

WEATHER FORECAST.  
Partly cloudy and cooler to-day; to-morrow fair; fresh west and northwest winds. Highest temperature yesterday, 81; lowest, 68. Detailed weather reports will be found on editorial page.

THE BEST IN ITS HISTORY.  
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

VOL. LXXXV.—NO. 343—DAILY.

NEW YORK, MONDAY, AUGUST 8, 1921.

ENTERED AS SECOND CLASS MATTER, POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS WITH ONE COPY, FOUR CENTS ELSEWHERE.

## U.S. BOARD TO MAKE GOVERNMENT'S SHIPS 100 P. C. AMERICAN

Drastic Changes Will Take Place, Forcing Out Foreigners From Crews and Clerks. Large Cut in Force of Seamen's Union to New Policy Expected by Officials.

Efforts Will Be Made to Recruit Personnel With Young Americans and Increase Efficiency.

Special Despatch to THE NEW YORK HERALD, New York, Aug. 7.—The U. S. Shipping Board today announced that it had decided to make the Government's ships 100 per cent American. Drastic changes in the assistant and clerical personnel of the board and among the men employed on the ships under control of the board are likely in the near future. Not only is the force of the board to be cut almost one-half, but in no department, nor on any ship owned by the board, will any foreigner be employed where it is possible to obtain the services of an American. Many foreigners are at present employed on the ships and in the foreign offices of the board.

Gradual Reduction. The employees of the Shipping Board under the Emergency Fleet Corporation number more than 8,000 at present, and those who are looking toward economical as well as efficient operation of the board and the corporation appear to be convinced that half that number can do the work. The reduction in the number of employees will be made gradually after a thorough investigation and study. So far as the Emergency Fleet Corporation is concerned, reports of its disorganization as to personnel will probably be ready for Joseph W. Powell when he takes office as senior vice-president of that organization on September 1.

One of the first blows to be struck, however, probably will be directed at the London office of the Shipping Board. It is understood that of the approximately 400 employees in the London office a large majority are British. This matter has been brought up before, but criticisms have always been met with the statement that it is impossible to get Americans to go to London to work in the London office of the Shipping Board. It is understood that of the approximately 400 employees in the London office a large majority are British. This matter has been brought up before, but criticisms have always been met with the statement that it is impossible to get Americans to go to London to work in the London office of the Shipping Board.

The most vital changes contemplated, however, are those that have to do with crews of the vessels in which the Shipping Board has complete or part ownership. Some of these ships are being operated for the board and others are being paid for in installments. After the board gets complete reports on the crews of all these vessels it will begin its drive to Americanize the merchant marine from top to bottom. It will not consider its job complete until every man aboard these ships, from captain to deck steward, is an American.

Obstacles Formerly in Way. Various obstacles have stood in the way of the establishment of 100 per cent American crews so far. During the war and the period immediately after the war, when every ship afloat was in demand, the Shipping Board could not put into effect plans for the complete Americanization of the crews. Later the strike came and the use of a larger percentage of foreign seamen was made necessary. Now the situation is more favorable and the board intends to make the most of it.

During the war the President was authorized to issue licenses to foreigners to officer American ships, and as a result foreigners signed up. They got what is known among shipping men as "red ink" licenses. Some of these licenses are still in effect, but in the near future they will be cancelled. A majority of the holders of these "red ink" licenses are British. That is particularly true of the engineers. In fact, the percentage of American engineers is extremely small.

Those who are investigating the situation for the board consider the engineer problem to be one of the most serious, and are determined to rectify it by putting American engineers on the job as promptly as possible. Next to the captain the engineer has greatest control over the cost of operations during voyages and in ports.

Many of the vessels operated by private companies for the board depend, it is said, upon foreign port officers in various parts of the world. While this is often a necessary evil, it is one that the board will be able to put American in a number of ports where the interests of American vessels are now in the hands of foreigners.

