commercial aviation.

Riddick, who saw active service as a pilot in Europe before entering the mail service, said the new gas will run a plane 25 per cent. further than gasolene, since the motor will speed up from one to two hundred revolutions faster per minute than when ordinary fuel is used. The motor also runs cooler, making it possible to fly at low altitudes when it is necessary to get under low clouds without fear of trouble in the cooling system.

The mail service has done more to standardize flying and bring closer the time when the airplane as a passenger and freight carrier will compete with railroads than has any other agency, in the opinion of Mr. Riddick. Maintaining actual schedules in all kinds of weather is its biggest accomplishment.

At the present time Riddick has associated himself with Roger J. Adams of the Adams Aerial Transportation Company and is planning to secure airships capable of carrying from six to sixteen passengers. He hopes to establish permanent air lines here and in the South. He leaves for Toronto to-day to bring back to New York the first ship of the fleet he hopes to have. On his way back from Toronto by air he intends to map out a route for planes between the two cities.

JEWISH HOME OPENS IN APRIL.

$700,000 Daughters of Jacob Structure Will Hold 600.

The new $700,000 home of the Daughters of Jacob, in 167th street near Finlay and Teller avenues, The Bronx, will open by April, 1920, according to an announcement yesterday by the directors of the home. The structure will be five stories high, will cover an entire block and will have accommodations for 600 inmates.

The present home is at 301 to 305 East Broadway, and the offices at 302 East Broadway. The new house will be the largest of its kind in the city.

The Sun Calendar

THE WEATHER.

For eastern New York, showers to-day; to-morrow fair and cooler; fresh south winds.

For New Jersey, showers to-day; to-morrow probably fair and cooler; moderate to fresh southerly winds.

For northern New England, showers to-day in west and to-night in east portion; to-morrow fair, cooler in west, showers in east portion; moderate south winds.

For southern New England, showers to-day; to-morrow clearing, with showers in east portion; moderate south winds.

For western New York, showers and cooler to-day; to-morrow fair and cooler.

WASHINGTON, Sept. 21.—The middle West depression of Saturday night has moved slowly eastward maintaining its through formation. It extends to-night from Texas to western Ontario, with the principal centre of disturbance over the latter section. It is followed by a general and decided rise in pressure and a fall in temperature that ranged from ten to thirty degrees over the Mississippi and Missouri valleys, the plains States and the Rocky Mountain region, so that temperatures to-night over these sections range from six degrees to twenty-five degrees below the seasonal average, the greatest departure being in Wyoming. In the Atlantic and Gulf States high temperatures continue. There were general and as a rule heavy showers over the upper lake and western lower lake regions and the central valleys and lighter showers in the eastern lower lake region, the southern States, the plains States and Wyoming. Elsewhere the weather was fair. There will be showers Monday from the upper Ohio Valley and lower lake region eastward, continuing Tuesday in eastern New England but followed by fair weather to the westward. In the South there will be local showers Monday and Tuesday, while in the upper lake region and the lower Ohio Valley the weather will be generally fair. It will be cooler Monday east of the Mississippi River except near the Atlantic coast and the extreme south and cool weather will prevail generally on Tuesday east of the Mississippi River except near the south coast.

Observations at United States Weather Bureau stations taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature. High.	Low.	Barometer.	Rainfall last 24 hrs.	Weather.
Abilene	86	70	29.82	.32	Rain
Albany	80	66	29.92	..	Cloudy
Atlantic City	76	72	30.02	..	Pt. Cldy
Baltimore	86	70	29.96	..	Cloudy
Bismarck	62	58	30.08	..	Cloudy
Boston	80	66	30.04	..	Clear
Buffalo	80	72	29.74	.14	Cloudy
Charleston	82	78	30.02	..	Pt. Cldy
Chicago	74	72	29.72	.01	Cloudy
Cincinnati	82	72	29.82	.42	Rain
Cleveland	78	70	29.72	.40	Rain
Denver	60	50	30.18	.06	Cloudy
Detroit	74	68	29.66	2.06	Cloudy
Fort Worth	84	76	29.90	.04	Cloudy
Galveston	86	82	29.88	..	Pt. Cldy
Helena	52	53	30.32	..	Pt. Cldy
Jacksonville	86	78	30.00	..	Pt. Cldy
Kansas City	62	58	29.94	1.72	Clear
Los Angeles	70	70	29.78	..	Clear
Milwaukee	70	62	29.74	1.08	Cloudy
New Orleans	88	82	29.94	..	Cloudy
Oklahoma City	78	66	29.90	.04	Cloudy
Philadelphia	86	68	29.98	..	Clear
Pittsburg	82	74	29.86	.08	Cloudy
Portland, Me.	64	60	30.08	..	Clear
Portland, Ore.	78	78	30.12	..	Clear
Salt Lake City	64	62	30.06	..	Clear
San Antonio	88	84	29.78	.30	Cloudy
San Francisco	64	58	29.72	..	Clear
San Diego	68	66	29.76	..	Cloudy
St. Louis	74	70	29.78	1.24	Cloudy
Washington	88	80	29.92	..	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.06	30.01
Humidity	98	84
Wind—direction	S. E.	S.
Wind—velocity	6	14
Weather	Cloudy	Clear
Precipitation	None	None

