violence to every principle of right and justice involved in this matter and without the grossest breach of faith on the part of the railroads to the men at present in their service. Under these circumstances it becomes apparent that the railroads cannot consider any settlement of the present strike which does not provide protection in their present employment, both to the loyal employees who remained in the service and to the new employees entering it."

When this information was conveyed to the brotherhood chiefs, who were waiting at the Hotel Woodstock, the latter asked to appear in person before the executives' meeting, which request was granted.

They then submitted the four peace proposals, which provided that the strikers were to go back on the pay roll on September 1 and the seniority question put up to the Government labor board. The brotherhood committee, however, disclaimed any knowledge as to whether this suggestion would be accepted by the striking shopmen, but requested that it be considered by the association, and also that it be presented to any individual road that might be inclined to make a separate settlement.

Roads' Vote Is 254 to 4.

The brotherhoods' proposition was turned down by a vote of 254 to 4, the roads voting according to mileage, each carrier getting one vote for each 1,000 or fraction miles of right of way.

The meeting then adjourned sine die. Chairman Cuyler said later:

"It may be, from the suggestion above mentioned of the mediators, that they will recommend to the leaders of the striking shopmen to permit settlements with individual roads, authority to make which has hitherto been declined by these leaders.

"While the basis suggested by the train and engine service brotherhood leaders interpreted as it is understood the brotherhood leaders interpret it, was not acceptable as submitted, a group of roads have determined to ascertain whether or not such modifications of it may not be obtained by further negotiations between this group of roads and the mediators as will make the proposal acceptable to at least some of the roads under their special conditions, which in that event would consider the making of separate and individual settlements."

Hale Holden, president of the Chicago, Burlington and Quincy, presided at the meeting of the eighteen executives in favor of listening to further peace talk.

They discussed the matter informally for half an hour, after which they separated, but agreed to remain in the city for a day or two to receive any further advances the brotherhoods or the shopmen may make.

Mr. Holden issued the following statement:

"At the conclusion of the general meeting of the Association of Railway Executives the officers of a considerable number of railroads remained in further conference over the proposition submitted by the brotherhoods.

"There was no dissent from the action taken by the main meeting."

One executive said the eighteen were merely "testing the good faith" of the unions in asking for a continuance of negotiations. Most of the other railroad men left town last night, no more general meetings of the association being contemplated.

Those at the Meeting.

Present at yesterday's meeting were: W. H. Finley, president, Chicago and Northwestern Railway; H. E. Byram, president, Chicago, Milwaukee and St. Paul Railway; Hale Holden, president, Chicago, Burlington and Quincy Railroad; Ralph Budd, president, Great Northern Railway; Howard Elliott, chairman; Charles E. Donnelly president, Northern Pacific Railway; R. S. Lovett, chairman; Carl R. Gray, president, Union Pacific system; J. Kruttschnitt, chairman, Southern Pacific Company; B. F. Bush, president, Missouri Pacific Railroad; L. F. Loree, president, Delaware and Hudson Company; W. W. Atterbury, vice-president, Pennsylvania system; A. H. Smith, president, New York Central lines; W. H. Truesdale, president, Delaware, Lackawanna and Western Railroad; F. D. Underwood, president, Erie Railroad; F. L. Blendinger, vice-president, Lehigh Valley Railroad; A. T. Dice, president, Philadelphia and Reading Railway; W. R. Cole, president, Nashville, Chattanooga and St. Louis Railway; Lyman Delano, vice-president, Atlantic Coast Line Railroad; S. M. Felton, president, Chicago, Great Western Railroad; E. J. Pearson, president New York, New Haven and Hartford Railroad; C. L. Bardo, president, Central New England Railway; E. N. Brown, chairman, Pere Marquette and St. Louis, San Francisco Railway companies; Frank H. Alfred, president, Pere Marquette Railway; C. E. Denney, vice-president, New York, Chicago and St. Louis and Lake Erie and Western railways; W. J. Harahan, president; C. E. Graham, senior vice-president, Chesapeake and Ohio Railway; N. D. Maher, president, Norfolk and Western Railway; W. T. Noonan, president, Buffalo, Rochester and Pittsburgh Railway; C. H. Markham, president, Illinois Central Railroad; Daniel Willard, president, Baltimore and Ohio Railroad; J. H. Hustis, president, Boston and Maine Railroad; M. C. Byers, president, Western Maryland Railway; G. R. Loyall, president, Norfolk Southern Railroad; C. H. Stein, general manager, Central Railroad of New Jersey; T. M. Schumacher, president, El Paso and Southwestern system; S. Ennis, president, Wheeling and Lake Erie Railway; J. M. Kurn, president, St. Louis-San Francisco Railway; A. G. Wells, vice-president, Atchison, Topeka and Santa Fe Railway; Percy R. Todd, president, Bangor and Aroostook Railroad; B. A. Worthington, president, Cincinnati, Indianapolis and Western Railroad; Eppa Hunton, Jr., president, Richmond, Fredericksburg and Potomac Railroad; Ralph Peters, president, Long Island Railroad; Rollin H. Wilbur, vice-president and general manager, Lehigh and New England Railroad Company; John W. Patten, chairman, Gulf, Mobile and Northern Railroad Company; Alfred P. Thom, vice-chairman and general counsel, Association of Railway Executives.

