

45,000 HARVESTER MEN WORLD OVER GET CUT IN WAGES

Slash From 5 to 20 Per Cent. Includes President and Office Boy.

FAVOR LOW PAY MEN

Living Cost and Business Outlook Considered in Making Move.

ALTON ROAD VACATIONS

Ten Day Layoffs and Reduction in Working Hours Are Announced.

Special Dispatch to THE NEW YORK HERALD.

CHICAGO, March 23.—Reduction of the number of working days, ten day "vacations" without pay and retrenchment moves on the Chicago and Alton Railroad, and a slash of from 5 to 20 per cent. in wages paid to 45,000 employees of the International Harvester Company were the two outstanding features in Chicago's "reconstruction" maneuvers toward "normalcy" to-day.

The Harvester company's wage reductions, according to an announcement by the company, will affect every employee of the concern from president to office boy throughout the worldwide organization, and was made after an analysis of living costs, business possibilities and working conditions.

W. G. Bieri, president of the Alton, making the announcement of the retrenchment activities of the road, declared that five and six day weeks for all employees, ten day lay offs for all employees below the rank of superintendent, the closing of the Bloomington shops for ten days and the suspension of ten local trains on branch lines were made necessary by the fact that the road at the present time was not earning operating expenses.

The announcement explains that the reduction of working days rather than the reduction in number of employees was decided on, and that beginning at once clerks in all departments, draughtsmen, civil engineers, agents, etc., will take ten day layoffs. Shops now running five days a week will continue to run on the present schedule until business picks up, but trackmen now working five days a week will be restored to six day weeks on April 15, when the summer maintenance program will begin.

CITIZENS PATROL ARKANSAS RAILROAD

Operation to Be Resumed Under Protection.

HARRISON, Ark., March 23.—Patrolling of the railroad tracks and other property of the Missouri and North Arkansas Railroad in Carroll, Boone and Sevier counties was begun to-day in accordance with a decision reached at a mass meeting here yesterday to furnish the protection declared by railroad officials to be necessary to operation of traffic. In Carroll county members of the patrol were appointed special deputy sheriffs at the instruction of the county judge. In Boone and other counties members of citizens' leagues volunteered their services and were placed on duty as special officers.

Preacher, Good Worker, in Rush; Says Want Ad.

BOSTON, March 23.—A "want ad" sandwiched between advertisements for a bookkeeper and an automobile repairman in the "Male Help Wanted" columns of a Boston evening newspaper, to-day, called for a minister "between 30 and 40 years old, who is a good parish worker."

The advertisement was inserted by a "Universalist church established over forty years, and in excellent financial condition." Particulars of age, experience and salary expected were asked of applicants.

In a news story on another page it was asserted that a "liberal and progressive man" was wanted, not a theologian merely, but "a preacher of imagination and true religious spirit." The church committeemen were said to have decided they would not wait for the right man to come to them, but would seek him through the classified advertising columns. The name and locality of the church were not disclosed.

MARINE ENGINEERS CALLED TO STRIKE

Continued from First Page.

ation of wartime national agreements should be the first steps. Members of the association are urged by Mr. Butterworth to wire Judge R. M. Bacon, chairman of the Association of Railroad Labor Board, to this effect.

A report of the conference held a week ago in Philadelphia by T. De Witt Cuyler, chairman of the Association of Railroad Executives and the heads of the four big brotherhoods of skilled railroad workers, will be made to-day to the standing committee of railway coalitions. Wages, working conditions and the problem of regional boards were discussed. Further conferences will follow to-day's meeting.

ATTERBURY HOLDS GROUND AT HEARING

Is Unshaken in Opposition to Any Railroad Rules National in Scope.

CHICAGO, March 23.—Cross-examination of high railroad officials by labor union representatives before the Railroad Labor Board was completed to-day when Gen. W. W. Atterbury, vice-president of the Pennsylvania, finished his third day of testimony.

To-day's hearing found Gen. Atterbury still unshaken in his opposition to any railroad rules which are national in scope despite attempts of Mr. Walsh to cite some rule which the Pennsylvania official would agree could be applied nationally with benefit to both employer and employee.

Gen. Atterbury countered by admitting that some principles might be all right nationally but called attention to the distinction between principles and rules. He cited the Ten Commandments as principles.

Mr. Walsh took up the War Labor Board's principle of a living wage. "Won't you agree that this is a desirable principle?" asked he.

"Yes, it's a good principle, but it won't apply as a rule," answered the General. Gen. Atterbury also repeated his charge that the national agreements caused the roads a loss of \$250,000,000 annually and submitted a table compiled by the Association of Railroad Executives from Interstate Commerce Commission figures, which he said proved his contention.

