

## PLAN CHEAPER RATE ON NON-LIQUOR SHIPS

### Operators Fear Otherwise Foreign Vessels Will Get Traffic.

## BEGIN REMOVING RUM

### Officers Seize Four Cases of Contraband on Shipping Board Vessel.

## THREE CANCEL PASSAGE

### Travelers Tell U. S. Line They Will Sail on British Steamer.

In compliance with the decree of Attorney General Daugherty that American ships shall be barred from carrying liquor on the high seas vessels of the United States Lines will sail hereafter without even so much as a pint of whisky for medicinal purposes, Thomas H. Rossbottom, general manager, said yesterday.

The liquor stocks of this line, it is understood, will be turned over to the customs department.

Local agents of foreign steamship lines declined yesterday to comment regarding the Attorney-General's ruling. They are awaiting presentation of the ruling to the officials of their various companies, it was declared. None of them would discuss the probability of diverting their vessels from their courses to take on and discharge liquor cargoes at nearby foreign ports.

Assuming that American commerce will suffer a serious setback by the ruling the suggestion was made yesterday in responsible shipping quarters that operators of American passenger ships might apply for a rate differential based on their inability to serve liquor, whereas, it is believed, their foreign competitors will continue to do so. Passenger fares on the Atlantic are rigidly controlled by the North Atlantic Conference, composed of American and foreign lines, and the proposed rate cut for non-liquor carrying American vessels necessarily would have to be sanctioned by the conference. If the suggestion for the rate differential is made, it is certain to precipitate a serious rate war, said officials of several lines. They declined to admit, however, that "definite plans" are being made for application of a differential.

## SEIZE FOUR CASES OF RUM

### That travel on American ships will be cut down by the ruling was emphasized yesterday, when three persons canceled passage booked on the President Polk, a Shipping Board vessel due to sail tomorrow for Plymouth, Cherbourg and London. They avowed they would not cross the Atlantic "on a dry ship, but will look passage on a British vessel."

The first instance of liquor being removed from a United States Shipping Board vessel since Attorney-General Daugherty made the ruling occurred yesterday when the freighter Winona, in service for the Export Steamship Company of 25 Broadway, docked at the Java street pier, Brooklyn. It was boarded by dry agents, who seized four cases of liquor. Officers of the vessel disclaimed ownership of the liquor, explaining that it probably was brought aboard by some of the 2,000 refugees recently transported by the craft from Smyrna when the Near East city was destroyed by Turkish fire.

H. H. Raymond, president of the American Shipowners Association, spent yesterday in Washington. While other officials of the same organization declined to admit that his visit to the capital had anything to do with the ruling of Mr. Daugherty it was hinted that efforts might be made by the association to have Congress define the in-

## Beggar's Bank Account More Than Magistrate's

### MAGISTRATE MCGEEHAN sentenced Harry Sher, a mendicant, to thirty days in the workhouse yesterday, finding him guilty of begging in front of the Pennsylvania Hotel on October 6.

"You have more money in the bank than I have," announced the Magistrate after a probation officer had reported Sher's savings as \$1,000, with a quantity of miscellaneous cash found in his home and various pockets.

## "Inconsistency Evident."

### Prohibiting liquor from American vessels is inconsistent with Congressional exemption of the Volstead law's application to the Canal Zone, said Ira H. Campbell, counsel for the American Steamship Owners Association.

The Volstead law is either unconstitutional or the ruling of Attorney-General Daugherty is illegal, said Mr. Campbell, inasmuch as "Congress has no authority to limit the intent of the prohibition contained in the Eighteenth Amendment, so that if the intent of the amendment was, as claimed by Attorney-General Daugherty, to make prohibition applicable wherever the flag flies."

"The ruling of the Attorney-General directly contravenes that provision of the Volstead law which exempts the Canal Zone from jurisdiction of the Volstead law," said Mr. Campbell. "The inconsistency of Mr. Daugherty's ruling is evident. If the amendment is not broad enough to include the Canal Zone in prohibition then the present enforcement laws are not broad enough to include ships which are outside the territory of the United States."