## American Princess Aids Greeks to Fight Turks

Special Cable to THE NEW YORK HERALD, Copyright, 1921, by THE NEW YORK HERALD. New York, Aug. 7.—The ambitions of Greece are costing the Princess Anastasia, formerly Mrs. William B. Leeds, almost \$1,000,000 this year, according to friends. In addition to the \$200,000, which it is said she contributed to help bring about King Constantine's restoration, it is now reported that she is to give \$500,000 to the Greek Treasury soon to help defray the expenses of the Turkish campaign. It is rumored that the Princess has even considered selling her famous collection of pearls, including a necklace which it is said has been valued just under \$1,000,000.

## WHISKEY CACHE RAID NETS 1,320 BOTTLES

Sheriff and Aids Arrest Five Diggers and Two Men in Car Near Barnegat. PART OF SEIZED CARGO LIQUOR BROUGHT ASHORE IN SACKS AS "POTATOES" AND BURIED IN THE WOODS.

Special Despatch to THE NEW YORK HERALD, TOMS RIVER, N. J., Aug. 7.—Thirteen hundred and twenty bottles of high class Scotch and rye whiskey bearing three famous labels, believed to be part of the supposedly "jetisoned" cargo of the schooner Pocumoke, which was seized by revenue men recently, were buried in the woods about a mile from Barnegat last night by a raiding party headed by Sheriff Richard C. Plumer of Ocean County. Seven men were arrested, five of them natives of the Barnegat region, and two from New York or Atlantic City, believed to be the owners of the liquor.

The liquor cache has been an open secret about Barnegat for more than a week. According to Sheriff Chafey, the liquor was brought ashore in sacks in small boats, and those in charge of it spoke of it as "potatoes." Several farmers were asked to give the "potatoes" storage room in barns or outbuildings. Some suggested, but backed out when they learned that the "potatoes" had been buried.

Who told the Sheriff about the cache is not known. The Sheriff will not talk. He said he was out hunting for bootleggers, and stumbled upon it more or less by accident. At any rate, he got information from some one that the liquor was in the woods last night.

## GREAT BRITAIN HELD UP AS FACTOR FOR PEACE

Arthur Meighan Tells Need of Settlement in Europe. HALIFAX, N. S., Aug. 7.—Great Britain was declared to be the greatest factor in the world to-day for preserving peace by Premier Arthur Meighan of Canada, who arrived here Saturday after several weeks passed in London in conference with the Prime Minister of various sections of the British Empire.

## BULGARIA DRAFTS PLAN TO DISBAND HER ARMY

Government Sceptical About Raising Volunteer Force. SOFIA, Aug. 7.—The Bulgarian Government today announced its plan to disband the army and the recruitment of a volunteer force. It is inclined to believe, however, that it will be impossible to enlist the minimum of 2,000 volunteers by October 1, as demanded by the Allies.

## RUBY NOSED SPORT CARVED ON CHURCH VIEWED BY THRONGS

Thousands Attending St. Thomas's Gaze at Frieze With Weird Figures.

## ARCHITECT CRITICISED

Walter Gilliss Says Talk of 'Society Types' Is Bid for Publicity.

## SOME SEE PORTRAITS

Dr. Gateson, Who Is Supplying for Dr. Stiress, Sees No Harm in Designs.

Of the thousands who have walked up the front steps of St. Thomas's Church in the ten years since the beautiful example of Gothic architecture was built, at Fifth avenue and Fifty-third street, perhaps less than a dozen persons—until yesterday—knew that by looking above them on either side they might discover faces of men and women carved in the stone to represent well known Fifth avenue types. It was different yesterday. The curious came all day to inspect New York's new showplace. Most of those who went to church to worship lingered a few moments on the steps, gazing upward into the faces and wondering why they never had noticed them before. They found themselves in the position of the man who, late in life, discovered that an Oriental rug which he had owned for a long time had woven into it a pretty love story. But some of the faces are not so pretty.

## 12—but Not Apostles.

Mr. Robb explained that he put the faces there as symbols of virtues and vices, and that it is just as correct to use modern symbols as medieval ones, but the feeling will not down that the architect was having his little joke. Otherwise, it is argued, some of the vestrymen, at least, would have been let in on the secret.

