

Leaders are known to have given this assurance. In connection with the possibility of legislation in regard to either the coal or the railroad strike it is understood that permanent legislation, such as the setting up of a coal commission or the strengthening of the Railroad Labor Board, can have little or no bearing on the present emergency. Any legislation that Congress may be asked to pass will be of an emergency character.

Hail Board to Act.
In regard to the railroad strike it is indicated that whatever move is decided on next will be left to the Railroad Labor Board. The President would much prefer to see the board getting results than to obtain them through his own personal action for the reason that he regards the activity of the board as one of the points in issue in the controversy.

On the other hand the Administration influences the board directly to get the Eastern executives to withdraw from the standpoint they have taken to the extent of yielding on the question of registration of striking employees which has been one of the points in issue in the controversy. Reports reaching Washington to-day indicated the strong disapproval of the position which the President has taken on the executives, and some of them are making an effort to get a settlement with their men.

Hooper Back in Chicago.
Chicago, July 23 (Associated Press).—With the question of the return to the shop strikers of their seniority rights standing, according to the assertions of Ben W. Hooper and Secretary of Labor Davis, the latter has returned to Chicago to a settlement. Mr. Hooper was asked on his arrival from Washington to-night whether the labor board would bring back the rail heads and strike leaders before it with the view toward ending the strike without further delay.

"I cannot say a word," was his only reply. L. McMenimen, labor member of the labor board, who was largely instrumental in averting threatened strikes of maintenance of way men, signal men and clerks' organizations, announced to-night that he would have been on the row with W. P. Nease, representing the station clerks' organization.

It was reported also that the general chairman of the union composed of hand and steamship clerks, freight handlers and express and station employees will meet here Tuesday. Congress was seen in the statement issued last night by B. M. Jewell, in which he said: "There are three principal issues now preventing a possible settlement of the railway controversy and are for the settlement of the railway executives: First, to discontinue contracting out of work; second, to establish a national board of adjustment; third, to continue seniority rights of employees who suspended work."

It was pointed out that the last list of demands contained only one of the original three grievances which resulted in the strike, the relation of the discontinuance of outside contracting, and it was indicated that almost every road in the country already had agreed to stop this practice. The omission of the original demand for the relation of rules occasioned some comment, the belief being expressed that the shopen finally had decided to agree to a re-reading of three points by the labor board.

MICHIGAN CONSIDERS SEIZING COAL MINES
Governor to Make Another Effort to Get Men to Work.

Detroit, July 23.—With an announcement of further curtailment of railroad service in Michigan, effective tomorrow, the State to-day is awaiting the next move of Governor Greenback toward resumption of coal mining operations. The Governor was prepared to go to Saginaw to-day to confer with the Jones, president of District 24, United Mine Workers, regarding proposals the Executive made to the miners recently representing the return to the mines and produce coal for State and municipal purposes, either under private or public control.

Whether the miners' chief would agree to such a program was regarded as problematical, because when the Governor recently broached the subject, John L. Lewis, national miners' president, declined permission for the miners to consider arbitration of their wage dispute in Michigan until a national agreement was reached.

Governor Greenback stated he was prepared to offer every possible inducement to the miners to return to work. He also declared the coal shortage throughout the State was becoming so acute as to permit of no further delay in effecting a settlement, and intimated that if the miners refused to return the State would take over the mines and operate them with a view to the coal that could be obtained, the new miners being protected by State police.

STRIKE GUARDS PATROL PEEKSKILL RAIL BRIDGE
New York Central Hires Four Private Detectives.

Four private detectives were hired yesterday to guard the drawbridge of the New York Central Railroad across Annsville creek in Peekskill against possible interference by strikers.

After conferring with Chief of Police Henry Burke of Peekskill, railroad officials placed the strikers in charge. No one but railroad employees was allowed on the bridge hereafter. It has been used heretofore by many trespassers. If the bridge should be damaged, the cost of repairs would be borne by New York city and the north by way of the Hudson Division would be cut.

CAMPAIGN TO RAISE FUNDS FOR STRIKERS
Boston and Maine and New Haven Men to Issue Appeals.