"In the earlier national prohibition cases the Supreme Court expressly held that Congress had power to pass only enforceable legislation. It could not do so in violation of the prohibition. If it were the intention that the Eighteenth Amendment should be as broad as the Thirtieth Amendment and apply to any territory without the limits of the United States, whether on land or ships, Congress could not pass any valid enforcement legislation which would exempt any territory whatsoever subject to the jurisdiction of the United States from the application of the Eighteenth Amendment. And yet Congress, in the Volstead act, expressly exempted territory over which the American flag flies outside the territorial limits of the United States—the Canal Zone."

## "What Will Be Effect?"

### "The Attorney General says: 'I believe from a study of the history of conditions out of which the Eighteenth Amendment grew it is equally clear that the words "territory subject to the jurisdiction" of the United States, carry the intent to carry its provisions over every spot where the flag of America flies.'

And yet in discussing transportation by foreign ships he says, in reference to transportation throughout the Canal Zone: "When Congress was ready to permit such a transit for special reasons in the Canal Zone it permitted it in express words."

"The Attorney General must have believed, when he wrote those words, that Congress did not intend that the Eighteenth Amendment should apply to the Canal Zone and he seems to hold that it is not applicable. If the amendment does not apply to the Canal Zone it does not apply to the United States; and if the American flag flies outside the territorial limits of the United States, and if Congress has power to exempt the Canal Zone, how can the Attorney General say that it does apply to ships outside the territorial limits, but not to other territory? How can such a construction be squared with the ruling of the Supreme Court that Congress could not thwart the amendment?"

"The fact is that you cannot reconcile the provision in the Volstead act permitting transit through the Canal Zone, over which the American flag flies, with any intent on the part of Congress that the Eighteenth Amendment should apply without the territorial limits of the United States."

"What will be the effect? An American ship cannot transport liquor from a Cuban port to a west coast, South American port, through the Canal Zone in due course of trade—whereas the ships of foreign nations can."

"Logic forces the conclusion that if the Canal Zone is not within the prohibition, neither are American ships on the high seas. The Volstead act, by section 1891 of the revised statutes, is only applicable within the territorial limits of the United States, for it contains no provision which would make it more extensive."

## SHIP LIQUOR RULING MENACE TO TRADE

### Continued from First Page.

Honolulu. The certain effect of the ruling, Chairman Lasker and other officials of the board believe, will be to divert traffic from Seattle and to cause lines to take the straight course from Vancouver to the Far East without touching at the important American island possessions, as no ships dispensing liquor can enter the port of any of these possessions.

Too much stress, Chairman Lasker believes, is placed on the passenger end of the matter. He takes the view that cargo is created to a very large extent by passenger traffic and the loss of this traffic will mean an enormous slump in the cargoes going to American ships.

## Injunction Process Doubtful.

### How the foreign nations will proceed to test the validity of the Daugherty ruling is not known. Some Government officials doubt whether an injunction would lie against the Government in a case where the offense is "criminal," as in the case of liquor dispensation. One easy way to bring it up, it was stated, would be for someone deliberately to cause himself to be arrested, and the case brought up to the Supreme Court through all the gradations.

It was pointed out by Shipping Board officials that the Government made no profit out of the dispensation of liquor, that operators of the vessels supplied it and that the returns to the board did not indicate the extent of the revenue. Probably the Treasury regulations will provide for the payment of liquor confiscated after the arrival of ships in port. The regulations will also, it is understood, take care of the situation as respects foreign diplomatic missions, this being one citadel of freedom, according to views heretofore expressed on behalf of the State Department.

There are few Government officials who really believe the situation growing out of the Daugherty ruling has in it any of the elements of permanency. That it results in an impossible and wholly impracticable attitude on the part of the United States is generally admitted. The general view is that it is the clarion call for adjustments and gear shifting in the mechanism of American prohibition rather than advancing the case of enforcement.

