

heretofore heard by the board, to become effective July 1, 1921.

"That Monday, June 6, 1921, be set as the date when this board will hear representatives of the parties to disputes filed since April 18, 1921, or which may yet be filed and docketed prior to June 6, it being the purpose of the Railroad Labor Board to make its decision of the dispute heard June 6, 1921, effective July 1, 1921."

BROTHERHOODS AWAIT ACTION OF CONVENTION Will Not Comment Until They Receive Decision.

CLEVELAND, May 17.—Heads of the railroad brotherhoods who are in Cleveland refused to comment tonight on the announcement of the United States Railroad Labor Board.

"We will have nothing to say until we receive the final decision of the board," W. W. Wainwright, president of the Brotherhood of Railroad Trainmen, said. "Our convention is in session, and it will do our talking," declared Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers. "The engineers' convention last Friday unanimously adopted a resolution opposing any wage reductions or changes in working conditions, and instructed its officers to 'use the full force of the organization to put into effect this resolution.'"

EXECUTIVES RESERVE COMMENT ON RULING Disappointment That Revision Date Is Delayed.

WASHINGTON, May 17.—Announcement of the decision of the executive board to readjust downward wages of employees of the carriers was received with some reserve tonight by railroad executives. "The board's action with hearings before the Senate Interstate Commerce Committee.

Because the percentages of decrease have not been determined the executives generally regarded the announcement as more or less indefinite. There was also some indication of disappointment because the revision would not become effective until July 1.

H. E. Bryan, president of the Chicago, Milwaukee and St. Paul, was the only executive who would comment. "The statement," he said, "is encouraging, but the benefits we will get from it will depend on the reduction that is made."

N. Y. CENTRAL MEN REJECT REDUCTIONS Company to Submit Plan to Labor Board in Chicago.

BUFFALO, May 17.—Efforts of New York Central Railroad officials to induce the company's employees to accept wage reductions met with failure again today. The general chairman and general secretary of the conductors', trainmen's and switchmen's organizations for lines east and west of Buffalo rejected also a proposal to join the railroad in bringing the salary adjustment question before the Federal Railway Labor Board.

W. J. Epp, general manager of the New York Central's lines east, issued this statement: "General chairman and general secretary of the Order of Railway Conductors, the Brotherhood of Railway Trainmen and the Switchmen of North America declined to accept wage reduction approximating 21 per cent. proposed by the New York Central Railroad. The matter will be submitted to the Railway Labor Board in Chicago within a few days by the railroad company."

ULTIMATUM TO PRESSMEN. Curtis Publishing Co. Gives Them Until Noon to Return.

PHILADELPHIA, May 17.—The Curtis Publishing Company, publishers of the Saturday Evening Post and other magazines, announced tonight that it had given the pressmen, who went on strike at its plant in sympathy with the forty-four hour movement, until noon tomorrow to return.

After that time they will no longer be considered employees and efforts will be made to fill their places, it was said.

"TELEGRAPH DOG" HONORED. Company Officials and Clerks Attend Animal's Burial.

STRACUSE, May 17.—Officials, clerks and messengers of the Western Union and Postal Telegraph companies here today participated in an elaborate funeral given "Jimmie, the telegraph dog." A dozen automobiles occupied by telegraph workers headed the ca in which "Jimmie's" body, in a gold-plated, fire-decked coffin, was taken to a farm for burial. Messengers were bearers and the rival managers shovelled earth into the grave.

DAVIS AGAIN FAILS TO END SHIP STRIKE

Secretary of Labor Holds Conference With Leaders of Marine Engineers.

HIS VISIT A SURPRISE

Unionists at Meeting in Cooper Union Decide Fight Must Go On.

TUGBOAT MEN REFUSE AID

Arbitration Board Votes 8 to 4 Against Boycott of 'Unfair' Vessels.

James J. Davis, Secretary of Labor, unexpectedly appeared in New York from Washington last night and tried to devise with the leaders of the marine unions some way of settling the shipping strike. Until after midnight he was in conference with the strike committee at the Continental Hotel.

The union engineers had a meeting in Cooper Union early in the evening, the principal purpose of which was a discussion of the general strike situation and of the failure of the effort to bring the tugboat men into the controversy by persuading them not to handle ships rated by the unions as "unfair."