Boston, July 23.—A campaign to raise funds for striking shopen in the New England district was planned to-day at a joint meeting of the executive boards of the Boston and Maine and New York, New Haven and Hartford system federations of shop workers.

Speakers from the striking unions will meet to-morrow at the third out of the railroad industry to explain the situation and appeal for financial assistance. Circulars also will be sent broadest to labor organizations.

C. E. Severin, president of the Boston and Maine system federation, announced that foremen at the Concord, N. H., shops of that company had quit work yesterday and others were expected to join their strike to-morrow.

Robert Henderson, secretary of the New York, New Haven and Hartford federation, said the strikers on that railroad made heavy gains the past week.

NEW YORKERS WORRY STRIKING SHOPMEN

Leaders See an Attempt by Roads to Destroy Old Organizations.

MAY BE FINISH FIGHT Movement Is Reported as Making Healthy Progress on Some Lines.

FAST TRAINS ARE LATE Labor Bureau Asserts Condition of Rolling Stock May Force Federal Action.

Announcement that the formation of independent company unions by railroad shopen who have not joined the present walkout was being fostered by the executives as a means of winning the present wage dispute was met yesterday by the statement from local strike leaders that "this is no time for a few hard boiled executives to choose for a finish fight to destroy the unions. They can't do it anyway, but if they try they will ruin the nation's business."

Nevertheless, the movement shows just enough healthy vigor to cause the strike leaders some concern. The announcement made by Daniel Willard, president of the Baltimore and Ohio, at a Saturday night conference with the members of the Senate Committee on Interstate Commerce that to-morrow he would call a meeting with the union heads on his road with a view of reaching a possible settlement has caused a feeling bordering on uneasiness among some of the leaders.

If a satisfactory agreement is reached between the Baltimore and Ohio executives and the employees it might signal, in the opinion of some, the beginning of the disintegration looked for by the Eastern managers.

The statement given in Chicago to THE NEW YORK HERALD by Bert M. Jewell, national head of the federated shop crafts unions, gave considerable reassurance to the central committee which is directing the strike in the New York district. Mr. Jewell said that the strikers were ready to fight "till the last ditch" and charged that the Eastern executives were in conspiracy against the fundamental rights of labor.

"Mr. Jewell expressed the feeling of the leaders here," said Dave Williams, secretary of the strike committee.

Movement Making Progress.
It was impossible to learn just how far the "company union" movement had progressed during the last twenty-four hours. It is a matter of fact that in Pennsylvania and has got off to a good start, officials said, on the Delaware and Hudson, Lackawanna and Lehigh. Progress was also reported in Maryland, where the fact of the strike is being revealed itself there at an time.

Some of the most serious delays recorded since the strike began occurred yesterday night and yesterday, and according to the strikers, were directly traceable to the state of repairs to the roads' rolling stock. Passengers from St. Louis, who should have arrived over about two hours late and then with a statement prepared for the strikers at the Delaware and Hudson connection. The Michigan Central Limited, due at 7 P. M., was reported an hour behind schedule from three to five hours marked the arrival and departure of passenger trains at the Lackawanna station at Hoboken.

William Parker, head of the maintenance of way men's organization on the New York Central lines east of Buffalo, said that the promised conference with officials of the road would probably take place this week. If an early effort to effect a settlement of the present grievances is reached, there will be no walkout. Otherwise he did not believe he could hold the men in line much longer.

Grave Emergency Is Seen.
"The gravest kind of transportation emergency now exists, which will threaten new business in the cradle unless the strike is settled at once," said a statement prepared for the strike committee by outside advisers.

The statement adds that war time measures, such as the pooling of rolling stock, the use of the roads' equipment, control of shipments and the closing down of essential interests, will have to be resorted to unless a speedy settlement is reached.

Report to the strike committee by the Labor Bureau, Inc., given out by Secretary Williams, says: "Even if there had been no shop strike, the equipment of the railroads is in such poor condition that the Federal Government would have had to exercise its emergency powers and assume control of the railroads before September. This may be seen by comparing the present situation with that of 1920."

The increase in weekly car loadings between June and October of 1920 was 250,000. At least a parallel increase in demand for cars may be expected this year. Yet at the end of June, this year, we had, according to official figures, only 40,000 surplus box cars.

