The Sun

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A Chronological Memorandum.

The Esch-Cummins bill providing new governmental machinery for the adjustment of wage disputes in the railroad system became a law on February 28.

The so-called "outlaw" strike began in Chicago on April 4 and has been rife in different parts of the country since that time and until now.

During this time there had been no movement on the part of the Executive to obey the law by the nomination of the members of the board which the law established for the purpose which became urgent when the strike spread.

On April 8 Senator McCormick of Illinois introduced his resolution for an investigation of the President's delay by the Senate Committee on Interstate Commerce.

On the same day, April 8, it was reported in the news despatches for Washington that Secretary Tumulty had "collected all available information concerning the strike and presented it to the President." It was also reported that "much anxiety over the situation" was felt by "Government officials."

On April 11 it was reported that Attorney-General Palmer, who had been making speeches in the South in the interest of his own campaign for the Democratic nomination for President, would return to his post of duty on April 12 and "take up the strike situation."

On April 13 the President sent to the Senate his nominations for the nine members of the Railway Labor Board established by the Esch-Cummins law, effective on and after February 28.

On April 14 the President discussed with the members of his Cabinet the strike situation at the first Cabinet meeting held since last summer, under his auspices, and with his approval. "Meeting people," according to Admiral and Doctor Grayson, was beneficial to the President's health.

We present the chronology of the episode without comment other than that which is suggested by this inevitable question:

Whose statistical genius is enterprising enough and fearless enough to compute, even in approximate totals, the cost in money to the railroads and to the taxpayers and to the commerce of the country, and the cost in human health and life to the innocent sufferers by the strike, of these forty-six days of Executive failure to execute the provision of the Esch-Cummins law?

Free Poland's Progress.

The statement of conditions in Poland made by Prince Casimir Lubomirski, the Polish Minister at Washington, in his recent visit to this city shows a gratifying progress in the affairs of the new State. This is especially apparent when one takes into consideration the fact that the Republic of Poland has come into existence only since the armistice and that the first few months of its life were torn by internal political strife and much time was wasted through lack of decision on governmental policies.

According to Prince Lubomirski this era of indecision has passed and the people now are united under a strong leadership and are governed by a constitutional council which they themselves have chosen. The State has a clearly defined administration policy for the repression even by stern measures of such anarchical outbreaks as marked some of the early days of the new State and also for the combating of Bolshevist influences from Russia.

A legislative programme had been approved and is being carried out. One of the provisions is for the mobilization of the State's industries and for a code of labor laws and a system of workingmen's insurance. Special regard has been paid to the division of the farming land, for a large portion of the population is engaged in agricultural pursuits, and provision has been made for the purchase of certain property from the owners and its sale in small parcels to those who will convert it into farms and gardens. The first distribution of State and Church lands and of lands not properly cultivated has produced satisfactory results.

As in the case of all European countries, Poland has been crippled in the matter of transportation. When the new State assumed charge of the railways last year it found that much of the rolling stock had been taken away by the Russians and Germans. That Poland to-day has regular service over every mile of road in the country despite the urgent demands made by the army speaks well for the executive ability of the railway managements. It will be able to improve this service further with the railroad equipment and locomotives recently purchased in this country and now being shipped to Poland.

The United States has also materially aided in the reestablishment of the important textile industry of the country by furnishing a supply of cotton to the mills at Lodz and Warsaw. Prince Lubomirski has a thorough understanding of the seriously complicated industrial problems of Poland, but at the same time he expresses confidence in the plan of the present Minister of Finance to meet these problems. One reason for Prince Lubomirski's faith in the industrial future of Poland is founded on the nation's wealth of natural resources, its mines of coal, zinc and lead and its rich forest reserves, "worth more," he says, "than the national debt." Another reason is his faith in the frugal and industrious peasant farmers who are willing to work for their own and their country's advancement.

