

PORK BARREL ROLLS OVER NAVAL BILLS

Southern Democrats Insist on Slashing Everything But Home Bacon.

FORCE COSTLY WORK

Charleston Harbor Drydock Is Put Through Against Advice of Experts.

PACIFIC JOB IS LOST

Construction Approved by Navy Men Fails Because of Political Trading.

Special Despatch to THE NEW YORK HERALD, New York Herald Bureau, Washington, D. C., June 9.

One of the most glaring examples of political "log rolling" for a "pork barrel extravaganza" has come to light in connection with the naval appropriation bill as House conferees on the measure continue to insist that the \$100,000,000 added by the Senate shall be eliminated.

For weeks before the naval appropriation bill reached the Senate floor Southern Democrats were insisting on slashing naval expenditures, despite claims of Navy Department officials that if the navy were to be maintained in first class fighting trim more money should be appropriated than the \$396,000,000 allowed by the House.

But these Southern Democrats had forgotten the log rolling abilities of "the gentlemen from South Carolina" in Congress. In fact, South Carolina has a historic reputation in this respect. It was "Fitchfork Ben" Tillman who one day bluntly informed the Senate that he proposed to see that South Carolina got its share of any Federal swag.

So the South Carolina Senators got busy. Tillman during his term of office obtained large sums for the Port Royal project. The present Senators had visions of expending large sums for a big naval dry dock in the shallow waters of Charleston harbor. The Senate Naval Affairs Committee inserted in the naval bill a provision that all work on the Charleston project should be stopped until 1924, although an appropriation of \$1,150,000 was made in July 1, 1918, under the stress of war necessity.

Then the "log rolling" started, and it was effective to an amazing degree. The Southern Democratic Senators were canvassed and before long the "log rollers" had recruited a good sized force. The word was passed around that if the prohibition against continued work at Charleston Harbor were lifted enough votes would be delivered from the Southern ranks to assure the passage of the increases which the Navy Department said were imperatively needed.

The ban was lifted by a vote of forty to twenty-eight and the doors of the Treasury opened to a project that has been denounced as impractical by many high navy officers. The Democrats

faithfully delivered their votes to the necessary increases, all their previous opposition having vanished.

The action has caused a storm of protest in the House, and it is a clear cut example of the disposition of some members of Congress to throw to the winds the opinion of naval officers and the demand for economy when appropriations for respective districts are at stake. In recent years opponents of "pork barrels" have claimed that they have become historic relics, but the recent action seems to indicate that not all "pork barrels" are in "museums."

It was Josephus Daniels, from the adjoining State of North Carolina, who took advantage of war conditions to start the Charleston project. In 1918 he insisted that the necessity existed for a big naval dry dock at Charleston. An appropriation of \$1,150,000 was fought bitterly in the House as a pork barrel extravaganza, but it was passed when Southern Democrats charged that the opponents were seeking to obstruct the Administration's conduct of the war.

At that time it was charged and admitted by naval officers that the site of the dry dock would be several hundred feet from deep water and that a huge amount of dredging would be necessary. In fact, it was claimed that the dry dock was to be built on a South Carolina farm.

Referring to the Charleston project, a prominent Republican leader of the House stated that there was not enough water around the site "to float a duck." As a usual consequence of "log rolling" projects considered imperative by the Navy Department suffered because of the reputation of South Carolina members in this work. Backed by an almost unanimous opinion of naval officers, the Senate Naval Affairs Committee included in the bill an appropriation of \$1,500,000 to start work on the big Pacific coast naval base at Alameda, Cal.

The base is regarded as sorely needed, since much of the fleet has been transferred to the Pacific and with the probability that more big vessels will be sent to these waters.

But apparently the "log rolling" ability of the Pacific coast was deficient. Out went the appropriation for Alameda, but the work of bringing the Atlantic Ocean up to the proposed Charleston dry dock is to go on as merrily as its supporters "rolled the logs."

BATTLESHIPS DROPPED IN FRENCH NAVAL PLAN

Submarines and Airplanes for Coast Defence Favored.

By the Associated Press.

Paris, June 9.—In presenting France's naval construction programme for the next three years Deputy Paul Denise, chairman of the Navy Commission, advocated the virtual abandonment of the building of battleships and battle cruisers and intensification of construction of submarines, torpedo boats, destroyers and airplane carrying ships.

The programme provides for the construction of six light cruisers, twelve destroyers, twelve torpedo boats and thirty-six submarines at an approximate cost of 1,416,000,000 francs. M. Denise asked the Chamber to vote for the transferring of five uncompleted battleships into airplane mother ships.