The roads which are in favor of continuing the conference are those which are in a position to give employment to all of their men now on strike. They are the Chicago and Northwestern, Chicago, Milwaukee and St. Paul; Chicago, Burlington and Quincy; Northern Pacific, New York Central, Erie, New York, Chicago and St. Louis; Chesapeake and Ohio, Norfolk and Western, Buffalo, Rochester and Pittsburgh; Baltimore and Ohio, Norfolk Southern, Wheeling and Lake Erie, Lehigh and New England, Rock Island, Minneapolis and St. Louis, Louisville and Arkansas and Alabama and Vicksburg.

FINISH FIGHT AGAINST PITTSBURGH COAL CO.

Miners Agree to Settlement in Southwest Fields.

PITTSBURGH, Aug. 23.—A fight to a finish between the Pittsburgh Coal Company, which refused to sign the Cleveland agreement, and the United Mine Workers of America, was forecast in a telegram from President John L. Lewis of the mine workers given out to-night. Mr. Lewis instructed members of District No. 5 not to return to work, despite the big wage increase, until the company accepted all the terms of the Cleveland settlement.

KANSAS CITY, Aug. 23.—An agreement to end the coal strike in the Southwest and resume operation of mines immediately was reached late to-day at a conference here of miners' union officials and operators from Missouri, Kansas, Arkansas and Oklahoma.

GOVERNOR CONFERS ON COAL SHORTAGE

Miller, Planning Message to Legislature, Sees Harkness and Church.

JAIL FOR GOUGERS URGED

Caulfield Says Prison Only Will Halt Profiteers in Fuel Shortage.

Fact finding for enlightenment of the special session of the Legislature in Albany Monday is occupying State and local fuel authorities. With the situation made grave overnight by the anthracite fiasco at Philadelphia, all relief measures wait and depend upon action at Albany, according to local administrative circles yesterday.

Gov. Miller conferred there yesterday with Le Roy T. Harkness, Transit Commissioner, and Major Elihu C. Church of the Port of New York Authority on proper legislative treatment of local coal problems.

"Fuel for the householder," is believed to be the primary appeal in his message to the Legislature expected the end of the week.

Suspend Smoke Ordinances.

Meanwhile legislative recommendations of the State conference of Mayors are being put in shape by the bill drafting department in the Capitol for presentation to the legislators. Suspension of smoke ordinances in five cities, Yonkers being one, is already under way, W. P. Capes, conference secretary, reported.

Proposals that the State authorize New York city to initiate a $25,000,000 bus program as a reserve against reduction in subway service, and increase its special revenue bond limit from $2,000,000 to $5,000,000 to provide funds for purchase of coal in the open market during emergency are to be considered by the Board of Estimate to-day.