"The railroads entering New York with two exceptions are worse than the average. The percentage of bad order equipment according to latest figures was:

Road. Locomotives, Cars, N. York, N. Haven & Hartford, 23.1 24.9
New York, N. Haven & Hartford, 19.9 19.9
Erie, 23.3 23.3
New York Central, 25.6 18.7
Pennsylvania, 25.4 12.5

"Thus on July 1 an emergency existed which would normally have led the railroads to double their shop forces and work overtime. Instead, however, the shop forces were depleted by 30 per cent."

NOVA SCOTIA FACES STRIKE.
Coal Miners Threaten to Walk Out on August 15.

SYDNEY, N. S., July 23.—Threat of a strike on August 15 unless the 1021 rates of pay are restored in the coal mines of Nova Scotia was made at a mass meeting of Cape Breton miners at Glace Bay to-day.

The rates now in force are approximately 20 per cent lower than those of 1921, which were absorbed at the beginning of the year.

Railway Strike Planned for More Than a Year

WASHINGTON, July 23.—That the railroad shopen had been preparing for the strike now in progress since April, 1921, and waited fifteen months because of a desire to "accumulate enough grievances" was the statement made to-day by P. J. Conlon, vice-president of the International Association of Machinists, at a public mass meeting here.

Union officials learned on April 8, 1921, Mr. Conlon said, that the national agreement with the railroads was to be abolished, although the railroad labor board did not act until April 14. When individual agreements were sought, he declared, the unions "ran into identical demands from every road they approached, which indicated to us there was some central agency or authority directing the fight against us."

"Then we realized," Vice-President Conlon continued, "that we would have to sit tight and suffer in silence until enough grievances had been accumulated to support a demand for a nationwide strike."

3 MEN AND GIRL SHOT IN CELING PARK RIOT

Continued from First Page.

rioters out of his way and leaned forward to protect McCarthy. As he did so some one shot him through the back near the base of the spine. That shot seemed to be the necessary spark. Whoever fired it fired five more in rapid succession and the crowd broke, but it didn't break before the shooting became general. There is no evidence any policeman did any shooting. They say they did none and no one has been found who contradicts them.

But the mob fled toward the park's exits. Across the fields came Patrolman Farrell on horseback and he rode off with the mob. Some one had telephoned for the reserves and fifteen arrived in motorcars, but the shooting continued. It is estimated that 100 shots were fired.

McCarthy lay on the ground barely conscious, but still had his strange hold on Sullivan. Bell lay near by. Ten yards away lay Rita Curley, a girl, 18, shot through the abdomen. She lives at 330 East Fifty-sixth street. Not far away squirmed Denis O'Shea of Grand Beach, Staten Island, with half his jaw shot away from the mouth. He lives at 358 East Fifty-first street, Manhattan. A bullet had entered his groin.

Bell, Miss Curley, O'Shea and Collyer were taken to St. John's Hospital. Bell and the girl, who arrived from Ireland but two months ago, are in serious condition. O'Shea is almost as badly off. Collyer is in the prison ward of the hospital because Bell identified him as one of his assailants.

Policeman Farrell had been knocked from his horse. A brick had been thrown at him by the mob. He was surrounded by ambulance surgeons fixed him up and he went home. At least ten others were noticed leaving the park with emergency bandages around their heads. Fifty were taken to St. John's Hospital. Sullivan was patched up by ambulance men at the station near the Flushing police station under arrest.

FOUR DROWNED HERE; TWO AT ATLANTIC CITY
Father, 60, Unable to Pull Son Out of Hudson.

Frank Ziba, 30, of 425 East Seventy-third street, was fishing with his father yesterday in the Hudson River off 294th street, when he fell overboard and was drowned. The father, who is 60, tried to pull his son from the water, but the body was not recovered until the Marine Division had been called.

Lorenzo Lapoint, 16, of 332 South Main street, Waterbury, Conn., was drowned in the Sound of Van Wyck avenue, College Point. His parents were with him, but he swam away from them out of control from shore. His body was not recovered.