EXPRESS THIEF LOST HIS LOOT AT POKER

W. A. Hughes, Witness in Conspiracy Case, Almost Collapses on Stand.

FIVE DAYS TESTIFYING

Admits Longer He Remained With Company the More He Stole.

Special Dispatch to THE NEW YORK HERALD.

MAON, Ga., March 23.—At the end of five days on the stand W. A. Hughes, one of the most important witnesses for the American Railway Express Company in the trial of fifty-three persons accused of conspiracy to steal from the United States Government, was on the verge of a collapse to-day.

Oliver C. Hancock, representing H. L. Rucker, one of the defendants, during the cross-examination asked: "You were not interested with Rucker in any of the transactions, were you?"

"Mr. Hancock, we were all interested together," quickly replied the witness. Following Hughes a dozen witnesses took the stand to tell of shipments they had made on which there was no delivery. The particular articles were brought into court and were identified by these witnesses. The goods, the Government showed, had been taken from homes of the defendants, their names being given in each case.

Wallace Miller, leading counsel for the defense, questioned Hughes for an hour at the opening of court on testimony that he had given concerning seven of the defendants on the day before, especially as to an art square that Hughes said he had given to A. S. Shepard at Albany.

He denied he had given the art square as a wedding present. "I said, 'Sheep, there's an art square without any marks,'" explained the witness. "He said: 'Good, I'll take it.'"

A whiskey transaction with the "Smith crew" was next gone into. Hughes said he had got twenty-four half pints of this liquor and did not know how many Conductor Smith or Baggage Master Smith obtained. He said he gave some to Albert Smith, the porter, to sell on the train. He declared the porter went through the train selling the liquor to passengers. Asked where the porter is now the witness replied: "He's dead."

Morgan Prestwood of Andalusia, Ala., took up the cross-examination and brought out an admission from Hughes that he longer he stayed with the company the more he stole. Asked to name one instance where he had hesitated to steal he said once Floyd Morris persuaded him to steal a barrel of pecans from a train.

Judge E. W. Maynard drew from the witness a statement that he did not accumulate money from his thefts but lost it all in poker games. He said J. L. Johnson taught him how to play. "You did not hesitate to lie when you were stealing, did you?" the lawyer asked.

"We all lied," Hughes declared. Hughes said he would not lie on any of the defendants, "regardless of what became of me." He denied that he was "framing" a story, hoping thereby to obtain leniency for himself.

"For six months before my arrest I could not sleep," said the witness. "When I was arrested I tried to make a clean breast of it."

Red-tape examination took up only five minutes, then identification of recovered stolen property began.

BINGHAMTON STRIKING PRINTERS 'SATISFIED'

Publishers Also Report Progress in Struggle.

BINGHAMTON, March 23.—Binghamton's striking printers to-day issued a statement to the public on the situation from their viewpoint as it stands at the present. They say that conditions so far as they are concerned are eminently satisfactory; that the "Big Six" Union of New York city has sent a check for \$3,000 and the Utica Typographical Union \$50. That the supply of strike-breakers obtained in Binghamton is not sufficient to meet requirements and the daily newspapers are thus able to print only a limited amount of advertising; that two members returned to work for the publishers, but in capacities that cannot technically be termed desertion, and that all others are standing firm.

The publishers declare they are well satisfied with progress being made. That additions to their forces are being received daily, the size of the papers and the amount of advertising increased and that there have been practically no circulation losses as the result of the strike.

SILK MEN ELECT.

Hopes for better times in the silk industry were expressed yesterday at the forty-ninth annual meeting of the Silk Association of America. James A. Goldsmith, a member of the firm of Hoop, Goldsmith & Co. and of the Board of Directors of the Importers and Traders National Bank, was elected president for 1921.

PHOSPHATE ROCK IN TEXAS; BED MAY BE 25 MILES WIDE

Huge Deposits Discovered Indicate Supply Will Prove Greater Than Anywhere Else in the World—Samples Tested Show High Commercial Value.

Special Dispatch to THE NEW YORK HERALD.

AUSTIN, Tex., March 23.—What may prove to be an enormous bed of phosphate rock has been discovered in Texas, and an analysis of the samples shows it to be of high commercial value. For many years geologists have been searching for phosphate in this State, but none was found until a few days ago, when a thick bed was encountered in a wildcat oil well that was being drilled twenty miles west of San Antonio. This stratum is only forty feet below the surface.

Samples were sent to the bureau of geology of the University of Texas for testing, and they proved to be phosphate. According to Dr. J. A. Udden, director of the bureau, the formation which contains this phosphate extends from a point near Waco to the Rio Grande, a distance of about 350 miles, and has a width of five to twenty-five miles.