## BUSCH SAYS LAW WILL BREAK IF ENFORCED

### St. Louis Brewer's Comment on Sea Liquor Rule.

Adolphus Busch 3d of St. Louis, son of Adolphus Busch, the brewer whose criticism of the shipping board for permitting the open sale of intoxicating liquors on board American passenger steamships owned and operated by the board opened up the entire subject of liquor at sea, has telegraphed to The New York Herald as follows regarding Attorney-General Daugherty's ruling: "TO THE NEW YORK HERALD: 'The law as construed by the Attorney-General's opinion, rather than the opinion itself, is and will continue to be a menace to our commerce, and certain to cause international embarrassments. I greatly regret if we have the slightest extent interrupted the progress of the Administration's ship subsidy program, but we shall continue to keep before us the greater purpose. We believe that rigid universal and impartial enforcement will secure the modification or repeal of a law which is admittedly without popular support and is breaking down national morals and bringing upon us international contempt. If good citizenship and national decency can be aided by this means, obviously even so admirable a measure as the ship subsidy becomes of secondary importance. 'ADOLPHUS BUSCH, 3d. 'ST. LOUIS, Oct. 8.'"

## BRITAIN WILL NOT FIGHT LIQUOR RULE

### Foreign Office Believes United States Has Right to Stop Alcohol.

LONDON, Oct. 9 (Associated Press).—The ruling of Attorney-General Daugherty in Washington prohibiting liquors on vessels within American waters will give rise to no international complications according to the view expressed by British Foreign Office officials today in discussing the subject. The general Foreign Office view was summarized somewhat as follows:

"It is domestic American legislation in which Great Britain has no right to interfere. The United States Government has a perfect right to enact shipping laws that it thinks fit and to enforce them within the three mile limit. If British interests are damaged thereby it would be possible for the Foreign Office to make friendly representations on the subject, but it could not go further than that."

It was stated that the Foreign Office was ready to receive a deputation from the Chamber of Shipping to discuss the question if that body thought such a step necessary.

"It seems to us, however," it was said, "that it is the American shipping interest which will suffer if the Attorney-General's opinion is actively adopted. It remains to be seen what action United States shipowners will take."

A view which was said to sum up the attitude of the British shipping companies was expressed thus:

"We have received no notice of any new ruling. The published accounts at this moment are conflicting. We shall say nothing and do nothing."

On the other hand, it was stated in some quarters that the British companies, when notified officially, would fight the ruling in American courts. It is thought they would ask for an injunction and, that procedure failing, might consider diverting the large passenger liners by way of Halifax or other Canadian ports.

It was pointed out that a big liner usually carries about 50,000 bottles of beer, 2,500 bottles of champagne, 1,500 bottles of liquor and 4,000 bottles of other spirits. It was next to impossible to transfer such a load to another ship, especially in rough weather, it was said.

## PETITIONS OF 11,116 NOMINATE COHALAN

### Managers Say 20,000 Names Were Obtainable, Though Only 1,500 Are Required.

Nominating petitions filed yesterday by surrogate John P. Cohalan, who seeks reelection on an independent ticket, bore 11,116 signatures. More than 20,000 persons sent their names to the Cohalan headquarters indicating willingness to sign, but only little more than half could be obtained for the official petition.

With the presentation of the nominating petition Mr. Cohalan is nominated and his campaign will begin to-morrow. Leslie J. Tompkins, professor of the department of law at New York University and one of his managers, said:

"This is the largest number of signatures ever attached to an independent candidate's nominating petition, so far as I could learn. The law calls for only 1,500 signatures. The signers to the petition represent men and women in every walk of life and all creeds and races."

Among the signers were Oscar S. Straus, John W. Goff, William C. Everts, William Dean Embree, Joseph H. Choate, Jr., Allen W. Everts, Harold A. Content, Egerton L. Winthrop, Jr., Miss Margaret Keyes, Mrs. Philip Lewisohn,

Mrs. Anton Schwartz, Mrs. Marjorie Thompson, Mrs. Charles L. Tiffany, Miss Ethel Stebbins, Miss Katherine Devoreux Blake, Mrs. Mary Fisher Torrance, Mrs. Jean Burnett Tompkins, Edward J. Maguire, Merrill E. Gates, Norman W. Chandler, Robert W. De Forest, Emilie Brogl, William J. Solomon, Edward Lauterbach, Gordon Knox Bell, Frederick Beitz, Peter Lowenthal, Rabbi Marise H. Harris, Henry Clay Greenberg, Fred Hawthorne, William B. Larkin, Winthrop W. Aldrich, Albert Wintenberg, Dr. Frank McLean, Miss Elizabeth Manning, Bernard L. Tim, Frank D. Pavey.