Andrew Kruppenbach, 19, of 66 Boerum avenue, Flushing, was drowned off a sandbar at Far Rockaway. Two friends with him and three had been swimming some distance out, but when the two returned to shore Kruppenbach was missing. They reported to the Far Rockaway police station that they had seen Thomas Cullane, 35 years old, of 102 East Ninetieth street, in drowned last night when a rowboat, in which he and two friends were taking a large outfit, foundered in Long Island Sound. The boat was overturned and upset about fifty feet from City Island beach. His body was not recovered.

ATLANTIC CITY, July 23.—Harry A. Entwistle, 24, of 428 Van Houten street, Paterson, is believed to have been drowned while in bathing here yesterday with his fiancée, Miss Agnes McCole. Miss McCole said she saw only that he had vanished. His clothing was found in a locker.

Edward Redman, 18, of Georgia and Arctic avenues, was drowned attempting to step from one canoe into another in the Lily Lake, at Abscon, N. J. Mary Marvott, 17, of 2130 Fairmount avenue, died of an excellent swimmer, plunged overboard from another canoe fully clothed and tried to rescue him, but he fought so hard to get hold of her that she had to go and he sank. The body was recovered.

'HENRY AND ME' DAY CALLED OFF BY 'ME'
William Allen White Will Not Appear With Governor.

EMPORIA, Kan., July 23 (Associated Press).—William Allen White, editor of the Emporia Gazette, has refused to appear at the annual meeting of the McCumber bill, so that should the measure come before the Senate it will be bombarded from all sides and crushed by a vote of 70 to 20.

Senator Hitchcock (Neb.), a strong bonus advocate, is bitterly opposed to the loan provision in the McCumber bill. He has compiled a table showing that should an ex-servicemen receive a loan on his certificate for \$500 at a bank and hypothecate his certificate as security, when it is redeemed by the Government, it will cost \$1,300.

The Nebraska Senator points out that while under the plan the Government will be forced to pay from 6 to 8 per cent interest on the loan the Treasury can only realize a much lower rate of interest on its loans. He thinks a plan should be worked out by which the Government would not be obliged to pay such an exorbitant rate of interest on loans made on the certificates which are forfeited.

Should the McCumber bill come before the Senate the Nebraska Senator will have an important amendment to offer to the loan provision to remedy the defect mentioned.

Opponents of the bonus throughout the country while encouraged over the present situation, are keeping a weather eye on the Capitol. Senators continue to receive many letters and telegrams from their constituents protesting against the proposed raid.

BUSS RAIDERS SEE THEIR PLAN PERIL

Cry for La Follette to Come Back and Save the Bad Situation.

HARDING IS ADAMANT His Attitude Now the Same as When He Wrote to Mr. Fordney.

HITCHCOCK OPPOSES LOAN Shows Wherein That Feature of Present Bill Will Be Too Expensive.

Special Dispatch to THE NEW YORK HERALD. Washington, D. C., July 23.

Fearful lest the bonus issue may be brought squarely before the Senate this week by a move to postpone the bill indefinitely, in keeping with the wishes of President Harding, bonus advocates are much excited and an urgent call has been sent to Senator La Follette (Wis.) to return to the capital at once.

An appeal was sent first to Senator La Follette a few days ago when the clouds on the bonus horizon began to thicken, and it has been repeated. He is scheduled to arrive here early this week.

Just what steps will be taken by Senator La Follette to try to save the situation are problematic. Bonus advocates are keeping their own counsel, but make no secret of the fact there is much gunshooting going on within and without the Senate on the subject.

An unbiased Senator in analyzing the situation predicted that Senator La Follette would move within a few days to lay aside the tariff bill in order to dispose of the bonus measure.

Should Senator La Follette make a motion to force the bonus issue he will be supported by several Senators on both sides of the chamber, although it is a question whether he could obtain the necessary majority. In the likely event that his plan is repudiated then the probabilities are that Senator Lodge (Mass.) or some other Republican leader will move to postpone the bonus legislation indefinitely.

