HARDING CHALLENGES CONGRESS SQUARELY ON SHIP SUBSIDY .

termined opposition. It is no new carperience. Like proposals have discovered the Congress on various previded the Congress on various previous occasions. Perhaps a more reservable of the point is fast our which has been previously advanced.

The structure of the carping is reached, hair or the excessions are likely to the resulted in regret rather payment of the Government and than criticism. The point is that our which has been previously advanced.

Thus the results carping a great rather payment of the carping are likely to the results of the carping and the carping and the carping is reached, hair or the excession of the carping is reached, hair or the excession of the carping is reached, hair or the excession of the carping is reached.

We are not now dealing with a pelloy founded on theory. We have a problem which is one of grim and sacrifice and the liquidation which enditions, out of which will come cither additional and staggering Gov. ernment losses and national impotence on the seas or else the unfuriing of the flag on a great American merchant marine commensurate with our commercial importance, to serve meet the necessities of our defense

There is no thought here and now to magnify the relation of a merchant marine to our national defense. It is World War almost wholly dependent on our allies for transportation by We expended approximately three billions feverishly, extravagantly, wastefully and impractically. Out of our eagerness to make up for the omissions of peace and to meet the war emergency, we builded and otherwise acquired the vast merchapt floet which the Government owns to-day.

In the simplest way I can say it, our worthy aspirations of any great peo- world. ple. Our problem is to deal with what we now possess. Our problem is to Let us drain it is already meeting. omit particulars about the frenzied less disastrous than adverse action. wartime building. Possibly we did full as well as could have been done in the

anxious circumstances. Let us pass for the moment the vital relationship between a merchant Nation. Aye, let us suppose for a mo-\$3,000,000,000 experience and with the always vallable to the Government incalculable costs in lives and treasure which may be chargeable to our and maintained. business problem, the practical question of dollars and cents, with which we are confronted.

LOSS \$4,000,000 MONTHLY.

The war construction and the later npletion of war contracts, where completion was believed to be the greater economy to the public Treasury, left us approximately 13,200,000 gross tonnage in ships. The figures are nearer 12,500,000 tons now owing to the scrapping of the wooden fleet. More than half this tonnage is Govrnment owned and approximately 2,850,000 tons are under Governmen operation in one form or another. The net loss to the United States Treasury-sums actually taken therefrom in this Government operation-averaged approximately \$16,000,000 per menth during the year prior to sesumption of responsibility by the present Administration.

A constant warfare on this loss of ablic funds, and the draft to service of capable business management and regulted in applied afficiency and ening to report the diminution of the leases to \$4,000,000 per month, or a total of \$50,000,000 n year; but it is intolerable that the Government should continue a policy from which so over, attends operation of less than a commercial ladependence in peace. third of the Government owned CALLS IT "GOVERNMENT AID."

It is not, therefore, a question of maintain our shipping; we are paying these burdens now. It is not a question of contracting an outlay to support our merchant shipping, because we are paying already. I am not asking your authorization of a new and added draft on the public Treasury: I am appealing for a program to diminish the burden we are already

PROMISES \$25,000,000 BAVING.

When your executive Government not commended, nay, if it were not!

ept expenditure in losses is not constructive. It looks to no juture atfainments. It is utterly ineffective in establishment of a dependable merchant marine, whereas the encouragement of private ownership and the application of individual in-Harive would make for a permanent creatur, ready and answerable -: all times to the needs of the Nation.

But I have not properly portraye all the current losses to the public out it in half, approximately, and Freasury. We are wearing out our ships without any provision for replacement, . We are having these and are charging nothing against our fal, out of the public treasury, always pital account. But the losses are remember-and there would be here and regrettably larger under Deverament operation than under the permanent establishment of the