The chief external peril to Poland seems to be the Soviet armies on her eastern border. The menace of this force has, however, united all the Polish factions, and Prince Lubomirski says that the nation now has an effective army of 800,000 men. The Poles have met the Soviet army so far only on the line which they claim as their boundary before the first Polish partition in 1772. They have held their enemy here in check. Despite the superior force that it is said Soviet Russia can throw against them the Polish troops share the faith of their military commanders that they will be capable of successfully meeting Trotzky's army and of building up on this eastern frontier a bulwark against the western advance of Bolshevism.

Saving a Billion Dollars.

Senator Smoot's proposal to reorganize all the Government departments on a sound business basis may easily save the country a billion dollars a year. There is nothing like that sum to be dumped out of the payrolls, heavily as they are overloaded. There is nothing like it to be squeezed out of the leaky spots in the bureau petty cash, much as now drips away. Nevertheless, the colossal wastes flooding out the country over all get back to those departments. They are caused by the heedless way the departments ask Congress for money. They are caused by the indulgent way Congress gives them the money. They are caused by the riotous way they spend it.

The United States Government in its conduct of the public affairs of the greatest and richest nation in the world ought to be operated like a sound business proposition; but the United States Government, whether estimating, planning, appropriating or spending, is anything but a sound business proposition. It is a go-as-you-please scramble of incompetence, extravagance and squander. The departments do not work out their programmes of expenditures wisely and scientifically as a successful business man must work out his. Congress, the appropriating power, does not allot the money asked of it with the care and discrimination a sound business house must use in providing for its expenditures. The executive departments, as the final spending power, do not spend their appropriations when they get them as a sound business man expends his if he wants to keep out of the poorhouse.

Men who do not know how to allot money for a given cause and men who do not know how to spend it so as to get the best and biggest results are the costliest factors in business for the stockholders or the partners. In government they are the costliest factors for the American people. It isn't that the Government administrators are not honest; they are. It isn't that they want to bankrupt the Treasury; they don't want to. It isn't that they don't care what happens to the pockets of the American people; they are sorry about it. But they simply don't know how to conduct the business of the Government as it ought to be conducted.

Saving a billion dollars a year looks like a whale of a contract, but it isn't—when it's the Government's. If Senator Smoot's plan goes through so that the public's money will be asked for on a sound business basis, will be appropriated on a sound business basis and will be spent on a sound business basis it can be worth to the American people not merely a billion dollars a year; in the long run, at the breakneck speed we have been going, it might be worth billions.

Men of Genius and Government Service.

Unfortunately for the United States, the Federal service failed to hold Theodore N. Vail, just as it has failed to hold many other brilliant young men who, after entering it with high hope of making careers for themselves, have abandoned it in favor of private life because conditions imposed by statute and precedent deprived them of the opportunities their initiative and enterprise sought. It is this unattractiveness of the Federal and State services which renders Government operation of public utilities unsatisfactory, lethargic and unresponsive to demands for adjustment to changed conditions.

The Post Office is the oldest utility managed by Government. It has a monopoly in its worldwide field. Many gifted men have devoted their best thought and effort to its betterment. Thousands of faithful and diligent employees labor under its direction daily. Yet despite all its manifest advantages the Post Office is not the model employer it should be; it is not the courageous innovator it should be; it is not, as it should be, the institution to which all other employers look for guidance and inspiration.

Its failure to perform its normal functions better than it does, its inability to keep all the able men who hopefully enter it believing it offers the chance they seek for life occupations, are the result of the dead hand of political management, which, wherever it rests, crushes ambition, spirit and initiative.

Mysteries and Virtues of Overalls.

There is of course an inviting opportunity for sartorial variety in the overalls which we are assured will be worn by Americans until woollen fabrics fall in price. The fact that probably there are not enough overalls on the factory shelves to clothe one-fifth of the men who are contemplating the adoption of denim garb may cause the tailors to set about designing blue and brown cotton garments with a little snap in them.

"Don Our Distinguished Denims. College Cut Cotton Twills of the Better Sort. Designed by Tailors Who Sympathize." The advertising phrases will be easy to reach. We may see overalls for golf, for tennis, for motoring. The valet who is assisting the advertisement hero to slip on his roll collared drill jacket will be neatly attired in a dark denim cutaway with striped cotton trousers.