Application of the B. R. T. to cut non-rush hour service 10 per cent. because of coal shortage was denied by the Transit Commission yesterday.

Penn Yan, N. Y., has presented the first case of distress to the State Coal Board, according to C. H. B. Chapin of the Public Utilities committee. He yesterday asked Pennsylvania authorities about the fate of a 300 ton allotment for the Yates county community, which Washington had "placed" in the western Pennsylvania fields.

Lack of Gas at Penn Yan.

The Penn Yan gas works has been partially shut down since Monday, putting out of commission three newspapers with gas supplied linotype machines. Two cars of the company's coal in transit were commandeered by the New York Central and a third was "lost," according to Mr. Chapin.

New York city's boiler and furnace heating equipment is largely interchangeable for either hard or soft coal, according to experts of the heating equipment concern.

Their conversion to accommodate soft coal for lack of anthracite this winter will cause inconvenience, however.

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau,
Albany, Aug. 23.

Gov. Miller conferred with a score or more of coal dealers and representatives of operators this afternoon on the coal shortage situation, preparatory to the extraordinary session of the Legislature next week.

"Of course whatever we do we shall need the cooperation of these gentlemen," said the Governor. "We had a general discussion on the situation. I find there is a general prospect of prompt resumption of mining in the bituminous fields and they can produce more than the normal consumption of the country. The anthracite situation is different. When mining will be resumed in the anthracite fields nobody seems to know. Of course the immediate problem we have to deal with is domestic fuel for the householder. We can't do much in the way of distributing it until there is some fuel to distribute."

Retail Dealers Present.

Among those at the conference were a committee of retailers, headed by George Woodside, secretary of the New York State Retail Coal Dealers Association; a committee of wholesalers, headed by J. S. McEwan and Seth Morton of Albany, and a committee representing the anthracite producers, led by W. H. Williams, vice-president of the Delaware and Hudson road, and W. Birmingham of the Lackawanna.

Many believe that the fuel distributor should have full control over prices and that heavy prison sentences be imposed for profiteering. Assemblyman James Caulfield of Brooklyn, who was in Albany to-day, said that his experience as a member of the Lockwood housing committee showed that a prison sentence with no fine as an alternative was the only means of enforcing such a law.

Gov. Miller said that he was getting information from all sources, but that the situation is one that may be changed at any time by developments.

BOARD FINDS COL. BECK DIED IN LINE OF DUTY

New Trial of Slayer May Result From Weeks's Action.

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

A new trial for Jean P. Day of Oklahoma City, who on April 4 last shot and killed Lieut.-Col. Paul W. Beck of the Army Air Service, may result from the action taken by Secretary of War Weeks in sending to the Attorney-General of Oklahoma a copy of the findings of the Board of Officers convened to investigate the shooting.

The report of the board, which was convened for a second time because of the desire of Secretary Weeks to obtain more evidence, completely exonerates the dead officer from dishonorable conduct, the findings of the board declaring that he met his death in the line of duty and had not committed wilful misconduct while at the Day home.

The Board of Officers reported a diametrically different conclusion from that reached by the Coroner's jury, which acquitted Judge Day on the assumption that it was a case of justifiable homicide because of the claim of the defense that Beck had made an attack on Mrs. Day.

CENTRAL PENNSYLVANIA MINES TO OPEN AT ONCE

Agreements Include Old Wage Scale and Checkoff.

ALTOONA, Pa., Aug. 23.—Agreements which will immediately open mines in central Pennsylvania with an annual output of 30,000,000 tons of coal were signed here to-night by operators and representatives of District No. 2, United Mine Workers of America. The old wage scale with the checkoff was accepted.

HOUSE PASSES BILL, 219-55, FOR AN INQUIRY INTO COAL

Continued from First Page.

The Coal Commission believes it should call this matter to the attention of the New York delegation in Congress and urge upon it vigorous and united effort to secure immediate action.