Only a few years of continued losses on capital account will make losses through depreciation

slope to exceed the \$50,000,000 a year nione to exceed the society, our a year of the special fee at the expense of new drawn to cover losses in the public treasury. I am, first of operation. The gloomy picture of all, appealing to save the Treasury. leases does not end even there. Notwithstanding the known wer cost of Government aid might Justify the ap-I will not venture to apprecian its casts value to-day. It may as well be confessed as

as at some later time that in the mar parest wherever men would organize onlying Government aid must have to expend Government money—when their actual to extend and their opwe made shippuriders overnight, erating expenses audited by the Gov-

favorable report speedily will be given quite without regard to previous oc-It will be helpful in clearing the poorly, often very poorly. Moreover imporpere if we start with the frank we constructed without any formu recognition of divides opinion and de- lated program for a merchant marin-

olute hostility never was manifest be-fore, and I am very sure the need 000,000, is worth only a fraction of for decisive action-decisive, favor- that cost to-day. Whatever that capital is to be risked and managosle action-never was so urgent be- fraction may be, the truth remains that we have no market in which to and sacrifice and the liquidation which We are facing insistent is inevitable, unless the pending legislation is sanctioned, will cost score

PROBLEM CAN'T BE IGNORED. When the question is asked, Whi the insistence for the Merchant Ma rine Act now, the answer is apparent as carrier of our cargoes in peace and Walving every inspiration which lies in a constructive plan for maintaining our flag on the commercial highways of the sens, walving the prudence in safeguarding against another \$3,000, 000,600 madness if war ever again im nough to recall that we entered the pels, we have the unavoidable task of international comity forbids. Concern wining out a \$50,000,000 annual loss to operation and losses aggregating many hundreds of millions in worn cut, sacrificed or scrapped shiping.

Then the supreme humiliation, the admission that the United States-ou America, once eminent among the maritime nations of the world-is in capable of asserting itself in the peac triumphs on the seas of the world. It would seem to me doubly humiliat immediate problem is not to build and ing when we own the ships and fall support a merchant shipping, which I in the genius and capacity to turn hold to be one of the highest and most their prows toward the marts of the

This problem cannot longer we now possess. Our problem is to ignored, its attempted solution cannot relieve the public Treasury of the longer be postponed. The failure of Congress to act decisively will be no Three courses of action are possible

and the choice among them is no longer to be avoided. The first is constructivepending bill, under which I firmly bemarine and a commercially aspiring lieve an American merchant marine, privately owned and privately oper ment the absurdity that with one ated but serving all the people and

in any emergency, may be established inability promptly to apply our po-tency-which God forefend happening tinue Government operation, and at-The second is obstructive-con again-let us momentarily ignore all tending Government losses and disof these and turn to note the mere courage private enterprise by Government competition, under which losses are met by the public Treasury, and witness the continued loss and deterioration, until the colonea failure ends in sheer exhaustion.

The third is destructive-involving the sacrifice of our ships abroad o the scrapping of them at home, th surrender of our aspirations and the confession of our impotence to the world in general and our humiliation before the competing world in particular

HOLDS SURRENDER UNBELIEV ABLE.

choice among the three is inevi table. It is unbelievable that the American people or the Congress which expresses their power will consent to surrender and destruction. I is equally unbelievable that our peo ple and the Congress which translates their wishes into action will longe sustain a program of obstruction and

attending losses to the Treasury. I have come to urge the construct experienced operating directors, have tive alternative, to reassort an American "We will." I have come to ask forced economies. It is very gratify- you to relieve the responsible adment from a program upon which fallure and hopelessness and stagvering lesses are written for every page and let us turn to a program of assured shipping to serve us in enormous a Treasury loss is the in- of assured shipping to serve us in evitable outcome. This loss, more- war and to give guarantee to our

I know full well the hostility in the popular mind to the word "subsidy." adding new Treasury burdens to It is stressed by the opposition and associated with "special privilego." "Government aid" would be a fairer the aid goes to the few who serve.

-and I think it is-to apply to au-thorizations aggregating \$75,000,000 sippi and the Missouri Valleys, the to promote good reads for market great Northwest and the Rocky Moun-highways, it is equally fit to be apknows of public expenditures aggre- plied to the establishment and main- States and industrial communities sating \$50,000,000 annually which it tenance of American market high age building inland a thousand miles or could be reduced by half on the salted seas. If "Government more. It is a common cause, with its through a change of policy, your aid" is the proper designation for Government would be unworthy of \$15,000,000 to \$40,000,000 annually expublic trust if such a change were pended o improve and maintain in land waterways in aid of commerce It is a proper designation for a needed And the pity of it is that our press assistance to establish and maintain ocean highways where there is actual commerce to be carried