Men who are familiar with overalls through gardening or other labor will be inclined to stand by the old patterns and particularly the one-piece garment. The two-piece suit is all very well for enginemen, who need the protection of the jacket. But for solid comfort there is nothing like the overalls that have an apron at the chest and straps that go over the shoulders. They spell freedom for the muscles and let you show what a handsome shirt you have.

The citizen unacquainted with overalls of the classic type may hesitate before buying a garment of this kind, fearing that the absence of a coat and its pockets will handicap him. Overalls, however, contain more pockets to the square inch than any other human garb. High on the apron is a little pocket designed for the pencil of the carpenter and easily adapted to the fountain pen of the banker. Near it is a larger and squarer pocket wherein the toiler has been known to convey plug tobacco and which may be used to hold a watch or a cigarette box.

The spectacle case of the student will find a home in the place which is built into ordinary overalls for the purpose of carrying a carpenter's folding rule. Keys and handkerchief have ample room in the large hip pockets. On either side in front is a large pocket, put there for hands, or money, or both of these necessaries. They are good, old fashioned pockets, opening from the north and consequently hard to lose things from.

The college professor who buys a pair of standard overalls may find himself puzzled by the little loop at the waist line in the centre of the back. This is intended for the occasional carrying of the carpenter's square, but it could be employed to hold a nicely rolled thesis, a tennis racket or a brace of frankfurters.

Since ancient Greece there has been no garment so comfortable as overalls. They are hard to wrinkle, they easily and they spell democracy. The only discouraging thing about the present overalls wave is the thought that the demand will run the price up beyond the New Poor's purse. We can almost imagine a group of denim clad fortunates sitting on the porch and pitying some salaried wretch as he slinks by in his weeds. Poor devil, his wife will not let him wear his only suit of overalls except on Sundays.

Governments Are Not Easy to Pull Down and Very Hard to Build Up.

Senator Lusk and his colleagues of the legislative committee investigating revolutionary propaganda in New York State sat in the Aldermen's chamber in City Hall from 10:30 A. M. until 12 M. one day recently to listen to citizens suggest possible improvements in government methods. The hearing had been well advertised. There is a wealth of dissatisfaction over the way public business is conducted. Yet only one reformer put in an appearance, and the testimony she gave recorded unrest and did not contribute importantly to constructive legislation.

The reason is not hard to find. A government, whatever its form, represents not the happy inspiration of a moment, but the slow development of years of hard experience, shared by many men of many minds. The most seemingly cumbersome and useless institutions grew out of actual necessities. Time's changes may make them seem anachronisms, but no man can be sure they have lost their potency for good, and human kind, wisely conservative by instinct, pre-

serves them, believing they may better be ignored for a while when they appear unnecessary than abolished with the possibility that occasions may arise on which they will be urgently needed.

Iconoclasts who deliberately set out to present substitutes for the instrumentalities of public regulation which irk them in their zeal for better things find the simple question, "And, what then?" written large before them whichever way they turn.

To raze an edifice generations of men have reared in toil of mind and body looks a simple enough task, but it is not. The wrecker is sure to be startled out of his complacency by the far reaching unexpected effects of removing only a single beam or stringer. To erect another institution in its place is not an undertaking for individuals but for generations; not the occupation of to-day and of to-morrow, but of all that portion of eternity it has pleased God to allot to the world to run.

Those who denounce most violently the shortcomings and the failures of man-made governments may be altruistic, or they may be lazy. Altruists are likely to hesitate when they face squarely the consequences of demolition and reconstruction of the fabric whose faults and weaknesses arouse their resentment, and to select a small corner in which they can spend their strength and zeal with fair prospect of accomplishing a little toward better things.

The lazy fellows—the fellows who lack the grit and the strength and the will and the energy to climb over or dig under or crawl around the obstacles which lie in the paths of all of us—do not take the trouble to find out the real significance of what they talk so violently about. Their denunciations are really confessions of their incapacity or cowardice. They cannot meet the issues life poses for all of us, and their verbosity is actually the refuge of their weakness.