Harding Stands Firm.
That motion, it is believed, would be endorsed by a majority vote of the Senate in view of the presidential position taken by the President Harding against the McCumber bill. Since the latest pronouncement on the subject given by the President to a number of business men there is no longer any lingering hope entertained by bonus Senators that the President will change his views and sign the McCumber bill should it be passed by the Senate.

To see whether the President has been consistent in his opposition to the pending bonus bill some of the bonus Senators have checked up on his comments and they find he has not changed one iota on the subject. They recalled that when the House Ways and Means Committee was preparing a bonus bill they called on the President to outline his views and he then wrote to Chairman E. A. Tamm:

"I continue to be my best judgment that any compensation legislation enacted at this time ought to carry with it provisions for raising the needed revenue."

"Inasmuch as the Treasury is to be called upon to meet more than \$6,000,000 of maturing obligations in the next few months immediately before us it is not possible to recommend the issue of several hundred millions of short term notes. Further excessive borrowing would justify the large outlay, but has been accomplished in readjusting interest rates and stabilizing the financial world, both vitally essential to the resumption of industrial and commercial activities."

The Sales Tax.
"I believe the American people will accept the levy of a general sales tax to meet the proposed bonus payments and would contribute thereby no added difficulties to the problem of adjustment. If Congress will not adopt such a plan it will be wise to let the legislation go over till there is a situation which would justify the large outlay. I take it that the ex-servicemen themselves are no less concerned than others about the restoration of business and the return to abundant employment."

Repeatedly the President has stated that his position on the bonus has not changed since he wrote that letter to Chairman E. A. Tamm, although some bonus advocates have gone so far as to state that the President has changed his plans, hoping the President would yield.

Now that the Republican leaders are convinced the bonus bill can never be passed in this session they are anxious to get it off the Senate calendar as it would go far toward relieving the legislative jam.

Practically every Democratic Senator in favor of maturing obligations in the McCumber bill, so that should the measure come before the Senate it will be bombarded from all sides and crushed by a vote of 70 to 20.

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Calls Bonus an Insult to Patriotic Soldiers

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau. Washington, D. C., July 23.

A CITIZEN in Louisiana has added this protest to the many thousand pouring in on Senators against the \$5,000,000, 000 bonus raid on the public treasury:

"I believe that theory of a bonus is entirely indefensible in so far as it grants a bonus or compensation to men who are able to take care of themselves. It is an insult to the patriotism of not only the men who existed voluntarily but also those who were drafted, and I believe men in the American Legion are as much opposed to the bonus in principle as are the citizens generally."

WOULD DUTY TO ADD TO CLOTHING BILLS

Continued from First Page.

raw wool and that its figures are exaggerated, let us assume that the duty would amount to only 93 cents per pound in the manner proposed in the Tariff Commission's memorandum above quoted.

The production of wool in the United States during the last year has averaged close to 300,000,000 pounds of grease. With a shrinkage of 60 per cent this yields about 120,000,000 pounds of clean wool. Imports of Class 1 and 2 wool—disregarding Class 3, carpet wool—that may be required from abroad may be estimated as at least 100,000,000 pounds clean content per year.

"During and since the war import figures would appear to justify a considerably higher estimate than this, but as above estimate is based upon an assumption of a substantial duty upon raw wool and takes into consideration the pre-war importation as well as that during and since the war. On these figures the estimate of the number of pounds of clean wool now consumed in the United States would amount to about 220,000,000 pounds.

"In converting this wool into cloth there is an inevitable wastage of about 33-1-3 per cent, but the great bulk of these wastes are utilizable in woollens. The inevitable and unrecoverable waste would be so large as materially to reduce the estimate of the number of pounds of cloth made from new wool. Making a rough allowance for this, however, let us say that the 220,000,000 pounds of clean wool would produce an equivalent to 210,000,000 pounds of cloth made from virgin wool. Upon this basis the wool would be used in the American people would add ten million times two hundred and ten million times 33 cents, or \$195,300,000.

In levying these high duties on wool and wool manufactures it is evident that the purchasing capacity of the consumer has been ignored, and the wool schedule again is made a vehicle for the interference with the interests of the public is forgotten.

"People whose wages already have been reduced and those without substantial increase in salary or income, constituting over 95 per cent of our consumers, are forced to pay abnormally high prices and high taxation can without that which the producer would like. You may, if you choose, call it a buyer's strike, but it is the fact that you cannot get blood out of a stone."

