

SHIPS FROM THE WORLD

SHIP MASTER URGES MARINE SUBSIDY

Labor Representative of 7,000 Says Trade Fleet Would Spread U. S. Doctrine.

W. L. MARVIN TESTIFIES

Ship Owners' Official Favors Bill Because It Means Employing American Crews.

WASHINGTON, April 27.—Disappearance of the American merchant marine from the seas since the "generous" subsidy is provided was predicted today at the joint Congressional hearing on the Administration ship subsidy bill by Capt. John F. Marvin, secretary of the National Association of Licensed Masters and Mates of ocean and coastwise steam vessels.

As the first labor representative to testify, Capt. Marvin reported that his association, composed of approximately 7,000 licensed masters and deck officers, favored early enactment of the pending legislation.

"We believe," he declared, "it is vitally necessary for our country to have an adequate merchant marine with legislative protection and Government assistance to deliver the goods of our country in time of peace; to spread American doctrines and develop American business throughout the world and to assist our navy in time of war."

The witness was of the opinion that Government assistance would only be needed until an American shipping industry could become thoroughly organized and established.

Persistent questioning of Mr. Marvin by Representative Davis, Democrat, Tennessee, linked with the demand that ship owners "lay their cards on the table" by furnishing information as to their profits, subsidiary interests, salaries and activities generally, brought on a wordy tilt between Mr. Davis and the chairman of the House merchant marine committee.

BRITISH RATE WAR MOTIVES DEFENDED

Lampert-Holt Official Replies to Lasker.

Moves in the South American passenger rate war between the Munson Line and the Lampert & Holt Line were limited yesterday to the issuance of a letter from David Cook, New York manager of the British company, to the man Lasker of the Shipping Board.

After saying that Lampert & Holt "appreciated the spirit of the letter" of the chairman of the Shipping Board, Cook would respect his intention "not to pursue the controversy in public."

"The questions involved are so intricate that it would be difficult adequately to ventilate them other than by conference. But we feel it is due to us as an answer on the part of the Shipping Board to our letter."

Our assertion as to the twenty-four hours' notice having been given is corroborated by the fact that the Munson Line has announced its intention simultaneously with ourselves. Our objection to lowering rates does not substantiate such motives as are imputed to us therefrom, and your press statement indicated that the Munson Line themselves contemplated action in the same direction.

The reduction should help both traffic and, as a matter of fact it has brought down fares only to the same level as from Europe to South America.

As regards our published statement, included on the basis of our offer for lower speed for the reason that her rating is fifteen knots, whereas the advertised speed of the Munson steamers is nineteen knots.

"We cannot accept your expert's statement that we refuse to cooperate on cargo rates. It is well known that we have been ready to make every reference to agree on rates in the River Plate trade. In other trades where there is no such agreement we submit it is due to conditions for which neither the Shipping Board nor ourselves are responsible."

NAVY HEARS OF WEIRD PHENOMENON OFF COAST

Collier Runs Into Abnormal Currents and Ground Swells.

WASHINGTON, April 27.—An unusual phenomenon was today puzzling naval officers attached to the hydrographic office of the Navy Department.

An abnormal ground swell off the North Carolina coast was reported to the hydrographic office as occurring yesterday afternoon by the naval collier Prometheus in the Atlantic.

"At 2 P. M. April 26, 1922, in latitude 35 degrees 30 minutes north, longitude 74 degrees west, with smooth sea and light northerly breeze, suddenly encountered extremely heavy ground swell from 45 degrees (true). The swell was approximately thirty feet high.

The disturbance lasted about two hours. Continuous ground swells of intervals of four minutes showed no bottom at 130 fathoms.

"At one time thousands of porpoises were leaping into the air. During the remainder of the afternoon experienced and extraordinary currents varying in direction and strength, but generally setting northeastward, verified by astronomical observations and radio compass bearings.

Some of the older officers at the Navy Department ventured the opinion that the disturbance might have been the result of some subterranean disturbance, an earthquake or subterranean shifting. That it was not of local origin, they say, is evidence by the inability to find bottom at 130 fathoms.

CLOSING OF MAILS.

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary parcels, samples, parcel post packages and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 A. M. and 12 P. M. at the Foreign Station.

TRANSATLANTIC MAILS.

FRIDAY, APRIL 28. Norway, Sweden and Finland via Bergen; also mails for Norway and Sweden.

SATURDAY, APRIL 29. Europe, Africa and West Asia (Ireland must be specially addressed) via Plymouth and Cherbourg; also parcel post mails for Great Britain, France and the countries mentioned in notes A and B below.

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Sir La Saule (Fr.) from New York, is expected to dock at pier 57, North River, foot of West 15th street, about 9:30 A. M. Monday.

Sir Haverford (Br.) from Hamburg for New York, is expected to dock at pier 60, North River, foot of West 18th street, Friday afternoon.

Sir George Washington, Bremen, 60, for New York, is expected to dock at pier 4, Hoboken, Saturday afternoon.

Sir Noordam (Dutch), Rotterdam, 60, for New York, is expected to dock at foot of 5th street, Hoboken, Sunday morning.

Sir Hudson, Bremen for New York, is expected to dock at pier 1, Hoboken, late Sunday afternoon.

Sir Southern Cross, Buenos Aires, 60, for New York, is expected to dock at pier 3, Hoboken, Sunday forenoon.

Sir Panhandle State, London for New York, is expected to dock at pier 1, Hoboken, Sunday forenoon.

Sir Black Hawk, Destroyers Fruit, Probic, Sicard and Lawrence, also de Maccoré and San Cristobal, tug Wellington, towing 2 barges.

Tug Mary G. McNally, towing 1 barge. Tug Caroline, towing 2 barges.

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WIRELESS REPORTS.

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Continued on Following Page.

STEAMSHIPS, EXCURSIONS and TOURS.

Continued on Following Page.

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CANADIAN PACIFIC

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