Low Census Figures.

The Census Bureau may have intended to prepare some of our fellow citizens for disappointing news when it sent out last week's bulletin recording a slowing down in the growth of the 428 cities for which the compilation of population figures had been finished.

In these cities the increase in population between 1910 and 1920 was 21.9 per cent., compared with an increase of 28.4 per cent. for the period 1900-1910. Basic reasons are given for the decline, among them a falling off of more than 3,300,000 in immigration during the decade.

If the percentage of growth for these cities is an index of the growth of continental United States the number of inhabitants will fall below some of the estimates which have obtained wide acceptance.

The census of 1910 made the population of continental United States 91,972,266. The Census Bureau's estimate of this population in 1918 was 105,253,300, and unofficial estimates put it at 106,871,294 for 1919. The popular belief has been that the census of 1920 would show at least 110,000,000 persons. But the rate of growth of the cities counted indicates a population of only about 106,000,000.

War conditions, and especially war industries, made unprecedented shifts in the population. The complete returns may show results entirely different from those already recorded.

Maine and Massachusetts celebrate to-day as Patriots' Day, paying proper respect to the embattled farmers of 1775. In this vicinity the anniversary is not officially observed, but nowhere will it be more fittingly honored. The men and women who have voluntarily contributed and will voluntarily contribute to keep the transportation system open are doing a vital work of patriotism more effective and more important than attendance on formal ceremonies.

The inhabitants of Pueblo City in Mexico fear Popocatepetl is about to resume action after lying dormant for half a century, but Dr. Casian, the Mexican scientist, thinks there is no unusual danger of an eruption. Nevertheless, Dr. Carranza will keep an eye on the volcano; things are disturbed in Mexico, and some revolutionist may be stirring up the internal fires of the mountain.

Spring strikes fewer—Slight evidence so far of usual increase in labor troubles. *Newspaper headline.*

Thus the United States Department of Labor, but every commuter will tell a different story.

The people of Fiume have become tired of Gabriele d'Annunzio. Life with a poet is not always a grand, sweet song.

Donning the Denim!

Attention! Attention!
Ye slaves of convention!
Arouse ye, oh, sad sycophants!
'Tis time to get busy
And drive tailors dizzy
And throw off the shackles of pants!

The suitings called "nobby"
That once were your hobby;
The set of the shoulders, the roll
Of collar and lapel
No longer shall grapple
Your mind and raise doubt in your soul!

The checks and the stripings,
The findings and pipings,
The herringbones, serges and such,
May rise, yea, and rocket,
But calmly your pocket
Refuses to gape at the touch!

The bushelmen, benchmen,
The cross legged henchmen,
Before whom you writhed in despair,
Now foiled at your revels,
Shall seek lower levels
And never arise more for air!

The denim we're donning,
The overalls onning,
While merrily pealeth the chime—
But lay in a stock quick
Or you'll get a shock quick,
For denim is due for a climb!

Maurice Morris.

MINORITY COERCION.

Would Strikes Cease if They Were Recognized as Conspiracies?

To The Sun and New York Herald: Why all this chaos in commercial and social conditions when a simple recognition of the obvious fact that a strike is a conspiracy would make the domination of many by a few impossible?

A conspiracy is defined as a combination of persons to accomplish an evil purpose. Surely violations of contracts and such widely suspended conditions of traffic and minority coercion should not be regarded as a good purpose. If minority coercion be democracy, it is time to look up some other form of government.

Australia has no strikes because a strike has been wisely made illegal. Truly we have the best country in the world, but we must not say anything about the government.

James Ricalton.

Maplewood, N. J., April 17.

Potato Shortage Threatened.

To The Sun and New York Herald: Cannot something be done to aid the New Jersey and Long Island farmers in getting the seed potatoes through from Maine?

Probably the farmers of this county, Monmouth, N. J., have 500 cars on the track between Maine and here. If the seed potatoes are not received in the next ten days it will be too late for this year's planting, with the result that next fall and winter there will be a great shortage of potatoes.