Also Mrs. Santo Carlo Chirabello, Mrs. Albert Canfield Bago, Mrs. Walter A. Burke, Mrs. Margaret Crumpacker, Mrs. Richard H. Kingston, Dr. Justine Kiots, Miss Henriette A. Neuhaus, Miss Isabel C. Kopper, Mrs. I. Maurice Wormser, Mrs. David Burr Luckey, William Laurel Kelly, Miss Ethel Nardivelli, Francis W. Hoffnagle, Michael Blake, Henry E. Dixey, Jr., Mrs. Isadore Cohen, Dr. Peter Murray, Dr. Henry A. Wise, Leigh Best, John Dunston, Lawrence Godkin, Jr., Dorothy D. Donnelly, Mrs. William Sulzer, W. T. Van Alstyne, K. Tefair Smith.

Also John Slater, Thomas H. Ryan, Patrick J. McGrath, Charles E. Hughes, Jr., Patrick Gallagher, Jessie Grant Ross, Donald McAlleenan, Mrs. Crimmins Jennings, Mrs. Katherine Sheridan Barrett, Mrs. Richard R. Costello, David W. Orpheus, John Thomas Smith, Roger Foster, Arthur P. West, M. V. Garner, Louis Connick, Johnston De Forest, William Coates, P. O. Bense, Jack Casey, John C. O'Connor, Henry Clay Pierce and Miss Bertha Casey, nee Barone Amontia.



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which we have in our collection, all conveniently displayed on four large floors of our establishment.

Every Article has been Greatly Reduced in Price.

#### ANTIQUES

In this class will be found Tapestries, Paintings, Furniture, Screens, Mirrors, Porcelains, Sheffield Silver and Fabrics of unquestionable authenticity. All of these have been personally selected by our own expert from the best foreign collections. No additional expense is required to put them in usable condition.

#### REPRODUCTIONS

Frankly sold as such. These would require the skill of the expert to distinguish them from the original, and, in many cases, would serve admirably as substitutes for the originals.

#### MODERN FURNITURE AND ODD PIECES

Commercialism is particularly objectionable when it invades the home and sets the seal of quantity production upon intimate, personal things. Our Furniture has been made and selected for individuality, being adaptations in design and finish of the best of the early masters, resulting in Furniture of distinction at the price of the commonplace.

All have been marked upon a strictly commercial basis. Sentimental appreciation has not been permitted to influence the price. In every instance the price has been made upon the basis of the actual cost of the article, regardless of how advantageously it may have been purchased.

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### The "Johnathan Edwards" Bed Room Set

This set, constructed of selected mahogany, is an adaptation of the New England Bed Room Furniture of the late XVIII Century. In design it follows the graceful proportions and restrained lines of that period.

This set, composed of 9 pieces, for \$750.00

Two Beds at \$85	\$170	Mirror	\$52
Night Table	65	Dressing Table	180
Chest of Drawers	150	Centre Table	65

Two Side Chairs at \$34 . . . \$68

Alternatives

Bed 4 ft. 6 in.	\$115	Chiffonade	\$250
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#### ORIENTAL RUGS

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### 250 Oriental Hall Runners

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Small Oriental Rugs at \$14, 20, 25, 30, 35 and 50

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During this sale the store will remain open until 5.30 P. M. Opens at 9 A. M.

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Autumn Weight  
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Worsted whipcord suits \$34.50 to \$39.50  
Chauffeurs' Overcoats, worsted whipcord, \$37.50  
Caps \$2.69 and \$3.24

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