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M...66	1 P. M...76	6 P. M...74
9 A. M...66	2 P. M...78	7 P. M...72
10 A. M...67	3 P. M...77	8 P. M...72
11 A. M...68	4 P. M...74	9 P. M...71
12 M......71	5 P. M...74	10 P. M...70

	1919.	1918.		1919.	1918.
9 A. M.	66	49	6 P. M.	74	61
12 M.	71	56	9 P. M.	71	56
3 P. M.	77	59	12 Mid.	69	51

Highest temperature, 78, at 2 P. M.
Lowest temperature, 64, at 7 A. M.
Average temperature, 71.

EVENTS TO-DAY.

American National Exhibition, Waldorf.

Exhibit of De Palo mosaics and paintings, Waldorf.

International Conference of Women Physicians, Waldorf.

Exhibit of the Canadian Fur Company, Waldorf.

Meeting, Phi Alpha Sigma, McAlpin, 7 P. M.

Luncheon, the Flatwork Club of New York, McAlpin, 12:30 P. M.

Meeting, Tau Epsilon Phi, Grand Council, McAlpin, 7:30 P. M.

Luncheon, National Association of Ladies' Hatters, McAlpin, 12:30 P. M.

Meeting, Oneida Community, McAlpin, 8:30 A. M.

World's Cotton Conference, McAlpin, all day.

Midnight tour of food distribution centres of Greater New York by Mrs. Charles C. Rumsey and twenty members of the Community Councils of National Defence.

TREASURY CLOSES CERTIFICATE ISSUES

Subscriptions of Three-Quarters of a Billion for T-9 and T-10 Meet Needs.

Special Despatch to THE SUN.

WASHINGTON, Sept. 21.—Treasury borrowings to meet current expenditures are becoming more and more restricted. Secretary of the Treasury Glass announced to-day the closing of two issues of tax certificates after they had been opened for subscription only three days. Aggregate subscriptions were three-quarters of a billion dollars which was ample to meet all current requirements and cash needs of the Treasury.

It was this situation and the apparent eagerness of investors and taxpayers to take up certificates of indebtedness issued in advance of tax payments that led the Treasury to a virtual decision to confine the interest rate on all future certificate issues to 4¼ per cent.

The two issues just closed were series T-9 and series T-10. Series T-9 carried an interest rate of 4¼ per cent. and subscriptions to the issue totalled $101,131,500 in three days. The issue was dated from September 15 and matures March 15, the due date of the first instalment of 1920 taxes. Series T-10 runs a full year from September 15 to September 15, 1920, and carries an interest rate of 4½ per cent. Subscriptions to this issue in three days amounted to $675,397,000. Both issues were closed while subscriptions were being received in large amounts and these subscriptions will have to be turned back. In announcing the series the Treasury reserved the right to close subscriptions at any time. This was not regarded then as particularly significant because all issues had carried the reservation and the previous ones ran for several weeks.

The three-quarters of a billion received, however, is far in excess of immediate Treasury needs. Expenditures are declining at a fairly rapid rate and future Government borrowing probably will be limited. The cash balance now carried by the Treasury is sufficient for many weeks to come and is being augmented by the September 15 tax payments.

The Treasury has about reached the point where current receipts will take care of current expenditures and meet the retirement and interest on the public debt.

This does not mean that any appreciable tax reduction is in prospect. The Treasury already has borrowed considerably in anticipation of the next year's tax payment and in addition has short term certificates to take care of in addition to those issued in anticipation of tax payments.

They are issued to meet needs of the Treasury, the Secretary having the option of taking them up or converting them into short term certificates, or other obligations.