The farmers have large quantities of fertilizer on hand for the potatoes, which cannot be used for anything else but in a small way. Altogether it means a great loss to this county and the people later on. Richard W. Herbert.

Freehold, N. J., April 17.

Former Service Men Volunteer.

To The Sun and New York Herald: At a meeting of the 308th Infantry Post of the American Legion, held April 13, 1920, the following resolution was passed and the secretary instructed to forward it to the proper authorities:

> Be it resolved, That the 308th Infantry Post of the American Legion goes on record as being willing to cooperate with municipal, State or national governmental agencies in preserving order and insuring a means of livelihood to the citizens of the city, State and nation by the movement of foodstuffs.

James M. Blackwell,
New York, April 17. Secretary.

Tactics of the Strikers.

To The Sun and New York Herald: At the "indignation meeting" in the Association Hall, Caldwell, N. J., on Tuesday night, one of the striking firemen informed the meeting that the Esch-Cummins bill put a worker in slavery and "forced" him to work for a corporation.

There is no law that forces a man to work for anybody against his will.

On the other hand, a loyal brotherhood engineer told us that at a meeting in Paterson the outlaw strikers told him that if he did not join their ranks he would not hold his job as engineer.

Is there any record of an employer threatening a man who refused to work for him to prevent his getting work elsewhere? H. Brockelbank.

Caldwell, N. J., April 17.

How the Mail Train Was Held Up at Port Jervis.

To The Sun and New York Herald: As a citizen of Port Jervis I wish to make emphatic protest to the editorial article which you published concerning the alleged strike disturbances at Port Jervis. There is not a scintilla of fact on which to base such a statement.

There was no "mob of 300 persons" when the train was abandoned in Port Jervis Sunday afternoon. The striking railroad men simply left the train, and that was all there was to it. Our police department and the Erie officers have the situation well in hand. No one here has ever thought of calling out the militia. The railroad men themselves are quiet and orderly, and, so far as can be learned, no act of violence has been committed by the strikers.

Mark V. Richards.

Port Jervis, N. Y., April 17.

Strikes and Prohibition.

To The Sun and New York Herald: The following is from your editorial columns:

> The public has an excellent opportunity now to judge the social usefulness of the "poor man's club," as the saloon is sometimes called. Is it merely a coincidence that because they are closed little is heard of policemen's clubs?

As against this it would be interesting to know how far prohibition is responsible for the discontent and revolutionary spirit which is abroad.

It was a wise ruler who once said "If you want to keep the people quiet don't interfere with their pleasures."

More Light.

New York, April 17.

THE SLAVE ON THE FARM.

A Theory That Fortune Is With the Hired Man, Not the Owner.

To The Sun and New York Herald: One of your correspondents, who signed himself "Sixty-five," asked if there was ever a satisfied farmer. Now it is quite evident "Sixty-five" is not familiar with farm conditions; can he tell when the field laborer was the slave?

My experience teaches me that the only slave on the fruit farm is the owner, who as a rule goes to work at 6 o'clock and works until 7 at night, working twelve hours, while the hired man begins at 7 and quits at 6, working ten hours. The hired man has his three meals a day and no one to question how much he may eat; he knows how much money he is to get for his labor and he gets it. But the owner does not know what he is to get.

I know by experience the truth of what I am saying. I have more than once worked a field of strawberries the whole season; then in the fall paid $3 a ton for manure to cover them through the winter, and paid 2½ cents a quart for picking them, 1½ cents for freight, cartage and commission, and then had them sold in New York for five cents a quart. I have also had plenty of peaches sold in New York for 60 cents a basket, freight, cartage and commission to come out of that. Other fruits have given similar results.

I would like "Sixty-five" to have a little of this experience. J. R. W.

Milton, April 17.

Fuel Conditions.

Knicker—Citizens are putting in next winter's coal.

Bocker—But I've already burned next winter's money.

ITALIAN CONDITIONS.

Alarming Reports Received Through Paris Discredited.

To The Sun and New York Herald: I beg to refer to the special cable from Paris which I have noticed in some New York papers to-day about the beginning of a world revolt in Italy.