But call it "subsidy," since there re those who prefer to appeal to mis taken prejudice rather than make frank and legical argument. We frank and logical argument. might so call the annual low of \$50 .-000,000 which we are paying nowwithout protest by these who most ab We might as well call that If so, I am proposing "subaidy." the saving thus effected there would be added millions upon millions of further saving through ending losses lorses through deterioration now, on capital account. Government capital are character nothing against our tal, out of the public treasury, always tous: the promise and the prospect of needed merchant marine,

> NO "GRAS" FOR INTERESTS. I challenge every insituation of ta fored interests and the enrichment of the special few at the expense of

automotionity grands against enrice ment or perpetuated bestown! It provides that shipping lines re-

prise earns to per cent, on neturap'tal employed

Thus the possible sarnings are lim ited to a very reasonable amount if ment is to be attracted. If success attends, as we hope it will, the Gov ernment cutlay is returned, the inspiration of oppositionity to earn mains, and American transportation by sta is established.

Though differing in detail it is ora in proportion to their population annual operating loss nd capacity than other great national ave done in aiding the establishmen of their merchant marines, and it is limely to recall that we gave them our commerce to aid in their upbuilding. urbuild and establish in the face of their most active competition. deed, the American development will have to overcome every obstacle which may be put in our path, except as about our policy is not limited to our domain, though the interest

abroad is of very differing character. I hope it is seemly to say it. because it must be said, the maritime nations of the world are in complete accord with the opposition here to the pending measure. They have a perfeet right to such an attitude. When we look from their viewpoints we can understand.

But I wish to stress the American elewnoint. Ours should be the viewpoint from which one sees American carriers at sea, the dependence of American commorce and American vessels for American reliance in the event of war. Some of the costly lessons of war must be learned again and again, but our shipping lesson in the World War was much too cortly to be effaced from the memory of this

or future generations. Not so many months ago the head o a company operating a fleet of ships under our flag called at the executive offices to discuss a permit to transfe his fleet of cargo vessels to a foreign fing, though he meant to continue them in a distinctly American service He based his request for transfer on the allegation that by such a transfer he could reduce his labor costs alone sufficiently to provide a profit on capital invested. I do not youch for the accuracy of the statement nor mean to discuss it.

WOULD AID SHIP LABOR.

The allusion is made to recall that in good conscience Congress has created by law conditions surrounding labor on American ships which shipping men the world over have declared result in higher costs of operation under our flag. I frankly re- sential to our national welfare. joice if higher standards for labor on American ships have been established. Morest justice suggests that when Congress fixed these standards, it is but fair to extend Government aid in maintaining them until world competition is brought to the same high level, or until our shipping lines are so firmly established that they can

face world competition alone. Having discussed in detail the policy and provisions of the Pending Bill when previously addressing you, I forbear a repetition now. In individual exchanges of opinion not a few in House or Senate have expressed personal sympathy with the purposes of the bill, and then uttered discouraging doubt about the senti ment of their constituencies. would be most discouraging if measure of such transcending national importance must have its fate depend on geographical." occupational, pro-

feasional, or partisan objections. Frankly, I think it loftier states manchin to support and commend policy designed to effect the larger failure to accomplish if the conditions the Trackless Transportation Com- gation and that the prosecutor was good to the Nation than merely to record the too hasty impressions of

constituency. Out of the harmonized aspirations term than "subsidy" in defining what the fully informed convictions, and the we are seeking to do for our mer- united efforts of all the people, will chant marine, and the interests are come the greater Republic, Commercial home of all the people, even though eminence on the sess, ample agencies If "Government ald" is a fair term foreign commerce, are of no less by tain States than to the seaboard

benefits commonly shared. SCORES "NARROWNESS." When people fail in the national lewpoint, and live in the confines of ommunity selfishness or narrowness the sun of this Republic will have passed its meridien, and our larger wachin- twillight.

