

### GARY SILENT ABOUT WILLIAMS' LETTER

#### Declines to Comment on Criticism of Steel Corporation's Price Policy.

#### WAS TOO BUSY TO REPLY

#### Only Statement Is Quotations Were Those Approved by Industrial Board.

Judge E. H. Gary, chairman of the directors of the United States Steel Corporation, declined yesterday to comment on the severe criticism of the corporation's price policy, contained in a letter written to him by John Skelton Williams, Comptroller of the Currency, and given out in Washington for publication.

"I do not care to comment on Mr. Williams' letter," he said, "except to say that prices of the United States Steel Corporation were those approved by the Industrial Board after all the facts and figures were ascertained by the Federal Trade Commission. Mr. Williams is familiar with all these facts."

When seen yesterday at his home, 854 Fifth avenue, the Judge was resting after the meeting of the American Iron and Steel Institute, of which he is chairman. James A. Farrell, president of the United States Steel Corporation, was in conference with him there.

Mr. Williams' letter had been received, the Judge said, but had not been answered because of the press of important business during the last two weeks.

The uncertainty surrounding the price and wage situation in the steel industry was not abated one bit as a result of Friday's meeting of the directors of the American Iron and Steel Institute. That situation, which is of greatest interest throughout the country, promises to continue as such. The failure to cut prices by certain independent steel producers to bring any important volume of new business is looked on as decidedly important.

The article in THE NEW YORK HERALD of Friday showed that compound wage advances from 1915 to the present time made by the United States Steel Corporation aggregated 150 per cent., and when the final increase was granted last year labor had risen to 50 cents an hour in contrast to 19½ cents an hour before the war. In the meantime prices soared, coming down again to the 1915 level, where they started before the wage increases assumed importance. The cost of living has declined until it is but 50 per cent. higher than it was at the beginning of the wage increases in 1915.

Open market steel prices show that within the last month there has been a very substantial drop, and comparisons with the high record marks of 1920 show declines which reach in some instances to nearly 50 per cent. The following table (with the larger figures referring to long tons and the smaller to hundredweights) shows the present open market prices for steel products, contrasted with those quoted for the same products on January 25 and with the high record of last year, as compiled by the Iron Age:

STEEL	Feb. 22, 1921	Jan. 25, 1921	High, 1920
Billets, Bessemer	\$25.50	\$43.00	\$38.00
Billets	47.00	47.00	47.00
Beams	2.15	2.45	3.75
Bars, soft	2.00	2.35	3.75
Plates, tank	2.15	2.65	3.75
Shots, black	4.10	4.25	4.50
Wire nails	3.10	3.25	4.50
Wire rods	22.00	27.00	27.00
Scrap	16.00	16.00	23.00

IRON	Feb. 22, 1921	Jan. 25, 1921	High, 1920
Bars, Philadelphia	\$2.70	\$2.70	\$4.15
PIG IRON			
Valley, basic	\$23.00	\$26.00	\$48.50
Bessemer	28.00	33.96	58.46

The average price of eight principal iron and steel products, as quoted by the Iron Age, declined during the last week to \$59.24, against \$61.72 in the preceding week and \$64.86 a month earlier. The present average, consequently, shows a decline of more than 7½ per cent. in the last month. The high mark of the average in 1920 was \$82.62, making the current price equivalent to a decline of approximately 29 per cent. Compared with the August, 1913, average, a typical prewar level, the current figure shows an advance of about 65 per cent.

The decline for the current week was caused by further drops in plates, beams and bars and a \$5 a ton drop in Bessemer billets. The prices quoted by the United States Steel Corporation, however, are still the base prices adopted by that corporation and other producers in March, 1919, when the conference with the Redfield board was held. The corporation has adhered steadfastly to those prices ever since, notwithstanding first big increases, then big cuts by independent producers.

Important users of steel insist that the corporation's prices must come down, and some of them suggest even further cuts by independent manufacturers. Unless drastic reductions in steel prices be made, one of them declared yesterday, the foreign trade of the United States is bound to suffer. Only recently, he pointed out, Belgium was able to underbid the American manufacturers on an inquiry for locomotives for China by something like 20 per cent.

### BIG LATIN AMERICAN TRADE.

#### Figures Show It Is One-fourth of All U. S. Foreign Business.

WASHINGTON, Feb. 26.—Trade with Latin-America is increasing rapidly and now constitutes one-fourth of all the foreign commerce of the United States, said a statement issued today at the Department of Commerce.

Trade with Latin America in 1920 amounted to \$2,378,185,567, against \$2,272,978 in 1919, a total increase of 45 per cent. over any previous year.