President Harding is standing aloof in both the coal and railroad strikes awaiting developments and progress on the legislation urged upon Congress. The Administration is hopeful that the return of bituminous coal miners in a number of States will greatly ease the situation, though there is marked uneasiness over the failure of the anthracite parley and the apparent determination of railroad executives and shopworkers to engage in a finish fight. Though no direction is being taken by the Administration toward the mining of coal, President Harding's declaration that there would be coal still stands, it is asserted.

Secretary of War Weeks stated to-day that the Government would have to take over the railroads in an extreme emergency. It would be done, he said, only as a last resort and in event of failure of the executives to keep their lines open sufficiently to meet the necessities of the people.

The morning upset in House consideration of the Winslow bill jolted Republican leaders but they rallied sufficient strength during the day to come out with a sweeping victory. The Rules Committee met for the stated purpose of passing a special rule under which the Winslow bill for a fact-finding agency was desired by the President could be put through.

Refuses to Report Rule.

Representative Johnson (S. D.) sprang a surprise when he offered the Bland bill as a substitute for the Winslow bill and his motion carried 5 to 4, with himself and Representative Dale (Vt.), and Schall (Minn.) Republicans voting with Pou (La.) and Garrett (Tenn.) Democrats, for the Bland bill. Chairman Campbell then refused to report the rule. A motion for adjournment was lost. With the Bland bill in, the Democrats rallied more strength and Republican leaders caucussed. Finally a compromise was reached under which the rule was to be reported for the Winslow bill, but it would permit unlimited debate and amendments. Both sides claimed victory in the skirmish. In this situation when the house met it was determined to bring the Winslow bill up in regular order. It was calendar Wednesday and on the call of committees, the Weights and Measures Committee is the only one ahead of the Interstate and Foreign Commerce Committee. Weights and Measures offered nothing and the Commerce Committee offered the Winslow bill. This saved a House vote on the rule with two roll calls.

In presenting the measure Mr. Winslow outlined its provisions and its limitations, declaring it was not in the mind of the President or the framers of the bill to set up ay agency to run the coal business but merely to find the facts for the public.

Says Bill Has No "Teeth."

Representative Bland (Ind.) followed and complained that the Winslow bill provided a commission of men who knew nothing about the industry. He said the bill had no "teeth" and the investigation would be stopped by court injunction, the same as Federal Trade Commission efforts to find facts were stopped. He cited the long hearings held by the Labor Committee and said it was agreed that both sides in the industrial dispute should be represented in a fact-finding agency. He wanted a bill predicated on the knowledge gained from the hearings substituted for the Winslow bill which he characterized as a hurried and thoughtless job. The measure, he said, was not as strong as the Federal Trade Commission law, which had been defeated in the courts.

Representative Garrett (Tenn.) summed up Democratic opposition to the measure in the statement that it offered no relief in the present situation or any similar situation that might arise.

STEEL WAGE RAISES SPREAD IN INDUSTRY

Continued from First Page.

crease is expected to put an end to the strike at the Inland Steel mill.

Other independent steel corporations, including the merged Bethlehem and Lackawanna interests, yesterday fell in line with the higher wage policy of the United States Steel Corporation. Indications were that practically every steel company in the country would be compelled to follow suit to prevent men from drifting to concerns paying the higher rates.

One of the principal results of the increase in wages first announced Tuesday by Judge E. H. Gary, chairman of the United States Steel Corporation, will be to increase the prices of steel products, it is generally believed. Various steel companies, particularly the independents, have been operating on such a narrow margin of profit that it will be necessary for them to advance their selling prices in order to meet the additional costs imposed by the higher wage rates.

James A. Farrell, president of the Steel Corporation, declined to comment on the prospect of higher prices.

LEWIS SAYS MINERS' MEETING HAS ENDED

Arbitration Demand Blocks Chance of Settlement.