But let us momentarily put aside Government operation remains; likevise the fast diminishing capital acmint, the enormous war expenditure, war. Under Chairman Lasker's guido which we were forced because we had not fittingly encouraged and ficient and business like, but even builded as our commerce not fancies wrought out of our polit hest selvage of the capital account

SEES OUTLAY REPAID. It is my firm belief that the com dined savings of operating losses and the protection of the capital account was inherited from the nar. The case our war-built or war-seized ships, because of the favorable policy which more money, and the farmer com-

7 55,000,000 ENTHoppreximate who diy paid for the transportation of sentiment, and the chances are he will ocean make is to see expenditure. -ome to so understanding with the for Government aid to merchant ship. It should be kept in mind that the farm element in support of their pro- ping-the first constructive measure. loan fund to measure building is pecals in the Denry or ression of importance in this Administration not new: It is the law already, en- Congress. acted by the smeutislix unanimous

vote of Congress. It is only included in the pending bill in order to amend on all to assure the exaction of a minnoun interest rate by the Governre sount of building toans subject to whim of favoritism.

it should be kept in mind, also, that here are assured limitations of the overnment aid proposed. The direct aid, with ocean-corrying maintained our present participation, will not sen \$20,000,000 a year, and the naximum direct aid, if our shipping is o promoted that we carry one-half deep-seas commerce, will not exceed \$39,000,000 annually. At the very maximum of outlay we should b saving \$20,000,000 mum is ever reached the establish nent of our moreant marine w have been definitely reported and the dovernment owned fleet fortunately iquidated.

A PATRIOTIC VIEWPOINT. From this point of view it is th imple, incontestable wisdom of business-like dealing to save all that is possible of the annual loss and avoid he millions sure to be lost to the Government's capital account in sac rincing our fleet. But there is a biggar, broader, more inspiring viewpoint -aye, a patriotic viewpoint. I refer o the constructive action of to-day which offers the only dependable promise of making our war-time in seritance of ships the foundation of a great agency of commerce in peace end an added guaranty of service when it is necessary to our nationa efense.

Thus far I have been urging Gov rnment aid to American shipping. having in mind every interest of our producing population, whether nine, factory or farm, because exanding commerce is the foremost hought of every nation in the world

I believe in Government aid become ngly bestowed. We have aided industry through our tariffs; we have aided railway transportation in land grants and loans; we have aided the construction of market roads and the improvement of inland waterways: w have aided reclamation and irrigation and the development of water power we have loaned seed grains in antici pation of harvests; we expend milions in investigation and experimen tation to promote a common benefit, though a limited few are the direct beneficiaries; we have loaned hundreds of millions to promote the marketing of American goods; it has all seen commendable and highly worth

OTHER PROBLEMS LATER.

At the present moment the Amer can farmer is the chief sufferer from the cruel readjustments which follow war's inflations, and befitting Governnent aid to our farmers is highly espeople may safely boast a good forune which the farmer does not share Already this Congress and the administrative branch of the Government have given willing ear to th and much has been done which has proven helpful. Admittedly, it is not Government provision and control must be promptly and safely broadened to relieve our agricultural distress.

To this problem and such others o sion, I shall invite your attention at Atlas product.

an early day. advance of the regularly appointed ttime to expedite its consideration. The executive branch of the Government would feel itself remiss to contemplate our yearly loss and attending were not pressed for your decision. pany. More, I would feel myself lacking in concern for America's future if I failed to stress the beckening opportunity to equip the United States to assume a befitting place among the nations of the world whose commerce for the promotion and carrying of our to which rightfully all peoples aspire.

SHIP SUBSIDY BILL PLACED SQUARELY

Congress has permitted the shipance operations have become more of-Mr. Lasker insists that as a busithis fight lies in the fact that the opponent of the bill have reviver a pre- those issues. or prejudice against the principle of subsidy, without offering any concrete

IN RAGE AT HINT OF FAVORITISM

Prof. Arendt of Columbia Denies Ulterior Motive in Change of Plans.

Prof. Morton Arendt of Columbia University, retained iff an advisory engineering capacity by the Depart. ment of Plant and Structures on trackless trolley bus construction. denied flatly to-day at the resumed caring by the Transit Commission into the Bus situation, that he was responsible for the change in appetilcations for fifteen buses, which barred the Atlas Truck Corporation from successful competition. The Atlas Company's seven buses already furnished the city were giving satisfactory service on Staten Island,

Prof. Arendt flow into a rage when ie was asked by Judge Shearn, special counsel to the commission, if it was not a fair statement that the final pecifications, pursuant to which the Frackless Transportation Company ucceeded in getting the contract. were framed by him so as to fit their Imperial bus.