M. Denise pointed out that France as a Pacific nation needed a navy for coast defence, not warships for offensive action.

TULSA GRAND JURY PICKED.

TULSA, Okla., June 9.—A Grand Jury ordered by District Judge Valjean Bidson to conduct an inquiry into the race troubles here last week in which ten whites and twenty-four negroes were killed, was obtained to-day and immediately sworn in.

The Grand Jury is headed by C. A. Cloud, a Tulsa business man, and its personnel includes a minister, a barber, a banker, several business men and a retired farmer.

CROKER SUIT FAILS TO BE SENT TO JURY

Son's Lawyer Makes Concession Leaving No Question of Fact Involved.

DECISION TO BE ON BRIEFS

Action Involves Father's Sale of Stock Which, It Is Alleged, He Did Not Own.

Testifying in his own behalf in a suit in the City Court brought by his eldest son, Richard Croker, former leader of Tammany Hall, declared yesterday that he had once trusted that son implicitly because he had "brought him up to be a help in my old age."

"If my foresight was as good as my hindsight," the ex-chieftain added, "I would not be involved in these suits to-day."

As far as the case was concerned—it was a suit to recover the value of forty-nine shares of Wabash Railroad stock which the son asserted he gave the father by mistake in 1916—the testimony of Mr. Croker and of all the other witnesses went for naught. When all the evidence was in Max D. Steuer, counsel for the younger Croker, made a concession which left no question of fact for a jury to determine and there remained only a point of law, which Justice Meyers, who presided, will decide upon briefs to be submitted on June 20. The jury accordingly was dismissed.

Mr. Croker, who told the jury that he would be 80 years old on November 23 next, was positive that he had never received any letters from his son demanding the return of the forty-nine shares.

Mrs. Croker, who testified that she opened and took care of much of her husband's mail, also was sure no letter demanding the stock had come. Mrs. Richard Croker, Jr., also was a witness. She said she had called on the elder Croker at the Hotel Savoy after the suit started and asked him to settle the suit out of court. "Don't have anything to do with it, daddy," she said. The Chief's wife interrupted, "let it go into open court."

On cross-examination by Harold Nathan, Mr. Croker's counsel, Mr. Croker, Jr., said she had joined in the Florida action to have the ex-boss declared incompetent "because of her friendship for him." It was for his own good, she declared, that she made affidavits that he was incapable of carrying on a sustained conversation or of understanding and attending to his business.

In the argument that followed the testimony Mr. Steuer said he would admit, for the purpose of this particular case only, that the elder Croker had no knowledge at the time he disposed of the Wabash stock that his son claimed any part of it. This left nothing of the case but the question as to whether Mr. Croker's sale of the stock under such circumstances amounted to "conversion," on which the suit was based.

Mr. Croker and his wife went to City Hall after the close of the case to call on Mayor Hylan, but the Mayor was absent from his office.

ELY NEUMANN APPOINTED.

Ely Neumann, formerly assistant counsel to the old Public Service Commission, has been appointed by Mayor Hylan as a member of the New York City Parole Commission, succeeding Frank A. Lord, resigned, for an unexpired term of six years at a salary of \$5,500 a year.

AUTOMOBILES KILL TWO IN BROADWAY

Miss Dunn and Mrs. Buckley Run Down by Cars in Crossing the Street.

DRIVERS ARE ARRESTED

Two Men Hurt Seriously in Capsizing of Motor in Eighth Avenue.

Miss Julia F. Dunn of 568 West 17th street was killed by an automobile last night while crossing Broadway at 16th street. The motor caught her clothing and dragged her ten feet before James Baldalare of Yonkers, who was driving the car, could stop it. The woman was found unconscious in the street by Patrolman McLaughlin, of the West 17th street station, who sent her to Columbus Hospital, where physicians said she was dead. Baldalare was arrested, charged with homicide.

A few minutes after Miss Dunn was killed an automobile driven by Edward F. Gallagher of 212 West Seventy-eighth street struck Mrs. Margaret Buckley of 1786 Amsterdam avenue as she was crossing Broadway at 153d street. Both her thighs were fractured and she suffered internal injuries. She was sent to Columbus Hospital by Patrolman Walsh of the West 152d street station, who arrested Gallagher on a charge of felonious assault.