"As you promiscuously distribute these favors in the nature of government subsidies you forget that high prices are without permanent benefit to any one. High prices have before impoverished, and they may again impoverish, and ruin the seller and finally deprive labor of employment."

OLD CRIMINAL KILLED IN QUARREL IN HOME

Police Seek Son of John Karasek's Hostess.

Jack Karasek, known as "Yellow" Karasek, and who is said to have a long criminal record, was shot and killed yesterday in the home of Mrs. Rose Coppelletti at 877 Hendrix street, Brooklyn, not far from the Jamaica Bay swamps. The police have sent out a general alarm for the arrest of Mrs. Coppelletti's son Anthony.

Mrs. Coppelletti's daughter Mary told the police Anthony and Karasek had quarreled in the home of the hostess. When she returned she found Karasek dead on the floor. Her brother had been drinking, she said.

The police are looking for the son of John Karasek, who is said to have a long criminal record, and who is believed to have been in the home of Mrs. Coppelletti at 877 Hendrix street, Brooklyn, not far from the Jamaica Bay swamps. The police have sent out a general alarm for the arrest of Mrs. Coppelletti's son Anthony.

When Patrolman Henry Bangerberg, a probationary patrolman, was sent to disperse a crowd in front of 365 West Thirty-eighth street several men attacked him and sent him to the sidewalk. He held his police whistle and other policemen went to his rescue. Bangerberg was attended by Dr. Thompson of New York Hospital for cars and bruises.

Three bandits robbed Ralph Moscardino of \$100 in his store at Huntington, L. I., next to the Town Hall and jail. They tied Moscardino to a chair and escaped.

STATE TROOPS DISPERSE PENNSYLVANIA CROWD

Cavalrymen Break Up Throng at Camp of Miners.

WASHINGTON, Pa., July 23.—Troops of the 104th Cavalry, Pennsylvania National Guard, on duty in the coal strike region, to-day were called upon to disperse a crowd in a street at the miners' camp at Cokesburg. Employing the tactics of the State police, the mounted soldiers rode into a gathering of about twenty men. It took them only a minute to scatter the crowd. There was no resistance. Reports from all other points in the coal fields were that the situation was quiet.

Col. E. J. Stackpole, Jr., commanding the 104th, made a tour of the region to-day accompanied by his staff. While on duty he was accompanied by a few hundred men in the streets of Cokesburg. The Colonel made a survey to ascertain the location of mines which may resume operations in the immediate future.

KILLED IN HEADON COLLISION.
CLEVELAND, July 23.—Floyd Osborne, a Sharon, Pa., druggist, was instantly killed and six other men, four from Sharon, were injured in a headon collision between two automobiles here to-day. None of the injured will die, hospital physicians said.

NO MORE ATLANTIC SHIP SPEED TESTS

Competition of Ocean Greyhounds in Pre-War Days Has Vanished.

COST OF FUEL TOO HIGH TO PREVENT INVASION

No Likelihood of Shifting Terminal to Plymouth or Falmouth.

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. New York Herald Bureau.

There is little possibility of the time of crossing the Atlantic, according to shipping authorities here. There seems to be a general understanding among the big companies not to return to the speed competitions carried on before the war, and Southampton has proved so convenient and useful for discharging both Continental and British passengers that there is little possibility of shifting either to Plymouth or Falmouth, though a call at either place might land passengers in London twenty-four hours earlier than at present.

The Majestic frequently passes Plymouth thirty hours before she arrives at Southampton, according to THE NEW YORK HERALD correspondent at Plymouth. The United States Lines also back up the decision of the Cunard and White Star lines against calls at west England ports. They assert that only 10 per cent of their passengers on slow ships calling at Plymouth and then coming on to London get off at Plymouth, on account of the seven or eight hour railway journey, preferring to spend another twenty-four hours aboard the ship and arrive direct in London.