"Of course not," he replied. "How

are you say such a thing?" "Don't talk to me like that," urned Judge Shearn. my cheap talk of that kind." "That was not meant to be chear

alk." Arendt replied. Prof. Arendt was asked in what respect the specifications as revised trackless trolley bus then in use on Staten Island since 1921. He said he, was unable to point out any item in was unable to point out any item in the changed specifications. He admitted he had before him as early as January, 1922, a description of the Imperial type of bus, put out by the Trackless Transportation Corporation, the concern which in July 1922, obtained the contract to sell fifteen buses to the city. It was between January and July, 1922, the specifications were changed from the character of the Atlas type, then in use on Staten Island, to a closer correspondence with the type of bus made by the Trackless Transporta-

tion Company. Prof. Arendt denied with some heat that "favors" entered into the reason for making the change. He then enumerated in great detail a comagricultural plea for post-war relief, parison between the different specifications and the relative merits of the revised specifications on which the enough. Our credit systems, under Trackless Transportation won the contract.

Prof. Arendt later stated that the only change in the specifications Court Justice Morschauser in White which operated against the Atlas Plains. trolley bus was the size of the wheel pressing importance as reasonably bree, but otherwise, he protested. The may be dealt with in the short see- changes were not prejudicial to the

The witness admitted that I have chosen to confine myself to Trackless Transportation Company the specific problem of dealing with could not have been a successful bidour Merchant Marine because I have der if the specifications had been the asked you to assemble two weeks in same as those on which the Atlas Company sold the first seven cars to the city. He further admitted the revised specifications "fitted to a nicety" and were "a perfect description" of the Imperial type of bus of sums had been expended in the inves-

Prof. Arendt said one purpose of revising the specifications was draw the fire of the manufacturers. He said Commissioner Whalen told formed the authorities of the nature him to observe the Atlas Company's bus and design the second batch of is inseparable from the good fortunes buses so they would not be so unsightly and top heavy as the Atlan bus which he said reminded bim "of a cheese box on a raft."

Another mason why the specifications were changed was what Prof. Arendt called "a terrific difference in

"What is this terrific difference in price?" he was asked. "I should say about \$300 or \$400 a

The witness also pointed out a change in the number of seats from

making the biggest right of his pothen career. Ho ceals his arguments and position are invincible, for the and the people of the State." 000,000. To overcome that aroument responsibility of Congress will be the aspiring and inspiring viewpoint, the opponents of the ill must show an definitely fixed if the bill isn't passed. The blunt, indisputable fact of the alternative equally as good if not Will the Republican Party in the be acquitted on the spot present Congress, where the majority ping situation to drift ever since the President down?

A group of insurgents are already defying the party leadar, but they haven't the votes to defeat the bill. The Administration's strength in a square statement of the issues into continue our investigation. I to continue our investigation. It ward's attry is found true, he will ward's attry is found true, he will ward's attry in found true, he will ward a statement of the bill have regulated and his readiness to right for

A special rule will have to be in oked to limit debate in the House ogram to deal with the fleet, which and push the bill through. The Adthe protection of the capital account was introduced in the the fire case ministration is confident it can win in through more advantageous sales of against subsidy is built largely on the the House. Once the fight is won in the a that it will cost the Government lower branch of Congress, the pros-core money, and the farmer com- pects of passage in the Sonate will be the pending bill will entablish, will munities of the West or represented brighter. The psychological effect of more than pay every dollar expended as believing money should be spent a victory by President Harding on so The Government of for twenty-five to help them—they write subsidy in complex a subject as ship subsidy and the case until next years to come to come the form of rural credit cange. beneficial to the Chief Executive. If would help him in other tanks

He is therefore fighting not metely Por the moment the President is the Republican Party -but fighting for his leadership

'Twas Harbor Precinct Pierced By Rum Craft, Not Cap'n Rohrig's

Accused Officer on Trial which they had a view of the Basi Seeks to Show He Is Blameless.

The trial at Brooklyn Folice Headquarters to-day of Capt. Frank J. Robrig of the Vandeveer Park Presinct and Inspector Thomas Walsh of the Ninth Inspection District on the and the crew of two men and sells they failed to take proper precatitions to prevent a violation of the against Capt. Robrig, in whose pre-Prohibition Law" developed into a testimony progressed. Capt. Rohrig. who has been under suspension since Nov. 6, was first placed on trial be-First Deputy Commissioner John A. Leach.