PHILADELPHIA, Aug. 23.—Miners' representatives, headed by John L. Lewis, president of the United Mine Workers, will remain in Philadelphia until tomorrow, but this was said not to indicate that they had hopes a resumption of the joint conference between themselves and the anthracite operators' committee in an endeavor to patch up negotiations broken off suddenly yesterday.

"Our work to-day and to-morrow," said Philip Murray, vice-president of the union, "is merely of a routine nature."

"The conference is adjourned as far as we are concerned," Mr. Lewis said. "As long as the operators insist upon arbitration to settle the strike we are through."

The operators, who conferred among themselves to-day, although issuing no formal statement, indicated that their position, held since the joint conference began last Thursday, was unchanged.

The position of both parties to the argument, which began with the suspension in the Pennsylvania hard coal fields last April, seemed to indicate to observers that the fight between the operators and the 165,000 hard coal miners was to the finish unless President Harding again invited the opponents to resume negotiations.

MRS. GIBERSON WILL BE ARRAIGNED TO-DAY

Accused Woman Refuses to Answer Detectives Queries.

Special Dispatch to THE NEW YORK HERALD.

TOMS RIVER, N. J., Aug. 23.—Mrs. Ivy Giberson, wife of William Giberson, who was murdered at his home in Lakehurst on Monday morning of last week, will formally be arraigned before Justice of the Peace J. B. Willets at Toms River to-morrow afternoon at 2 o'clock. Prosecutor Jayne will make the charge.

Leroy Richmond, aged father of the accused woman, was permitted to visit his daughter in her cell here to-day for the first time since she was arrested. Prosecutor Jayne and Detective Ellis Parker also attempted to question Mrs. Giberson in her cell, but it is reported that she refused to answer any questions as instructed by her counsel, former Judge W. Howard Jeffrey.

FRENCH AND SMITH ARE RENOMINATED

Will Run Again for Congress in Idaho Contests.

WALLACE, Idaho, Aug. 23.—Charles C. Moore of St. Anthony was nominated for Governor to-day at the Idaho Republican State convention here. Burton L. French, Representative of the First Idaho district, and Addison T. Smith of the Second district were renominated.

The Democratic State convention at Hailey yesterday nominated Moses Alexander for Governor and George Watters and W. P. Whitaker for Congress from the First and Second districts respectively.

The Idaho Progressives at their State convention at Nampa nominated H. F. Samuels for Governor and W. W. Deal and Dow Dunning for Congress in the First and Second districts respectively.

FOUND ANYTHING?
If so, see if it is advertised in the Lost and Found columns of to-day's New York Herald.

FOSTER ARRESTED IN REDS' ROUNDUP

Continued from First Page.

the demonstrations are said by officials to be scheduled for the next few days.

William J. Burns, Chief of the Bureau of Investigation of the Department of Justice, has submitted to the Attorney General a report dealing with participation of the "reds" in disturbances in strike areas, which have resulted in loss of life and property damage. The facts have been sent in many instances to Federal District Attorneys for Grand Jury action.

The arrest of Foster and of others whose names have been linked by the department with strike disorders, officials declared, may be taken to indicate that the Government is convinced that ample foundation exists for earlier reports of I. W. W. activity in troubled strike areas. It also developed to-day that as a result of special instructions given to Government attorneys the department plans prosecutions for conspiracy to interfere with interstate commerce and to hold up the mails, chiefly in the West and Middle-West. Investigations designed to reveal the existence of conspiracy in the demonstrations on the lines of the Southern Railway, also have been ordered by the Attorney General.

COUPLE WED IN PLANE 1,000 FEET OVER HUDSON

Prize Pilot Promises Bride to Stay on Earth Hereafter.

In the roar from the two Liberty motors of his big F-5-L seaplane drowning out the parson's words former Lieut. Lloyd Bertaud of San Francisco, aviator and holder of the world's endurance flight record, was married yesterday to Miss Helen Virginia Lent, daughter of Mr. and Mrs. David B. Lent of 532 West 145th street. The ceremony was performed by the Rev. Belvin W. Maynard, the "flying parson," while the plane was 1,000 feet over the Hudson River.