### Banish the CAUSE

#### Beware the Effect

Civilization teaches respect for Causes. To-day we know that if we harbor rats or vermin we invite disease—for these creatures are the only link between ourselves and the dark, unclean holes where germs exist.

March is the breeding month. The menace will be increased. Get at the cause to-day.

Our positive GUARANTEED process is the most inexpensive because it is sure. Without inconvenience we remove the cause completely—we GUARANTEE it.

Investigate—Phone for complete particulars of our invaluable service.

GUARANTEE EXTERMINATING COMPANY  
500 FIFTH AVENUE  
at 42nd Street New York  
Telephone Vanderbilt  
2716-2717-2718-4133

### CHINESE SEEK NEW RESORT IN PORTLAND

#### Steel Bound Room for Gamblers and Underground Passages.

#### WHITE MEN SHUN PLACE

#### Tunnel From Old Quarters Even Has Cemeteries Along Its Walls.

PORTLAND, Ore., Feb. 26.—Two hours of hard work with crowbar and hammer on the part of policemen in a recent Chinatown raid failed to gain admittance to the steel room in which Ching Louie and a party of seven other Chinese were said to be conducting a game of fan tan.

### CHILDREN RETURN TO CLASS ROOMS

#### Falling Wages for Office Boys and Stenographers One Important Cause.

#### INCREASE OF 1,500,000

#### Buildings Overtaxed and Lack of Teachers Depleted.

CHICAGO, Feb. 26.—The office boy is going back to school. Fourteen, 15 and 16-year-old girl stenographers are re-entering high school. Falling wages in the industrial and commercial world are sending boys and girls, thousands on thousands of them, into the class rooms

### DAUGHTER'S BROTHER-IN-LAW

#### SPRINGFIELD, Mo., Feb. 25.—John Burris, Brandsville, farmer, Thursday became the brother-in-law of his own daughter through a double wedding.

Burris also becomes the brother-in-law of his son-in-law, who in turn becomes the brother-in-law of his father-in-law.

Burris, 45, married Pearl Hawkins, 25, while his daughter, Ruth Burris, 15, married Oscar Hawkins, 30. Ruth is now a sister-in-law of her stepmother. The two couples will live together.

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they left when war-elevated salaries lured them away.

Increase in school membership in the United States during 1920-21 is approximately 1,500,000 over 1919-20, according to a survey just completed here by the Better Schools Service, a bureau of the American Federation of Teachers.

In the large cities the survey shows the increase has averaged 10 per cent., although the figure for the whole nation is nearer 7.5 per cent. owing to the decline in efficiency of the rural school.

The resumption of immigration is responsible for a large part of this increase, the report shows, New York and Chicago having been forced to set up extra quarters called "steamer rooms" for the newly arrived foreign children.

"Estimates show that the 29,000,000 figures for the present school membership of the nation must be increased by 1,500,000 at least," said William T. McCoy, chairman of the Better Schools Service.

He continued: "Immigrants send their children to school as quickly as they land. They show more avidity for education than did their predecessors in the years before the war. But the greatest rush is among the boys and girls who quit school to take advantage of high wages in industry. Now the war inflation is

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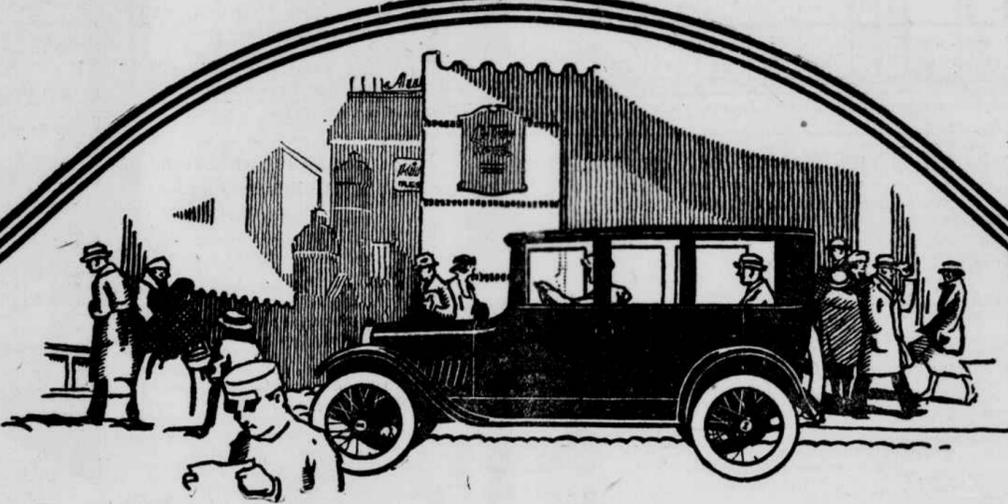
gone these young people are swarming back into high school to fit themselves for work other than manual labor.