Falmouth Stands No Chance.
In discussing the possibilities of developing Falmouth for a port of call as advocated by Henry Jaip in a letter to the Times, representatives of the shipping companies here say that it would take millions to make Falmouth or St. Just a suitable port. According to seafaring men knowing Falmouth Bay, when the tide was running the south or southwest for a few days real Atlantic rollers pitch into Carriak roadstead there, making navigation, much less the berthing of ships, hazardous.

It would require a tremendous deep water sea wall to make the harbor safe before the development could begin. No money is available for such development unless the shipping companies contribute it, and the shipping companies are so sure that the lines serving Southampton and Falmouth are practically the same corporation there is no likelihood of the money coming from the railroads.

The Southampton investment represents many millions of pounds, including berths in which all the great express steamships, the Aquitania, Majestic, Borealis, the Home, Olympic and Mauretania can lie side by side without interfering with each other. Southampton also possesses the unique advantage of four tide dials in the harbor. The tide sets in at Southampton when the water from the west passes the Isle of Wight and three hours later it again sets in from the eastern passage so that the rise and fall relatively are insignificant as well as affording two high tides.

Shippers also point to the experience of the Cunard line, which tried Falmouth before the war, and which the final port was Liverpool, with a four hour rail journey to London, the percentage of passengers using Falmouth with a four hour rail journey to London did not warrant the extra cost of maintaining the port. Many passengers also did not want to risk the difficult landing in tenders when the sea was running high into Falmouth roads.

No Speed Competition.
Both Cunard and White Star officials are inclined to insist that the ocean groundings are making practically a swift trip across the Atlantic as before the war, declaring that the Majestic's average is 24 knots and the Mauretania the same, and that neither is anything like the Mauretania or the Lusitania did in their prime. They say there is a disposition to compare the old five day sea passages with the present time required for the same journey to city. They admitted, however, that even the sea passages are now running six days against five before the war.

The high cost of operation, particularly as to fuel, also accounts for the companies unwilling to enter a speed competition. The cost of fuel to get extra knots above the ship's economical speeding rate increases enormously. It is admitted that the speed increase and problem has practically been eliminated in forcing steam, but most of the big ships were adapted for oil before the oil costs started to soar.

It is also admitted that passenger fares have increased more than the oil costs since before the war, but officials insist that the increase so far has not kept up the general increase in the cost of running the ships, and with the demand small for great speed the companies say that greater speed would not pay.

"There would be more passengers who would kick over the vibration, which cannot be eliminated in even the best ships when they are forced to great speeds than there would be those who would appreciate the saving of a few hours more New York and London," one official said.

FALMOUTH CLAIMS CONTINENTAL TRAFFIC

It Would Be Chief Object of Port Development.

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. PLYMOUTH, July 23.—Atlantic passages would be speeded up by the development of Falmouth port, but the chief object for it is the Continental traffic, the importance of which brought the White Star and Cunard lines to Liverpool to the Channel. Competition for New York trade to-day is keener than ever. Cherbourg is the great port of France, while traffic to Germany is increasing by leaps and bounds.

Steamship companies which are making Falmouth a terminal port will have to organize their own cross channel transportation or be at a great disadvantage in competition with other lines. Ferry service can be expedited by swift liners steaming direct between New York and Plymouth as before the war. On the last two days the Majestic passed Plymouth on Friday morning, proceeding to Cherbourg and Southampton, landing her passengers at Southampton so that they reached London thirty hours later than if the liner had called at Plymouth and then had disembarked there.

PERSHING REPORTS ON PREPAREDNESS

Pershing Tells Weeks of His Program to Protect the Seacoasts.

GUARDSMEN WOULD BE SENT TO STRATEGIC POINTS AND LEAVE FLEET FREE.

WASHINGTON, July 23.—Steps to establish a national position in readiness for the army as a development of the national military policy are forecast in a memorandum recently submitted by Gen. Pershing to Secretary Weeks and made public to-day at the War Department.

Details of such plans as may have been already prepared by Gen. Pershing have not been disclosed. The general nature of the project, however, contemplates assignment of National Guard divisions to meet any defensive position on coasts and borders to which they would be rushed in the event of war.

"Under this plan," Gen. Pershing said, "the military organizations required to secure critical landing places upon our coasts and favorable lines of advance upon our land front