While it is not as yet definitely known how thick the deposit is, the test so far made shows that it extends to a great depth and that the supply of phosphate rock available probably is greater than is found anywhere in the world. Dr. Udden says the big significance of the discovery, aside from its commercial importance, is that the phosphate is found in eocene formation, and that it is the only instance so far known in the United States of phosphate existing in that formation. It is the same geological condition, however, that exists in the French possession of northern Africa, where an enormous bed of phosphate is being worked.

Immediate steps will be taken to determine the extent of the deposit in Texas and to mine the rock on an extensive scale. The fact that the stratum is only forty feet below the surface makes it an easy and cheap mine to operate, as the overlying earth can be stripped by means of steam shovels.

Up to this time the phosphate fertilizers which are used in Texas have come chiefly from Florida and Tennessee. With the development of this new home demand be supplied but it is probable there will be big quantities available for export and shipment to other States, it is asserted.

OIL MEN PREDICT BETTER BUSINESS

Lower Freight Rates Urged at Petroleum Congress.

KANSAS CITY, March 23.—Increased prosperity of the oil business was predicted by speakers to-day before the annual meeting of the National Petroleum Congress.

Lester Colbr, editor of a Chicago petroleum publication, declared many retailers and jobbers had been holding off buying gasoline, hoping for further reductions in the price of crude oil. These dealers, he said, now fear a possible gasoline shortage next summer and were flooding the refineries with orders. Jack Nourse of Kansas City spoke along similar lines.

Clifford Thorne of Chicago, general counsel for the American Independent Petroleum Association, urged that efforts be made to obtain lower freight rates for petroleum products.

In this connection he quoted from recent figures of the Federal Bureau of Explosives and declared that proportionately the accident rate from gasoline is low.

Forty times the quantity of gasoline is carried on the railroads as of other recognized explosives, he said, while the property loss caused by gasoline explosions is only twenty-seven times and the death rate only twenty times that caused by other explosive commodities.

RUBBER PLANTS TO STAY SHUT.

Woonsocket Mills Had Planned to Resume in April.

WOONSOCKET, R. I., March 23.—Because of lack of orders, the Alice Mills and the Millville (Mass.) plant of the Woonsocket Rubber Company, Boston division of the United States Rubber Company, will not reopen in April, as originally intended, says an announcement to-day. Operations may not be resumed until six or eight weeks later, according to officials.

In the meantime the small force which has been on duty will be further reduced. About 2,500 persons are employed normally in the two plants. The Alice Mills closed February 19 and the Millville plant December 19.

HAYS ASKS MAILING AT EARLIER HOURS

Telegraphs Postmasters to Press Campaign Among Business Men.

IS SPEEDING UP SERVICE

Would Remove Peak at End of Day That Clogs All Post Offices.

Special Dispatch to THE NEW YORK HERALD.

Washington, D. C., March 23.—Postmaster-General Hays got into telegraphic communication with the leading post offices of the country to-day to learn what can be done in every one of them to prevent huge quantities of mail being dumped into the post-offices within the few hours that follow the business day, creating a peak mailing period which clogs the postal machinery and delays the mail.

He wants postmasters to start a campaign among Chambers of Commerce, Boards of Trade, merchants and manufacturers, associations and others to send their mail to the post offices earlier in the day.

The situation Mr. Hays found in Washington, where six-sevenths of the day's accumulation of mail is deposited in the three hours between 4 and 7 P. M., exists in virtually all sections of the country, according to the replies which so far have reached the Post Office Department. Each situation will be handled as the facts warrant and a great effort will be made to have all business men turn their mail over to the post offices much earlier in the day.

Mr. Hays sent a circular letter to the members of the Senate and House calling their attention to the situation, which he explained to President Harding and the Cabinet yesterday. That most of the Washington mail is deposited in the late afternoon and early evening, the Cabinet members have agreed to cooperate, and he wants the members of Congress to do the same.

It is Mr. Hays' belief that there will be little difficulty in working out this arrangement, once it is understood. The end of the day naturally is the time for signing letters, but it is his idea that time would be saved if the mail that is not signed by executives, such as form letters, booklets and documents of all kinds, were sent to the Post Office during and not after the business day.

That is the chief reform Mr. Hays is working on at this time for the improvement of the postal service, but he feels at the same time that greater efficiency will result from his programme of "humanizing" the department. There are 300,000 employees in the postal service, but in none of the large offices even are there any recreation or rest rooms, such as there are in modern manufacturing plants.