"A greater proportion of children from the homes of skilled and manual laborers are seeking higher education than ever before, due to the fact that both parents and children often worked at high wages during the war period.

The idea of spending accumulated money in further schooling for the children. This is shown in the fact that the heaviest proportional gain has been in high schools where this age is represented.

"The greatest rush of attendance has taxed the already overcrowded schools to the limit. In large cities and in mining and industrial centres schools are overpacked and underteachered to the point where the work done is utterly unfair to the children. The increase in attendance has come at a time when the number of teachers is decreasing and when the building of schools has stopped.

Authorities agree that the best work can be done in school when there is one teacher for every 25 pupils, and yet the average for the 15 largest American cities is over 30 pupils a teacher. Philadelphia having 46, Chicago 47, St. Louis and Milwaukee 40, New York 27, Los Angeles 27, Newark 26, Baltimore 26 and Detroit 25. These averages will grow much higher, for the increase in numbers of pupils cannot be matched by buildings now proposed."



# Why Your Next Car Should Be an Oakland

A brief review of the important advantages to be found in this low-priced, sturdily built and exceedingly economical motor car

IN the past few years the one conspicuous tendency in the automobile business has been toward the well-built, serviceable, and light weight six-cylinder car.

Public and manufacturer alike have recognized this type of car as best suited to the general need for pleasant, reliable and low-cost personal transportation.

As far back as six years ago, Oakland seriously undertook the production of an automobile of this kind.

Without interruption since, it has concentrated its energies on refining and improving its original model—a model that was basically right at the start.

### More Power in the Oakland

Today the Oakland Sensible Six car is in our opinion without rival in the world in point of combined efficiency and low cost.

Its engine is of overhead-valve design—a design clearly demonstrated as superior by its use in all airplane and racing car engines.

The Oakland engine delivers more power than others of similar size because its overhead-valve cylinder is the nearest possible commercial approach to the ideal combustion chamber.

Quick burning of the fuel, small area for heat losses, unobstructed passage of gases, and machined all-over surfaces further enhance its efficiency.

As a result, the Oakland owner gets more

miles per gallon of gasoline, more power per pound of car weight, quicker getaway, easier hill-climbing and greater flexibility, than are available in any other car at anywhere near the Oakland price.

### The Simple and Rugged Chassis

The foundation of the Oakland chassis is the powerful 6½-inch-deep steel frame.

Reinforced by four very heavy cross-members, it forms a stout and rigid support for the body that will not weave or sag.

Every detail of the Oakland chassis is similarly strong and lasting, from the drop-forged steel spring-hangers to the precisely cut transmission gears of special tough alloy.

Feature after feature of advanced design is included in its structure, such as the non-lubricating, self-cleaning brake assembly, or the special steering system, notable for its positive and easy action.

### Roominess a Body Feature

Due to the compactness of the Oakland engine, the Oakland Sensible Six open car has the roomiest body for its wheelbase of any automobile built.

This body is of the composite type, being constructed of enduring metal over a strong wood frame.

It is built by Oakland in Oakland's own plant, entirely hand-painted in Oakland shops—where every detail of its finish is under close supervision.

Like every body in the Oakland line,

whether closed type or open, it is made heavier and stronger than is actually necessary.

### The Resources Behind the Oakland

We have attempted to tell you briefly here why your next car should be an Oakland.

Perhaps the chief reasons are as yet unmentioned—the record of the car itself and the company behind the car.

In the six years we have been building the Oakland Sensible Six, more than 200,000 of these cars have gone into the service of owners.

Uniformly, these owners report performance of the most reliable character, with returns of from 18 to 25 miles to the gallon of gasoline, and from 8,000 to 12,000 miles on tires.

Thus the Oakland car of today is a known quantity, a stabilized investment—its worth has been established beyond doubt or question under the conditions of actual use.

The Company that builds it is an important unit of the General Motors Corporation, the largest automobile producing organization on earth, and is itself the seventh largest producer of automobiles in the world.

Every Oakland car reflects the policy of this Company continually to embody in its product the latest accepted engineering practice.

When may we demonstrate the Oakland to you?

Open Car, \$1395; Roadster, \$1395; Four Door Sedan, \$2065; Coupe, \$2065. F. O. B. Pontiac, Mich. Additional for Wire Wheel Equipment \$35

OAKLAND MOTOR CAR COMPANY  
Pontiac, Michigan

# OAKLAND SENSIBLE SIX

New York Factory Branch—1758-60 Broadway. Phone Circle 4880

Wholesale—Retail