Besides Bertaud and his bride there were in the plane the parents of Miss Lent, the best man, O. B. Myers of 80 Madison avenue, Flushing; the maid of honor, Miss Jeanne Ligon of 709 West 170th street; Mrs. Warren Luce of 26 West Seventy-first street, and a mechanic. While Bertaud piloted the plane the Rev. Mr. Maynard stood in the forward cockpit and married the couple.

Bertaud will pilot the Curtiss "Wildcat" in the 1922 race this fall, but after that he will leave the sky for all time and enter the automobile business in San Francisco. "I had to quit flying," he said yesterday, "or Miss Lent wouldn't have married me."

MELLON'S NEPHEW FACES $125,000 DAMAGE SUIT

Engineer Says He Failed to Bid on Hudson Tunnel.

A suit for $125,000 damages against Thomas A. Mellon, a nephew of the Secretary of the United States Treasury, was brought in the Federal District Court yesterday by Truesdale & Nichols of 149 Broadway, counsel for Andrew A. Cohill, an engineer, living at the Hotel Pennsylvania, who is concerned in the construction of the Queens tunnel under the East River at Fifty-ninth street.

According to the complaint Mellon on June 27, 1921, made an agreement with Cohill to form a corporation for the purpose of making a bid for work in connection with the construction of the vehicular tunnel under the Hudson River from Canal street, Manhattan, to New Jersey. Cohill alleges that Mellon, despite the agreement, failed to form the proposed corporation and incidentally failed to make a bid for the tunnel work, the contract of which was finally awarded by the Tunnel Commission to the firm of Booth & Flinn.

Conklin & Montross of 59 Wall street represent Mellon in the suit, which was begun with the service of a summons on April 12.

GUEST AT COMMODORE DIES IN TEN STORY FALL

Charles Shapiro, Bridgeport Lawyer, Had Been Ill.

Charles H. Shapiro, 42, a lawyer, of Bridgeport, Conn., either fell or jumped from a window of his room on the tenth floor of the Hotel Commodore early yesterday and was killed. He had been suffering from a nervous breakdown and came to New York Sunday night, accompanied by a relative, Frank Stock, of New Haven, intending to go later to Asbury Park for a rest.

Mr. Shapiro complained Tuesday night that he was feeling worse, and Mr. Stock was at a railroad station yesterday morning buying tickets for their return to Bridgeport when Mr. Shapiro fell to his death. He had a wife and five children. His brother, Joseph Shapiro, is Judge of the City Court of Shelton, Conn.

Miners Quit at Herrin; Bosses Fail to Suit Them

HERRIN, Ill., Aug. 23 (Associated Press).—Union employees of two mines in the Herrin sub-district walked out today, soon after the collieries resumed operations after 144 days of idleness.

One group refused to work when the mine officials would not remove a master mechanic, to whom the miners objected, and the other miners quite because they objected to their bosses. Union officials are attempting to adjust the differences.

TIM HEALY ASSAILS HARDING IN STRIKE

Firemen's Chief Charges President Broke His Word to Railmen.

POUGHKEEPSIE, Aug. 23.—Timothy Healy, international president of the Stationary Firemen, speaking to-day before the convention of the New York State Federation of Labor, described President Harding as "the great big wallflower of the White House" and Chief Justice Taft as "a man who couldn't get a job as constable or dog catcher in any election anywhere in the United States."

"I'm talking mighty plain," said Healy, "but I don't want to say anything to-day that might tend to muddle the waters."

Healy said that President Harding had broken faith with the striking railroad shopmen, as, after making his first proposition asking the carriers to take back the striking railroad shopmen with seniority unimpaired, he promised a committee of union men that he would "use the big stick" to make the raidroads accept. Instead, Healy added, "the other fellow used the big stick on the President." When the first proposal was turned down by the carriers, the labor leader continued, the President offered a second suggestion that the men be taken back and the question of seniority be left to the labor board to settle.