Richard Franklin and Henry Cronin, both of 2172 Third avenue, The Bronx, were seriously hurt last night when an automobile which they were riding turned over in Eighth avenue at 121st street. Both men were badly cut about the head and have internal injuries. The car was owned by Albert Geller of 1846 Union court, The Bronx, a stepson of Franklin, and was driven by John White of 160 Paynter avenue, Long Island City, who was only slightly hurt and was able to go home after his injuries had been dressed by ambulance surgeons. The police say that the wrecking of the car was caused by the blowing out of a tire just as another automobile passed in front of Geller's car.

FAVORS EIGHT JURORS' VOTES FOR A VERDICT

Ex-City Judge Makes Suggestion for Constitution.

Cutting the vote from unanimous to two-thirds for a jury verdict was suggested by James P. Allen, former City Court Judge, at the first meeting of the executive committee of the Judiciary Article Constitutional Convention of 1921 held yesterday at the Bar Association. William D. Guthrie presided.

His suggestion, Mr. Allen said, would obviate countless delays in the meeting out of justice. Of course, he added, he would not do away with a unanimous vote in murder cases. He furthermore suggested limiting exemptions from jury to medical men in active practice. Suggestions were made that the retirement age for judges be increased, that pensions be provided for them and that their salaries be fixed by the constitution. Surrogate Poley of Manhattan and Wingate of Brooklyn appeared to oppose a suggestion that Surrogate courts be consolidated with the Supreme Court. The next meeting will be on June 23.

HUGE FRAUD CHARGED ON SHOESTRING BASIS

P. S. Lane Alleged to Have Run Bad Check Into \$40,000.

A request for \$30,000 bail was made yesterday by Henry Goodman, Assistant District Attorney, in the case of Payson S. Lane, charged with passing a worthless check for \$100 at the Hotel Pennsylvania, and suspected of having obtained between \$40,000 and \$50,000 from tire concerns by fraudulent means.

He started business on a check for a substantial amount, which, it was alleged, he deposited in the First National Bank of Rockville Centre. This check was drawn on a bank in St. Louis, but it took about eight days for it to go to St. Louis and return. The check was worthless, it was said, but Lane worked fast. Using the bank reference, he obtained an order for a quantity of tires and accepted a note for \$2,000 from the Deachanel Corporation of 98 West street.

Using the note, he obtained the tires from the Ajax Tire Company, but then, according to Detective Scheuing, tried to stretch the shoestring further by disposing of the tires elsewhere than to the Deachanel Corporation. Lane said he lived at 533 Fifteenth street, Brooklyn. Magistrate Ten Eyck in Jefferson Market Court fixed bail at \$10,000 for a hearing Saturday.

JUNE

MONTH OF DREAMS AND ANNIVERSARIES

To express its finer sympathies its most delicate sentiments

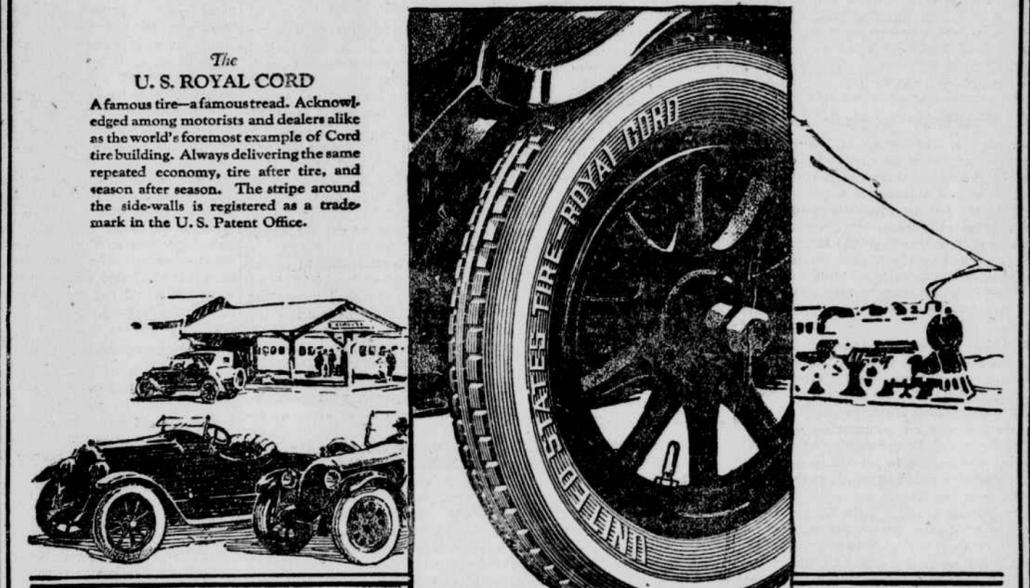
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