

COOLIDGE WILL PRESENT MEDAL TO MME CURIE

Honor Will Be Conferred at Dinner Here May 19. Vice-President Calvin Coolidge will present the gold medal of the National Institute of Social Sciences to Mme. Marie Curie at the annual dinner of the institute in the Waldorf-Astoria on May 19.

Gov. Miller Acts for New York and Senator Edge for New Jersey.

Consummation of Pact Is Hailed as of Vast Benefit to U. S. and World. Notable Gathering Held in Hall of Chamber of Commerce—Foes of Project Absent.

In the great hall of the Chamber of Commerce, which was thronged by well known men, with the portraits of commercial and civic giants of past years looking down from the wall, the port treaty between the States of New York and New Jersey was signed yesterday afternoon. The consummation of this pact of cooperation, for which the Chamber of Commerce has been working for years, was hailed by Gov. Miller of New York and United States Senator Edge of New Jersey as an achievement of vast importance not only to the States involved but to the country and in a measure to the world.

None of those who had fought the plan were present, although not overlooked in the sending out of invitations by the Chamber of Commerce. The most marked absence was that of Murray Hubert, Mayor Hylan's Dock Commissioner, who, although a member of the New York and New Jersey Commission which developed the port plan, failed to affix his signature to the treaty. Nor was Gov. Edwards of New Jersey present. His veto of the port treaty was nullified when the Legislature passed it again.

Mayor Hylan, who tried through the Corporation Counsel to tie up the undertaking by injunction, was not visible, neither were any members of his administration.

The treaty was signed by William H. Willcox and E. H. Outerbridge, who in addition to the Commission, were made up of the outgoing New York Commission, and by J. Spencer Smith, De Witt Van Buskirk and Frank R. Ford, the New Jersey Commissioners. It was also signed by Thomas E. McCran, Attorney-General of New Jersey, and will be signed by Attorney-General C. D. Newton of New York, who could not be present.

Mr. Outerbridge is to be chairman of the new Port of New York Authority, recently appointed by Gov. Miller, which begins to function on July 1. Former Gov. Alfred E. Smith and Lewis H. Pounda, who are to be the other members of this body, signed the treaty as witnesses. So did Gov. Miller, who signed for New York, and Senator Edge for New Jersey.

"I hope that Almighty God will bless the union between our State and the State of New Jersey," remarked ex-Gov. Smith as he affixed his signature. When former Gov. Whitman was called to act as a witness he said: "I want to call attention to the fact that the men who have consummated this are my appointees. They are still in possession of all their faculties and still able to render service, as has been the case with all my appointees."

By some this was taken as a reference to the fact that Gov. Miller failed to appoint two of the Whitman commissioners. The other witnesses were Senator William C. Calder, Clarence E. Case and Arthur P. Pierson, president of the Senate and Speaker of the House of New Jersey, respectively; Irving T. Bush and William Henry Cohen, counsel to the commission, and Darwin P. Kingsley, president of the Chamber of Commerce.

Mr. Kingsley presided at the beginning of the ceremonies, which consisted of a moving picture demonstration of the value of the development of the port along contemplated lines.

Cooperation in the Future. In signing the treaty Gov. Miller said the two great States had agreed to substitute cooperation for local jealousies and rivalries, which had so much hindered the development of the port in the past.

"It is impossible to calculate," said the Governor, "the tax upon industry and commerce generally throughout the country, and the tax upon those who dwell within this district, which is now erected into a port district, of the archaic methods, the expensive terminal methods, the inland terminal facilities which for so many years have been growing exceedingly worse as the commerce of this port has increased. We must not forget that we are only making a beginning to-day, a very great beginning."

"I think the work which this port authority has to do is of the greatest importance to me that I can think of. I think it is exceedingly fortunate that, after all the delays that have occurred, I hope ahead seems to be clear. And I hope that with intelligent construction, and with the cooperation and aid of the Federal Government, because that will, of course, be needed, with a spirit animating those who will have the solution of this problem in charge to work out what is in the common interest, with local jealousies allayed, that in the near future we shall see a real beginning to the solution of this great problem in the interest of this community and of the entire country."

When all had signed Gov. Miller addressed the gathering and said that he would attend to the due filing of this document in the offices of the Secretary of State at Albany and at Trenton, and that he would attend to the proposed approval of Congress, if it pleased the Congress of the United States to give the weight of its endorsement and approval to this great project.

To which Mr. Willcox replied: "That is our understanding, sir, of our duty and privilege," and the ceremony was over.

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ALL PASSENGERS OF THE MARMUGAO SAFE

Men Taken Yesterday From Steamer Wreck Off Block Island.