"Last Friday," said Healy, "the President threw up his hands and said he was unable to settle the strike. Teddy Roosevelt wouldn't have done that; Woodrow Wilson wouldn't have broken faith with labor that way."

Healy's criticism of Chief Justice Taft referred to the action of the Supreme Court in declaring unconstitutional the Federal child labor law, and to Mr. Taft's opinion in the case of the Coronado Coal Company. A resolution was introduced by Healy and adopted by the convention, calling for legislation to provide for the recall of State Supreme Court Justices and the election of Appellate Division Justices by popular vote.

Healy declared that all the murders and violence growing out of the railroad strike had been committed by "ruffians employed by the railroads." He praised United States Senator La Follette of Wisconsin, Borah of Idaho, Johnson of California, France of Maryland and Walsh of Massachusetts as "the most loyal bunch of men to labor that ever sat together in any body."

Other speakers were Mayor George R. Lunn of Schenectary, William F. Deegan, State commander of the American Legion; F. E. Boland, internation vice-president of the blacksmiths' union, and State Senator Seymour Lowman of Elmira.

WET SPECIAL PLEADERS FIND NO DRY EXPONENTS

Anti-Volstead Association's Debate One Sided Affair.

In an untenanted store at 2 Rector street the best spellbinders of the Association Against the Prohibition Amendment gathered at noon yesterday to argue with any random supporters of the Volstead law who might wander in. More than a hundred men and boys and three or four women gathered to hear. When the meeting was thrown open men told of druggists who couldn't pay the rent before prohibition and now were riding in motor cars. Others said prohibition was a failure because it couldn't make folks do what they didn't want to.

This kept on for more than an hour. Finally the crowd dwindled to nothingness and the assault upon the Eighteenth Amendment closed with the amendment still attached to the Constitution.

TWO POLICEMEN 'FIRED' AS TAKERS OF BRIBES

Men Also Accused of Reckless Motor Riding.

Patrolmen Ernest O. Lawson of the Forty-fifth precinct, and Edward J. McLaughlin of the Seventy-sixth, alleged to have accepted bribes from taxicab chaffeurs and passengers after accusing them of speeding, have been dismissed from the force. The general orders of the department issued last night stated they had been arraigned before a Deputy Police Commissioner and found guilty of conduct unbecoming an officer.

Another specification was that the patrolmen, when off duty and in uniform on April 17, were riding in an automobile running at a speed "not careful and prudent." Lawson was charged with driving the automobile. Other specifications against Lawson were that he failed to report for drill instructions and was absent from special post.

Lawson is now under arrest in connection with an automobile extortion case in The Bronx.

DIES OF HALLUCINATIONS IN SLEEPING SICKNESS

Man Lasts Ten Days With Unusual Feature of Ailment.

Dominico Accurso, aged 24, a laborer of 203 Chrystie street, died of sleeping sickness last night in Bellevue Hospital. Accurso became ill on August 13.

Doctors at Bellevue say the sleeping sickness that killed Accurso was not of the ordinary variety in which the patient sleeps for long periods. Accurso suffered during his illness with hallucinations, an unusual feature of this malady, they said.

AMERICAN TO TRY HIS GLIDER IN GERMANY

PARIS, Aug. 23 (Associated Press).—Edmund Allen, the American pilot who participated in the glider contests at Clermont-Ferrand, left here to-day with his companions for Gersfeld, Germany, determined to fly in the "sailplane" contest.

It is uncertain whether he will be allowed to compete for the prizes, but his desire is to try out under official supervision his American machine, which was rushed through the German customs under instructions from the War Department.

HARDING AGREES TO DEFER SHIP SUBSIDY

Controversy Over Liquor Sales on Vessels and Strike Crisis Prompt Stand.

ACTION IN DECEMBER

Change of Program Averts Fight as Bitter as That Over Bonus.

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

The lively controversy over the sale of intoxicants aboard American ships; together with the serious industrial situation, led President Harding to agree to-day to a postponement of ship subsidy legislation until the December session of Congress. Mr. Harding's action in view of his previous repeated assertions that nothing in the legislative programme was so important came as a surprise.