MINERS ACCEPT AWARD BY ALABAMA GOVERNOR

U. M. W. Agrees Union Recognition Isn't Obligatory.

BRIMMINGHAM, Ala., March 23.—Union coal miners will abide by the award of Gov. Kirby handed down Saturday Van A. Bittner, representative of the United Mine Workers of America, announced here to-night.

His statement was regarded as the first authoritative utterance by representatives of the miners on the award made by the Governor as sole arbiter in the Alabama strike. He held that recognition of the union was not obligatory upon coal operators, and that the day wage scale and sub-contract system were to remain unchanged.

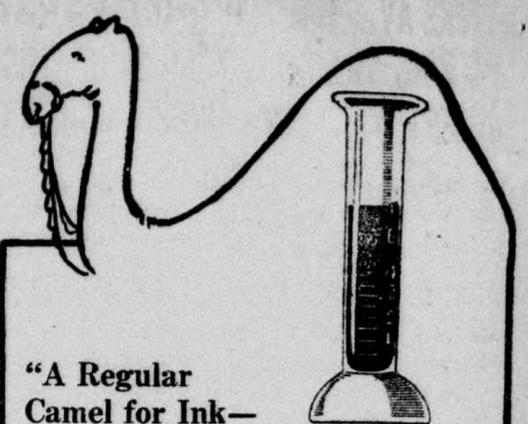
A special committee chosen by John L. Lewis, president of the international union, will come here soon. Mr. Bittner said no steps have been taken yet in regard to the support of former strikers and their families.

FISHERMEN'S STRIKE ENDS.

Lake Erie Workers Agree to Accept 1919 Scale.

CLEVELAND, March 23.—The strike of Lake Erie fishermen, which has been in progress since the fishing season opened several days ago, was settled to-day at a conference between representatives of the fishermen and the Fresh Water Fish Producers' Association.

The workers agreed to accept \$5 a day, the 1919 scale, it was said. They had demanded a dollar more.



"A Regular Camel for Ink— Goes a Month Without a Drink!"

STICK the end of the marvelous DUNN-PEN into the ink—pump it full in a jiffy with the Little Red Pump-Handle—and forget about it for a month!

No other self-filling pen in the world holds half as much ink as a DUNN-PEN of the same size, simply because other pens have narrow-chested rubber sac ink reservoirs. The average rubber sac is only the diameter of a common lead pencil, and aside from its small capacity and the constant bother of filling it, it gives endless trouble by rotting and leaking.

The marvelous DUNN-PEN

The Fountain Pen with the Little Red Pump-Handle

The DUNN-PEN literally holds a full "barrel" of ink. It has no valves, springs or levers to take up ink space and get out of order—it has no seams to leak. It consists of four major parts—all made with the accuracy of a chronometer. From cap to point, the DUNN-PEN is fine, sturdy, and satisfying.

The DUNN-PEN doesn't clog or flood, and automatically cleans itself while you are filling it. It is efficient and practical—in short, it is the final fountain pen.

Sold by your dealer under our guarantee of "money returned without question or quibble if you do not agree, after trial, that the DUNN-PEN is the most wonderful fountain pen in the world."

- 4 Simple Parts
4 Standard Styles
4 Popular Pen-Points
4 Dollars Everywhere

Sold at good stores
Desires! Write at once for interesting particulars
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SIXTH AVENUE CORNER 19TH ST. 548 FIFTH AVE. ABOVE 45TH ST.

Sound Values in Shoes for the Family

AT these great stores devoted to shoes exclusively, two dollars to-day buys what three dollars did last spring.

Revisions to replacement costs were made months ago. Our Spring stocks are brimming over with new merchandise made at the present cost-level, and priced as low, we believe, as equally good shoes can be for some years to come.

Advertisement for Misses' Tweed Suits by Franklin Simon & Co. The first lilac blossoms, the first timid green, the spring blue of the sky— Fashion weaves her morning colors into primitive textiles, and models them into suits as young as youth, light in weight, bright in color, right for now—lilac, spring green, French blue, plumage, tan, or rust... 39.50 OTHER TWEED SUITS FOR MISSES 29.50 to 98.50 Sizes 14 to 20 years MISSES' SUIT SHOP—Second Floor

Advertisement for Residents of Washington Heights. WHEN YOU SEEK: 1. Advertising Results, 2. Advertising Economy, 3. Advertising Convenience, 4. Advertising Service, 5. Advertising Courtesy. You are consciously or unconsciously seeking to place an advertisement at the WASHINGTON HEIGHTS OFFICE OF THE NEW YORK HERALD 585 WEST 181ST STREET (ST. NICHOLAS AVENUE AND 181ST STREET). Telephone Wadsworth 9098. Open 8:00 A. M. to 10:00 P. M.