"One of the union men said that the meeting was halted for a time when it was learned that Secretary Davis was in the city, and it was said that the Secretary had asked the union leaders for permission to address the men. He was told, however, that the union men did not consider this necessary, and the meeting continued until the time allotted on the use of the hall had expired. This was at 10 o'clock. Immediately after adjournment Bert L. Todd and Thomas E. Healey, the two leaders of the engineers, went to the Hotel Continental and there met Secretary Davis.

The three went to an upstairs room before 11 o'clock and talked behind closed doors until 12:45 o'clock. They then came downstairs and for a few moments the Secretary stood on the sidewalk in front of the hotel and talked to several of the union leaders. No statement was made regarding the developments at the conference, but it was said that the Secretary had nothing new to propose, and that his mission to New York, which was said to have been to speak before the union meeting, had failed. The Secretary returned to Washington after leaving the Continental.

Secretary Davis made several proposals in Washington in the first two weeks of the strike, but they were rejected by the unions, and some of them by the steamship owners and the shipping board. A few days ago he passed through New York on his way to Boston and Portland, Me. It was then said that he had sounded the belligerents again and that nothing had come of it. Any faint hope the marine unions had of getting the tugboats of New York Harbor to assist in the shipping strike with the sanction of the tugboat owners was dashed yesterday. Their request that engineers be permitted to refuse to handle "unfair" vessels was denied by the arbitration board consisting of six men of the New York Tugboat Exchange and six marine workers. The vote was 8 to 4. The minority comprised three engineers and one pilot.

Resolution Adopted.

The resolution adopted was: "That the agreement entered into on December 31, 1920, has not been violated and has no bearing on the present controversy between the steamship owners and their employees, and that it is a matter over which the New York Harbor Arbitration Board has no jurisdiction. When the strike began, on May 1, a majority of the ships whose crews were ordered out were at sea. Since then most of these have reached port. In the ability of the Shipping Board or private owners to get them away again when they have cargoes lies the test of the success of the marine rebellion against the 15 per cent. wage reduction and lopping off of overtime. The unions say that the crews are quitting as fast as their ships dock, giving the required twenty-four hours' notice. They say the

engineers of nine ships resigned in New York Harbor on Monday.

Five American steamships left New York yesterday as against six on Tuesday a week ago. They were the Cushman, Green Star Line; El Sud, Southern Pacific; Concho, Mallory; Carrillo, United Fruit and Lempe, Clyde liner; The Aric, Standard Oil tanker; and the Old Dominion freighter Jefferson, sailed too late on Monday night to be reported yesterday morning.

That cargo of British marine engineers, driven and sailors have just been out without a strike, the union leaders counselling acceptance in the interest of the British mercantile marine, was pointed out yesterday by Winthrop Marvin, general manager of the American Steamship Owners Association. The new American scale, against which the American unioners are striking, is about twice the new British scale, according to Mr. Marvin. The pound sterling being taken at its present value of about \$4, British chief engineers on cargo steamships of moderate tonnage get \$142 a month; American chief engineers, \$285; British first assistant engineers, \$106; Americans, \$197; British second assistants, \$86; Americans, \$170; British firemen, \$59; Americans, \$75; British sailors, \$44; Americans, \$72.50.

Norfolk reports in a despatch to The New York Herald that tugboat men have gone back to work and that the "backbone of the steamship strike seems to be bending."

WILLARD SETS TESTS FOR NEW METHODS

Capital Outlay Restrains Improvement, He Says.

Special Despatch to The New York Herald. New York Herald Bureau, Washington, D. C., May 17.

Economies in railroad operation which W. Jett Lauck, statistician for organized railroad labor, said would reduce operating expenses \$1,000,000,000 annually are impossible of performance without enormous capital outlay and increased operating costs, Daniel Willard, president of the Baltimore and Ohio Railroad, told the Senate Commerce and Interstate Commerce today during the railroad investigation.

Mr. Willard said the statistician overlooked the capital outlay involved and insisted an alleged saving of \$275,000,000 in "modernizing locomotives." To make this saving, he said, would require a capital outlay of \$4,000,000,000. "Would it have been wise," asked Mr. Willard, "to have made that outlay simply for the purpose of performing substantially the same service at a lower cost and ignore the constant demand for increased transportation facilities?"