Acting Deputy Chief John O'Bries acted as prosecutor. Capt. Rohrig was elected to conduct his own de fense, and he did it quite thoroughly The evidence gathered from evasiv solice witnesses appeared to establish that, under Deputy Police Commissioner Daly, a detail of policemen is special Prohibition enforcemen duty in Brooklyn with special reference to preventing the landing Hquor from boats on the shores of Jamaica Bay,

While none of the prosecution's wit casses would admit it, the testimony clearly established that an inside tip reached this squad on Nov. 4 that the two-masted schooner Marguerite yould come into Mill Basin, at the foot of Flatbush Avenue, in the evening and attempt to unload a cargo of

Two lieutenants and two natrolmer of the special detail went down to Mill Basin along in the afternoon The lieutenants and one patrolman hid themselves in a grocery store, from

and the dock, which is 2,000 feet leng The other patrolinan went cut in a motorboat. All were in plain clothes The Marguerite came in and tied

up to a houseboat which was tied up to the pier about 1,000 feet from shore. Before any liquor was unloaded the men of the squad boards the Marguerite from the pler ar from the water, arrested the captain 561 quarts of whisker, none of which

was thegally landed. Then charges were preferred cinct Mill Basin is located, and Inspector Walsh, whose headquarters is Brownsville, four or five miles away, because they either did not pro vent the Marguerite from landing o did not seize her cargo when she tied up to the houseboat.

The witnesses for the prosecution were Patrolman Michael J. Kelly, the officer who went out in the motor and trailed the Marguerite in; Lieut homas C. Dalzell, who contradict and Patrolman Arthur Stevens.

On cross-examination of Dalzell apt Robrig asked if the Marguerite did not come in through Jamaica Bay which is in the Second Precinct or the Harbor Precinct. The point is that the schooner indisputably transported liquor through the second Precinc but no charges have been preferred against the commander of that proeinct. Dalzell refused to answer.

that Capt. Rohrig maintained at all times an automobile patrol comprisin a seargeant and a patrolman long the wter front in his precinct and that this patrol passed the special detail men while they were hiding in the grocery store watching the Marguerite come in. Scores of all sorts of boat. pass in and out of Hull Basin daily

"TIGER" EXPECTED TO SHOW MENACE ON WARD'S PLEA FOR DISMISSAL

Justice Reserves Judgment on Motion to Drop Indictment.

Decision on the motion of Walter 5. Ward for immediate trial or for dismissal of the indictment for murder found against him for his alleged killing of Clarence Peters on May 16 last near Kensico Reservoi was to-day reserved by Suprem

Isaac N. Mills, counsel to Ward held that the indictment should be dismissed for failure of prosecution by the District Attorney Weeks. This was opposed by John E. Mack of Poughkeepsie, Special Assistant District Attorney, who contended that the people were not ready to proceed with the trial. He submitted an affidavit from was brought up for signature, the Mr. Weeks which stated that large still investigating.

The affidavit said also that neither Ward nor his attorney had ever inof the blackmall for which Ward claimed he had been bounded by "Charlie Ross" and "a man named Jack," and that Ward had refused to swear to any information charging either of them with blackmail or any

It developed at the hearing, according to Mr. Mills, that there will be no chance for review or appeal of the case from the decision of Justice Morschauser, whether he throws out the indictment or declines to do so. Mr. Mills said that the District Attorney had not spent a cent for detoctives since Aug. 30, when all activity in the investigation of the Ward case centred. would be an entrage on Mr. War Mills continued: "If this man Word went to trial before a jury he would

"You think so?" Justice Morschauser interposed. "I know it beyond any peradventure. All I ask of Your Honor is to do us juntice."

suilded as our commerce expanded Mr. Lasker maiss that he is bustin peace. Here are facts to deal with,
ness proposition more money will
tooked dark for the merchant marine ward's story. "Our investigation
to fancies wrought out of eur politlaye to be spent in the long run if
build until this week. Mr. Harding
the bill ten't pussed than if it is,
hadn't put on the heavy artiflers—
the reason why we should be allowed
that put on the heavy artiflers—
the reason why we should be allowed.