It does, however, avert a fight fully as bitter as those over the tariff and bonus issues, and paves the way for an early adjournment of the Senate and House so that the members can get back to their districts in time for the campaign.

Mr. Harding consented to the delay in a letter to Representative Mondell (Rep. Wyo.), the majority floor leader. The decision to let the measure go for the present simplifies the Congressional program materially, leaving only the tariff and bonus issues in a state of animated suspension, and those measures relating to the coal and railroad strikes, upon which action is expected soon. Here is Mr. Harding's letter to Mr. Mondell:

"My Dear Mr. Mondell:

"I have your note conveying the reluctance of yourself and your assistants favorable to the bill to aid American merchant shipping to bring the measure up for a vote in the prevailing situation in the House. I am frankly disappointed that the circumstances have combined to make it difficult, due on the one hand to the diminished attendance in the House, and chargeable, on the other hand, to the new complications which have arisen. It would be folly to ignore the development of the prohibition issue which came up so unexpectedly and we must face the fact that the friends of the bill must harmonize their views to accord with both the constitutional amendment and public opinion on this subject. Moreover, the same friends of the measure must reach a concord in the matter of the favoring provision carried in the tax exemption section which was designed to provide an indirect aid to American shipping enterprises.

"I need not tell you that but for the engrossment in the industrial situation I should have long since invited conferences looking to an agreement on the problems. I am so earnest about the passage of this measure, I think it so important in furthering our commercial good fortunes and so essential to our self dependence and our national defense that I had much rather the bill should await consideration until we can rivet the attention of Congress with a full attendance than jeopardize its success by pressing for an immediate decision. I venture to express to you in this way the hope which I have previously uttered that the Administration may find a way to deal with these new difficulties with the approval of all supporters of an American merchant marine and that we then may have favorable action before the Congress gets too deeply engaged in the pressing legislation which must be considered in the short session. Very truly yours,

"WARREN G. HARDING."

GAIN BY MERCHANDISE FAIR.

Buyers and Business Booms as Closing Nears.

The expected increase in both buyers and business hit the Merchandise Fair yesterday in the Grand Central Palace. The fair will close to-morrow.

A delegation of fifty persons from Bloomingdale Brothers, in charge of several members of the office personnel, inspected the exhibits early. Several department buyers were in the delegation. Other New York department stores that sent buyers to take advantage of the closing days of the fair included those of John Wanamaker, Gimbel Brothers, R. H. Macy & Co., Lord & Taylor, Saks Co., Hearn's and Bonwit, Teller & Co.

Arrivals of new buyers up to noon were in excess of 1,200, a gain of 15 per cent. over Tuesday's record. Included were many from the Pacific coast.

Ice-Pie

The New York Pie belt covers the city like the dew. And everybody wants flaky crust that melts in the mouth. Here's how to make it with the help of Knickerbocker Ice:

"Flour and fat should be cut together not rubbed with the hands. Everything should be cold. Make the pastry the day before or several hours before using; put it into a bowl, cover and set in the refrigerator. It is through the expansion of this cold air (which has been incorporated in the pastry, both in the making and the standing in the refrigerator) in a hot oven which gives the flaky quality to a perfect pie."

The recipe is given by Table Talk, The National Food Magazine. A telephone call to-day will start regular Knickerbocker Ice service to-morrow.

Knickerbocker ICE Company

DEMOSTHENES IS MADE LIVE CAMPAIGN ISSUE

Spokane Greek Colony Says Candidate Libels Orator.

SPOKANE, Aug. 23.—Demosthenes lived about 384 B. C. and spoke a language now dead, but he is nevertheless a live issue in the Democratic congressional campaign being waged by Fred Schade.

Schade, in a speech accused Demosthenes of being a traitor to his country and called the ancient orator a "damn dirty Greek." The Spokane Greek colony demanded a retraction.

Schade refused to retract and told the "Greek boys" to study up on Greek history.

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