Answering this in the negative, Mr. Willard said the same principle applied to most of the other suggestions made by Mr. Lauck. "Mr. Willard said the roads were in a 'chaotic state' when returned by the Government and that this extended to staffs and employees. He said employees are now doing 'better railroad' than he ever saw because of the reestablishment of normal relationships between employees and employers."

HAYWOOD REPRESENTS THE I. W. W. AT MOSCOW

To Take Part With Communists in Third Internationale.

RIGA, May 17.—Both the United Communist party and Industrial Workers of the World have been invited to participate in the third congress of the Third Internationale at Moscow in June as American representatives, according to the list of invitations officially announced by the Ivesvita of Moscow. The Industrial Workers of the World, it is understood, will be represented by William D. Haywood, who is believed to be in Moscow, where he took part in the conference of transport workers on April 18.

A total of fifty-three countries will participate in this gathering, each being represented by one or more groups of Communists or Socialists who have accepted Moscow's conditions and the twenty-one points. Among the organizations which will be admitted are the following: Germany, United Communist Party and Communist Labor Party; France, French Socialist Party and Revolutionary Minority Syndicalists; Italy, Communist Party and Union Syndicale; Railway Men's Union, Sailors Union and Socialist Party; England, United Communist Party and left wing of the Independent Labor Party; Spain, Communist Party and Confederacion de los Trabajadores; Portugal, Communist groups.

BOOTH MUST BE UNVEILED.

A bronze bust of Gen. Brannwell Booth, son of the founder of the Salvation Army, will be unveiled by John Wanamaker at the cadet training home of the Salvation Army, Andrews avenue and 17th street, The Bronx, on May 26. The bust is the gift of friends of the organization. About 300 guests have been invited, and the Police Band will play.

12 NATIONS ASK U. S. TO LIFT TRADE BARS

Representatives Here Say This Country Is Fast Losing Ground.

TARIFF WALL TOO HIGH

Exchange Must Return to Normal, Big Business Men Learn.

NO PERIL FROM DUMPING

Envoys Say Countries Cannot Pay Inflated Prices for American Goods.

The United States is losing trade in European and South American countries and cannot expect to hold its own against the stiff competition of the nations striving to regain their feet if the barriers of poor exchange and a high tariff are to be thrown around the American manufacturer.

Messages to that effect were delivered yesterday to hundreds of big business men assembled in the Waldorf-Astoria in the annual convention of the National Association of Manufacturers by the Ambassadors, Ministers and attaches of a score of foreign Governments. In one room there spoke the voice of a dozen nations. Such a symposium on business has not been held in this country since the war.

France is eager to trade with the United States, but his country cannot climb over a high tariff wall to get into this country, Ambassador J. G. Jusserand warned. Brazil's Ambassador said this country is losing ground in his country and cannot compete in a world trade war unless on terms which attract the trade of other countries.

The representatives of more than a score of foreign nations arrived during the day on special cars from Washington.

By unanimous vote the association adopted a resolution authorizing the incoming President, to be elected to-day, to name a committee of five, none of whom shall have been a member of the board of directors nor of the voluntary committee of the insurgents, to inquire into all charges against the management.

Ambassador Jusserand was popular with the manufacturers. They gave the veteran diplomat a warm reception. He told them what France was doing to get back on her feet and said that in the last three months her trade balance had turned favorably for the first time since the war. He continued: "The big question is the tariff. America needs foreign markets and foreign markets need America. Can any reasonable person expect foreign markets to come to America when this country raises a wall to keep them out? France has little gold left and must pay for what she buys with goods. The rest of the world is in the same condition. Can America foster foreign markets when

she erects a tariff wall to exclude their only way of paying?"

"Exchange barriers trade now and France cannot be expected to buy largely in the United States until exchange is normal. France sells to the United States less than one-half as much as she sells to Belgium.

"The United States should not fear any dumping of goods in this market by France. French goods are not in competition with yours. Our goods are chiefly home made, while yours are machine made."

"The United States is no longer holding its own in South American markets. Augusto Cochrane de Alencar, Ambassador from Brazil, told the manufacturers. "Exports from your country increased enormously during the war, he said. "Before the war you were able to meet the competition of Great Britain, France and other countries. During the war you had a free field, but with competition your rivals are undoubtedly driving you out."