Churchgoers appeared to be the least disturbed of all over the discovery. Some of them are alike. For example, there were not out of place on the front of a church; others considered it a good joke, while still others were vehement in pronouncing it an outrage.

## And a Stone Divorcee Too!

Likewise, each of the three with side whiskers is different. One of them, called "Old Money Bags" by many who saw him, has heavy pouches under his eyes. His mouth is hard. Except for a little curl which hangs over his forehead he is nearly bald. One of the others had the same features, but he lacked the droopy skin under the eyes and he had a good, joyful expression. The third one, however, had a new and prominent nose because there is something about his nose which leads the observer to explain in spite of himself:

"As I live and breathe, it's a rum blossom." Then there is a woman on the right side who looks both pitiful and wise. Her lips are apart, slightly twisted and heavy. A thin faced woman looked at her for a minute and then, in a voice that sounded spiteful, called the woman in stone "a divorcee."

There also were the rapid, aesthetic youth, the haughty old dowager, the young matron with pride of fancy and position written into her face and the strong man of forty with the smooth face denoting stability and courage.

The common view was as varied as the faces themselves. Nobody seemed quite sure at first how to take it. Mr. Robb came in for a terrible drubbing from some. A thick set young man of about thirty, who said he took things like that seriously, said it was "a crime for an architect to play a joke like that."

## WORLD SUICIDES INCREASE; MORE CHILDREN END LIVES

First Six Months of Year Show 443 Persons Destroyed Themselves Here—Total Throughout U. S. 6,509.

A worldwide increase in suicides has taken place during the first six months of this year, according to the semi-annual report of the Save-a-Life League submitted yesterday by its president, Dr. Harry M. Warren. In New York city there were 443 suicides, of which 219 were men and 124 women. This is an increase of 102 over the same period for 1920.

## RAIL STRIKE THREAT AGAINST TEN HOURS

New York District Council Ready to Combat Return to Old Conditions.

## 50,000 MEN ARE AFFECTED

Railway Labor Board Decision on Sept. 5 Is Expected to Be Unfavorable.

A general railroad strike was threatened yesterday by the Railway Labor Board, now in session in Chicago, at a meeting to restore the ten hour day. This is the first strike threat made since the failure of the "outlaw" strike of 1920. It was made at a meeting of the New York District Council of the United Brotherhood of Maintenance of Way and Shop Workers in Jersey City.

The local United Brotherhood, according to its leaders, represents 50,000 men employed by twelve railroads within a radius of seventy-five miles of New York city. Through the union of stationary firemen it is affiliated with the American Federation of Labor.

It contains among its members many former members of the so-called outlaw unions who were repudiated by the A. F. of L. when they struck a year ago. Although finally forced to abandon their strike the outlaws hampered railroad operation in New York and Jersey City for more than three months and caused enormous property loss.

A decision on the eight hour question is expected September 5 and those in close touch with the situation look forward to a revision of hours and wages in line with the general industrial readjustment.

The meeting yesterday was called primarily in the interest of railroad safety. It was held in the Museum of Safety Building at 125th street and Broadway throughout the morning session there were lectures and motion pictures illustrating various safety appliances, with special talks on workmen's compensation insurance.

When the delegates returned from lunch, however, the complexion of the meeting changed. Resolutions were adopted condemning the alleged attempt of the Labor Board to increase the hours of railway workers and calling upon all railroad men to resist. G. H. Plantagenet of Boston, general vice-president of the national organization, told the delegates that if they would stand together they could force the bosses to terms in three hours.

"If the decision on September 5 is unfavorable," he said, "we must do something. If I could afford it I would buy every man a fishing rod. If we stand together and fish for three hours it will be enough."

R. H. Moore, delegate from the New York, New Haven and Hartford local, said every wheel in the country would be stopped before the men would return to the old conditions. He proposed a resolution attacking an agreement recently made between the bridge building and track workers of the New Haven lines, which, he said, does away with the eight hour day and provides that the settlement of grievances be left almost entirely in the hands of the company.