Block Island, April 30.—The last of the passengers on the stranded Portuguese steamship Marmugao were taken off to-day by the Block Island Coast Guard crew and transferred without mishap to the destroyer Cowell. The Cowell then started for New Bedford, where others were landed to-day by the destroyer Matalla and the mine sweeper Grebe.

All those transhipped to-day were men, the women and children having been taken off first yesterday. With the passengers safe Capt. Vindiko and the crew turned their attention to the cattle on board and the cargo was sent ashore with an interpreter to obtain a supply of hay. Fodder for the animals, he said, became exhausted two days ago and since that time they have been fed on mattresses and such other edibles as the ship afforded.

Personal baggage was removed after the passengers had been taken off. The trunks and bags were loaded on a lighter to be taken to Newport and thence shipped by railroad to New Bedford.

No attempt was made to-day to float the vessel. With the consummation of the present moderate weather the vessel was believed to be in no immediate danger and it was indicated that unless the wind veered pulling operations might be postponed until Monday.

The fog, which resulted in the Marmugao getting off her course early yesterday while bound into New Bedford from Lisbon, was still thick to-night, and the steamship, with the rescue vessels swarming about her, was still discernible from shore.

The new building, although only twenty-two stories in height, takes its place as one of the greatest of the city's modern skyscrapers because of its beauty within and without and because of its great ground area.

The hall into which the main entrance leads is one of the largest and most beautifully decorated in the city. The great central dome rises to a height of sixty-eight feet. The interior decorations consist of marine and mythological subjects, with remarkable color effects.

The first four floors of the building are occupied in the main by the Cunard and Anchor lines. At the northeast corner of the building facing Broadway and running back down Morris street are the new quarters of the Produce Exchange branch of the Mechanics and Metals National Bank.

The plot, of 48,000 square feet ground area, has frontages of 203 feet in Broadway, 348 feet in Morris street and 231 feet in Greenwich street. Next to it is the Bowling Green Building.

'PERFECT BABY'S MOTHER SEKS ITS CUSTODY Wants Divorce From Man Who Flew to Germany.

Custody of their four-year-old son, who was Judge New York's "perfect baby" at the Milk and Dairy Show in 1918, is sought by Mrs. Josephine Schneider, writer of 245 Fifth-street Brooklyn, in Brooklyn. Her husband fled to Germany, where he is now in a port district, of the archaic methods, the expensive terminal methods, the inland terminal facilities which for so many years have been growing exceedingly worse as the commerce of this port has increased.

She filed for divorce yesterday before Supreme Court Justice Davis. She alleges her husband, Charles Schneider, stole her baby last July while she was in the city of Berlin, Germany, where he is now in a port district, of the archaic methods, the expensive terminal methods, the inland terminal facilities which for so many years have been growing exceedingly worse as the commerce of this port has increased.

After testimony of the mother's attorney and testimony of several witnesses that they had found Schneider living last June in an apartment at 218 East Eighty-seventh street with a woman not his wife, Justice Davis expressed the opinion that on a divorce could be granted, but that he could not order the restoration of the child, as the court lacked jurisdiction over a non-citizen. His formal decision will be handed down later.

K. OF C. LAUNCH NEW WELFARE WORK TO-DAY Funds Intended for Memorial Will Be Used.

The Knights of Columbus intensive welfare work for disabled men in American military and marine hospitals, which begins to-day, will be financed by the portion of the K. of C. fund originally set aside for the proposed construction of a memorial building in Washington, D. C. During the last two years the Knights have conducted hospitalization work on a minor scale, their activities being restricted by departmental regulations to recreation work.

SHIPPING NEWS. (CONTINUED FROM PRECEDING PAGE.)

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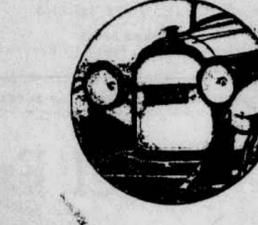
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WILLYS-KNIGHT



Violence Versus Velvet! Every mile traveled by a hammering poppet-valve motor marks the ebbing tide of efficiency. Every mile traveled by a sliding Sleeve Valve Willys-Knight Motor marks the rising tide of power.

One is the efficiency of violence, the other is the velvet of efficiency; one is depleted by distance, the other grows cumulatively finer and fleetier the farther it runs, uses less fuel, conserves tires, needs only negligible adjustment at long intervals, generates more energy than it exhausts, and is at the peak of its efficiency at 50,000 miles.

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Even the Oldest Super-Sixes Today Speak Hudson's Worth

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On the contrary, there is a very clear connection between the way these older Super-Sixes hold their new appearance and smoothness of performance, year after year, and the fact that Hudson for more than five years has held the leadership among fine cars.

And of all its more than 100,000 owners none give such convincing endorsement as those who drive the oldest Super-Sixes and find them still essentially modern in looks and still giving fine, reliable performance.

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