"One of the big handicaps of American business in our country is the small amount of your capital invested there as compared with the investment of your competitors. England, France and other countries are putting their money into foreign enterprises and in return get big orders for materials and supplies. The people of the United States never have availed themselves as they should of this means of expanding us."

Better times lie directly ahead for American business, Stephen C. Mason, president of the association, said in his annual address. He urged a sales tax and abrogation of the national labor agreement. Constructive legislation, he said, will go far toward hastening the return of normal business.

Dr. Raphael H. Eizalde, Minister of Ecuador, urged establishment of a Rican Minister, voiced opinions similar to those expressed by the Brazilian Ambassador. J. E. Lefevre, Charge d'Affaires of Panama, urged establishment of a bonded warehouse in the isthmus and of a permanent world exposition there. The Minister of Persia, Sadighes-Saitanah, told of the straggle of his country for free trade and asked the help of free nations in her development. He suggested the need for direct steamship routes from this country to the Persian Gulf.

W. de Beaufort, representing the Netherlands, told the gathering that Java's sugar is to compete in this market with the Cuban crop. Ambassador Riccio of Italy gave an optimistic view of business in his country; the Ambassador from Peru said his country wants American goods but was not able to pay inflated prices for them, and Luning C. Suez, the Chinese Consul in New York, declared that our ascendancy in Chinese trade depends entirely on our skill and energy. This country needs a stronger central organization in China if it is to hold that market, he said.

ONLY SCATTERED SHOTS IN MINGO REGION

Sheriff Fears Trouble on Tomorrow's Anniversary.

WILLIAMSON, W. Va., May 17.—Peace reigned to-night throughout the entire West Virginia-Kentucky border zone along the Tug River in the Mingo region. Sheriff A. C. Pinson of Mingo county said he had verified reports that there had been a few scattered shots in the afternoon in the Kentucky hills opposite Murrums, W. Va. None of the shots struck in that town. There had been no other firing in the district since Monday night, he said.

The Sheriff and Capt. J. R. Brooks of the State Police conferred with Major C. F. Thompson, United States army observer sent to report on the situation. All declined to discuss the conference.

Sheriff Pinson reiterated his fear of serious trouble Thursday, the anniversary of the Matewan battle, but refused to describe the "drastic" steps he said he was taking to preserve peace.

POLICE, NOT TROOPS, FOR MINGO MINERS

Harding's Cabinet Opposes Using Federal Military Forces at Present.

Special Despatch to The New York Herald. New York Herald Bureau, Washington, D. C., May 17.

Federal police instead of Federal troops will be sent to West Virginia and Kentucky to aid in maintaining order should fighting become more acute in the Tug River district.

This course was determined upon at the Cabinet meeting to-day and President Harding sent a letter to the Governors of the two States informing them that the Administration would pursue a policy of non-interference unless the situation should get beyond control of State and municipal officers. The President's message was a reply to the requests for Federal troops. The Administration is not in favor of use of the national military power except in the most dire emergency.

Attorney-General Daugherty has under consideration the swearing in of additional deputy marshals in Mingo and other counties and the possibility of moving one of the Federal courts from Huntington, Bloomfield or Charleston to Williamson, W. Va., which is in the center of the disturbance.

There are a number of secret agents of the Department of Justice now in the center of the zone of civil warfare between union and non-union miners and the coal companies. These men are concerned, however, primarily with violation of the United States statutes. Administration officials feel that a large share of the trouble is due to lack of State police and military power and that the Federal Government should not be called on to take up the burden and expense of maintaining order unless State powers fail.

Although no Federal troops are to be sent into Mingo county or any other point along the Tug River at this time orders have been issued to several units to be ready to move in case conditions should make necessary the publication of the President's martial law proclamation.

"They come not as single spies but in Battalions."

Shakespeare is full of anachronisms—the describing of things not known in his day, but afterwards facts—such as the circulation of the blood, etc. So Shakespeare's words above might well be applied to the questions that pour in upon Knickerbocker every day. "Will there be a shortage of rice?" "Will the price be raised?" Here is the answer as Knickerbocker knows it:

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