"Vice-President Plantagenet rose again and attacked President Harding for 'telling the Railway Board to cut wages and then telling a lot of dead men in Hoboken that returned soldiers' agents that labor should get a living wage and enough besides to save something for a rainy day.'"

"How in hell can we save on what we are getting?" he demanded. "There are 5,000,000 men out of work now, and Harding has signed a bill adding half the army to the unemployed."

## LIGHTNING KILLS 2; 3 TRAPPED IN STORM DROWN OFF BEACHES

Bolt Splinters Yacht Club Flagpole During Races, Shocking Three.

## WOMEN DIE IN WATER

Many Caught in Canoes in Sudden Wind and Narrowly Escape Death.

## CADDIE ALSO A VICTIM

Current Passes Through Bag of Clubs and Kills Him Instantly.

The worst storm of the season swept over the metropolitan district yesterday, leaving death and destruction in its wake. Two girls and a boy were drowned, two boys were killed by lightning and eight other persons were shocked. The heart of the city escaped the fury of the storm. The greatest damage was done at Coney Island, City Island, Newark and other suburban points.

Sweeping out of New Jersey at 3:15 in the afternoon the storm worked toward the sea, spending its greatest force at the beaches and coast watering places. The thousands who were bathing in the surf had virtually no warning and hundreds in canoes, row-boats and launches were overtaken by the storm before they could make shore. Scores of these small craft were upset, and in one a young woman lost her life despite the heroic efforts of three men companions to rescue her.

Miss Mary Decker, 16, of East New York avenue, was the only girl who was a victim in this accident, which occurred at City Island at a point known as the Chimney Sweep. She was in a canoe with Frank Klop of 588 East 135th street, Thomas Collins of 481 East 140th street and Joseph Sacks of 451 East 140th street when the canoe capsized as they were making for shore.

Light in Vain to Save Her. The three men fought for more than half an hour to keep her body above water and at the same time to hold to the capsized canoe, but a swell finally carried them under and they lost their grip on the young woman. Joseph Koskowitz of 107 East 135th street, who was out in a motorboat, witnessed the efforts of the men to save Miss Decker, but her body had disappeared by the time he reached them. Koskowitz lifted the three men, who were suffering from exhaustion, into his boat and took them to City Island, where they were attended by physicians.

Schaum had been paddling and Miller suggested he be given the paddle. The men and girls were changing seats when a swell hit the canoe and turned it over. Schaum and Miller succeeded in seizing hold of Miss Silverman, but Miss Bender's body never came to the surface.

Lightning Kills Caddie. Arthur Schnatz, 15 years old, a caddy, was one of five persons who sought shelter under an elm tree in Weequahic park, Newark, when the storm broke. A bolt of lightning hit the tree, striking the boy in the back of the neck, killing him. The bolt also struck the elm tree behind the left ear. The boy was wearing glasses, the framework of which was burned to a crisp on the left side.

Neil Sheehan, who is said to have been a resident of this city, was killed by a lightning bolt at Keanburg, N. J. Sheehan had a tent pitched on the beach. The bolt hit the tent of which he was the only occupant at the time.

The third drowning was of Harry Schneider, 13, of 535 Fifth street, who was swimming in the East River off Fifth street when the storm broke. Policeman Henry Friedman of the Fifth street station heard cries for help and leaped into the water, but could not find the boy's body, although he dived several times. It is believed that the boy was attacked with cramps.

Body Seared by Bolt. Physicians at Coney Island Hospital do not hold out much hope for Miss Lema Blank, 28 years old, of 515 Neptune avenue, Coney Island, who was struck by a bolt while bathing at West Eighth street. The bolt struck the left side of her head, searing her temple and knocking her unconscious. Mrs. Tillie Paskin of 412 East 101st street, Manhattan, who was bathing with Miss Blank, caught hold of the young woman's body and prevented it from slipping from sight. She held it until guards from the United States Volunteer Life Saving Station at the old Dredged Pier came to her assistance. They carried Miss Blank ashore and summoned an ambulance.