The Administration's streeth is Mr. Mack said he would like to be turned out a free man. We are hunting for 'Charlle Rose' and 'Jack. and we are going to continue to hunt

Mr. Mack added that if Ward's story were true "Charlie Ross and Jack" would not have skipped from the State. He further said the ends of justice would be premoted by continuing year, when Mr. Weeks will be out o the District Attorney's office.

HEADACHES FROM SLIGHT COLDS.
The Toric and Lavative Effect of Lavati EROMO QUINING Tables aren relieve blastates from a Cold. The bears the signature of D. W. Grove it ame you get EROMO). Soc. Advi.

IN NEW ALLIANCE

(Continued.)

ivinenceau, "But tell me all abou

The Tiger's eyes lit up as he turne ound in his chair. After I had ren long dispatch to him, telling how Mussolini had refused to meet Pein care and Curzon at Lausanne and had insisted on their coming to him at Ter ltet, Clemenceau remarked: "What terrible indignity to inflict on Eng

and and France I then rear the news that Mussolin ad put his pen through six of the fifteen points drawn up by Poincare and Curzon in unison and setting forth the conditions of peace in the

I asked Clemenceau whether Musso ini's statement that Italy was not represented in Paris at the time the Turkish treaty was drawn up, Signor Orlando having left, was accurate. This, of course, si a capital point, "The Tiger" after thinking for a Jone ine and stroking his forehead, was unable to remember.

During this interlude a photograph Secretary saying that Clemencea

and promised to sign it. "I don't give a daran for my promse," said Clemenceau, "and this

the last I will sign." He said he intended to spend the atternoon in complete seclusion. he will have his ordinary dinner nd two hours later, justead of going o bed, he will drive to the Metro politan.

KANSAS WILL DRIVE KU KLUX FROM STATE

TOPEKA, Kan., Nov. 21.-Legal pro dings which make redings which make it unitation for any person in Kansas to be a member of the Ku Klux klan were forecast to-day in the announcement by Gov. Henry Allen that he had been assured the State Attorney General that ouste proceedings against the Klan would b fled in the State Supreme Court prot ably to-day.
The suit will be brought on the ground

hat the organization is a Geo-cortion, not registered to do Ki hear. The suit may further Is attempts to remove from off county and State law inforcement viously has been outlined by Gov. Aller



is our autograph to o work of which we are justly proud.

Advt. on Page 17

THREE PAINTERS ON RUNAWAY LIFT

One Crushed Lifeless, Two Escape as Elevator Rises

to Roof.

Three men, huddled on top of a runaway freight elevator in the Hotel Lorinine, Fifth Avenue and 45th Street, saw themselves slowly appronch certain death if it reached the roof of the twelve-story hostelry, early

It had started from the basement where the three men had been paint ing the shaft from the top of the lift When they had painted as high as hey could reach, they called to Suraple Sandeda!, No. 145 West 90th Street, the operator, to move the car a little higher. When he tried to stop the controls would not work.

As the elevator approached the second floor Conrad Schnitzerling. No. 884 11th Avenue., Long Island City, reached up, opened the door and managed to roll off to safety.

Robert Adams of White Plains, the second of the painters, was unable to open the door at the third floor, but at the fourth was more lucky and reached safety as had Schnitzerling

The third painter, Andrew Kenny, forty, who lived with Schnitzerling, had become terror stricken as he realized death was only a few minutes away unless he got off the elevator coof, and prepared to do what his companions had done.

The lift was ascending more rapidly then. He grabbed at the fifth floor door, but missed it entirely. At the sixth floor he did not work quickly enough and was past it before he could get the door fully open. He made a desperate effort to reach up and release the catch of the seventh floor door, lost his balance and his body became wedged between the top of the car and the door.

His cries brought guests from come throughout the hotel, and soon they filled the corridors. The managreement called for fire apparatus and a hook and ladder company came from 50th Street. Firemen had to cut part of the elevator away before the body could be extricated.

Dr. Modance from Flower Hospita id Kenny had been crushed to death. By this time the halls on all floors we crowded with guests, who had heard the man's cries, or had been awakened later by the rescue work, and it was an hour before the excitehe had made every effort to stop the elevator and did not know the cause of it getting out of control. was arrested.

Schultzerling. paintin job, said he gave Kenny a job only a few days ago, and that

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in H may, 86th. Notice later.

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