At the hospital it was discovered that the entire left side of the body had been paralyzed by the shock. She still was unconscious at a late hour last night. Her body had turned almost black. More than 500 persons were in the

Continued on Second Page.

## 48 DROWN, 166 SAVED AFTER PACIFIC LINER GOES DOWN ON REEF

Brooklyn Man Among Known Dead in Wreck. EUREKA, Cal., Aug. 7.—The list in the sinking of the liner Alaska follows:

PASSENGERS. Thomas Johnston, Brooklyn. E. Pickall, Hubbard, Ore. A. N. Hutchison, Portland, Ore. S. Kumazawa, steerage passenger.

CREW. Chief Steward Heane, Steward F. K. King, Frank Comm, Ralph J. Mockett, seaman; Larsen, engine hand, Portland, Ore.; janitor, name unknown; waiter, name unknown; bellboy, believed named Baldwin, Oakland, Cal.

By Wireless to THE Associated Press. ABOARD RESCUE STEAMER ANYOX, OFF EUREKA, Cal., Aug. 7.—"We have picked up the ninety-six passengers and seventy of the crew of the sunken steamship Alaska," Capt. S. Snoddy of the Anyox said in reply to a wireless message from the Associated Press.

There are missing from the Alaska thirty-six passengers and twelve of the crew. "I don't know of any other survivors and am doubtful if there were any others saved."

## 6 IN WRECKED PLANE RESCUED FROM SEA

Forced Down by Storm Off Sandy Hook on Trip to Atlantic City.

ARE TAKEN OFF BY YACHT E. M. Fuller and Wife, Two Other Passengers, Mechanician and Pilot Saved.

The seaplane Ambassador, a privately owned craft used by a group of prominent New York business men to commute between this city and Atlantic City, was forced down from the air and wrecked during the storm late yesterday afternoon just inside the Sandy Hook Horseshoe. E. M. Fuller, president of the brokerage firm of E. M. Fuller & Co. and member of the New York Stock Exchange, and Mrs. Fuller and two other passengers, as well as Arthur Caperken, pilot, and a mechanic, were rescued and taken on board the Lounger II, pleasure yacht of Mrs. Inglis M. Uppercu, wife of the president of the Aeromarine Plane and Motor Company.

Observers on shore said the rescuers reached the wreck of the big seaplane just in time and that a few minutes after they had been taken on board the yacht the seas began breaking high over the wings.

Caperken, according to messages from Atlantic City, had been sent to New York to bring Mr. and Mrs. Fuller to Atlantic City for the day. O'Brien is one of the owners of the seaplane, the other being Jacob J. Ploed and John Grossberg, brokers of this city.

The Ambassador was slipping down the coast just before 6 o'clock when Capcerken, according to messages from Sandy Hook and Atlantic Highlands, saw a storm cloud forming above him. He spun the plane about and moved for shore, intending to land well inside the Sandy Hook horseshoe and thus be safe from the heavy swells that could be seen rising under the wind.

As the plane dropped nearer to the water the wind shifted quickly. At the same moment the storm broke with full force and Capcerken, even so close to shore, was compelled to land with the wind. The wings quickly lost the pressure of a head on breeze and the Ambassador smashed down to the surface with considerable force.

Throughout this time persons on shore watching the advance of the storm were witnessing the wild race of the plane to reach a harbor ahead of it. They saw the pontoons of the Ambassador strike the water with such force that one of them was ripped. The craft began to list immediately and a gust of wind almost caused her to capsize.

A moment later the passengers could be seen clambering out on the roof of the cabin and the air whistle could be heard shrieking for assistance.

Then the Lounger II came into view around a bend in the shore. Her pilot had noted the predicament of the plane and was hurrying to the assistance of Mr. and Mrs. Fuller and the others. Several weeks ago the Ambassador was made quickly.

Continued on Second Page.

## Alaska Goes Aground in Fog Near Eureka, Cal., and Side of Vessel Is Ripped Open.

SINKS IN 15 MINUTES ANYOX RUSHES TO RESCUE AND TAKES SURVIVORS FROM LIFEBOATS; OTHERS AID.

BROOKLYN MAN A VICTIM Rank Inefficiency Charged in Manner in Which Boats Are Launched From Wreck.

Special Despatch to THE NEW YORK HERALD, EUREKA, Cal., Aug. 7.—Blunt rocks, a chain of rocks which extends far into the Pacific from a point on shore forty miles south of this place, and which up to twenty years ago was the scene of a long list of wrecks and lesser marine disasters, caused the loss of the steamship Alaska of the San Francisco and Portland Line last night while the vessel was coming down the coast in a heavy fog.

Reports to date indicate that forty-eight persons, thirty-six passengers and twelve of the crew, lost their lives. Twelve bodies have been recovered.

Capt. Harry Hobe, skipper of the wrecked vessel, went down with her. Thomas Johnston of Brooklyn, N. Y., was drowned and his wife rescued, though injured. Owen Terlin and his wife of Indianapolis were saved, slightly injured. Of the twelve bodies recovered four have been identified as passengers and eight as officers and crew.

The steamship Anyox reached port late this afternoon with 166 survivors. According to the stories of the survivors three lifeboats were launched. The last one was but a few feet from the wreck when the Alaska, which had listed to starboard, suddenly righted and then plunged, bow first.

Heavy fog, which for the last two weeks has prevailed all along the coasts of Washington, Oregon and California, was the single cause of the wreck, which occurred in smooth weather, with no sea running but a fairly heavy swell on. The Alaska left Portland on Friday for San Francisco with 132 passengers and a crew of eighty-two. All but eight of the passengers were travelling in the first cabin, most of them being tourists and people who were taking the trip as a vacation.

Passengers in Berths. The vessel's trip from Portland as far as the reef had been slow and cautious and nearly all her passengers were in their berths last night when she struck. She was proceeding under slightly more than half speed when she went on the reef. But in the swell that was running her stern was lifted and swung forward before it was possible to reverse her engines, and as her broadside was crashed against the rocks a great heave was rippled in her and she began to fill and go down.

Except for several who later lost their lives while they were being lowered away in a boat, the dead are accounted for by those of the passengers whose staterooms were midships of the vessel and such of the crew as were in the engine room and stoke hold. Where the ship had been ripped the sea poured in at a rate which made it impossible for any one trapped in that section of the hull to reach the deck. But on deck good order was preserved for as long as the ship stayed above water, which was only about fifteen minutes.

Had there not been a strong swell running it is possible that the Alaska might have remained impaled on the points of rock where she struck, in which event there need have been no hurry in leaving her, and some of those who were lost might have been saved. But the swell, rolling heavily against her, lifted her clear of the position which she first took, and the water, once she was clear, began coming in at a rate which made it plain that she could not live more than a few minutes. It was about fifteen minutes after she hit the reef that the water was rescued by the Anyox and went down, her keel uppermost.

Lifeboat Is Swamped. Of the passengers and crew who escaped all came away by lifeboats, of which one was swamped when one of the falls jammed while it was going down the side. Most of those in it had on life jackets and were rescued by the boats which were already in the water, but in the darkness several were lost, and two who were afterward taken from the water struck. Two Watson rescuers, by being buried in the ship's side as the boat turned over.

The motorship Charlie Watson was the first vessel to go to the aid of the survivors. She was fifteen miles from the wreck when she received the message that the Alaska had struck the reef and was lying at Eureka and caught the message when the Watson did. It was 19 o'clock when she was ordered from the wreck that the Watson, but is

Those Who Want to Buy or Sell an Automobile

should watch The Herald's Want Ad Page Daily and Sunday. There are dozens of tempting automobile propositions advertised there all the time. These small ads. get big results. If automobiles interest you, you should follow The Herald's "Automobile Exchange" closely. See Want Ad Pages to-day.

THE NEW YORK HERALD TELEPHONE CHELSEA 4000.

Continued on Sixth Page.

Continued on Second Page.

Continued on Second Page.