May I point out that neither the Italian newspapers of this country, which have a very extensive telegraph service with Italy, nor I, who am in daily direct touch with the best sources of information in Rome, have had the slightest hint of any such catastrophic occurrences in Italy, where, mind you, all censorship has been abolished? How Paris can be better informed than Rome on social conditions in Italy is a matter of genuine wonder to me.

As a matter of fact I have received from Rome, dated only yesterday, from Mr. Luzzatti, Vice-President of the Cabinet and Minister of the Treasury, the most encouraging information about the economic rehabilitation of Italy. I quote from the cable:

> The economic and financial vitality of our country is demonstrated by no uncertain signs: the increase in savings to eighteen billion lire, almost equalling the amount of all the fiduciary currency; the noticeable betterment of the commercial balance; the increase in revenue for the budget, and the curbing of every increase in expenditure, as well as a beginning in the reduction of extraordinary expense; the stopping of any further increase in paper circulation by the programme of the Minister of the Treasury, who is keeping his promise to diminish it; the continued confidence in the Government, which is providing out of our own internal resources the necessary funds for indemnifying the citizens for the damages caused by the enemy; the endurance maintained during the war period continues in the present economic struggle, despite the great need of liquidation and reconstruction resulting from the war. It is true that there is some social agitation, but Italians—like all other free peoples—now and then talk of excessive deeds for the reason that they never act them; yet this moment will also go by and confidence will again shine upon our sacred nation, always full of faith in the future.

May I also add incidentally that I happen to have been born in the Province of Bari, southern Italy, to which the Ruvo region, near Andria, belongs. We have had occasional troubles among the agricultural population of that region, in many instances also prior to the war, and Bolshevism has nothing to do with it.

In any case, disturbances in the Ruvo region cannot have prevented the voyage of Ambassador Johnson from Paris, whose delay may only be due to a local tieup in Turin.

The Italian people have had more than any other allied country to suffer, economically and financially, during the war; they have been proud to contribute in this way to the common victory. Now they are fighting most strenuously for their economic rehabilitation and reconstruction. It is most unfair to call "Bolshevism" the unavoidable natural economic movements and adjustments which this process of rehabilitation involves. People who fight and suffer for their rehabilitation ought to be helped and encouraged; if not otherwise, at least with sympathy. B. Attolico,

Italian Minister Plenipotentiary, Commissioner-General for Financial and Economic Affairs.

New York, April 17.

AN INCOME TAX PUZZLE.

Why Should a Curate's Keep Cost More Than Bringing Up a Son?

To The Sun and New York Herald: I read with great interest the letter in which a father discussed the income tax exemption allowed for a dependent in its relation to the actual cost of bringing up a son. I would also like to call attention to one of the inconsistencies of the provisions of the income tax law, that of the regulation which compels curates to add $500 to the actual income as the cost of their board and keep.

I know one instance in which a curate in one of the parishes here receives as his salary $500 yearly and is obliged in his report to add to that $500 more, together with any gratuities he may receive in the course of his duties, for his maintenance at the parish house, and report it as income. In fact he has paid income tax several times. Now, if the Government charges him with $500 as the cost of his board and keep, how can it consistently ask a father or other head of a family to clothe and board a dependent for only $200 annually?

W. H. Searls.

East Orange, N. J., April 17.

TWO TIME WATCHES.

One With a Double Minute Hand Was Made in Toledo in 1891.

To The Sun and New York Herald: I have a watch purchased in December, 1891, which has two minute hands, one black and the other red, the black hand indicating solar time, the red hand indicating standard time.

I had this extra red hand put on at the time I bought the watch in Toledo, Ohio, in order readily and quickly to distinguish the different times, the city business being run on standard time, while the farmers adhered to the old sun time, there being at that place a difference of twenty-six minutes in the two schedules.

This same arrangement could readily be used on timepieces of to-day for the hour hands. Charles B. Gifford.

Indianapolis, Ind., April 15.

CITY OR SUBURB?

A Rent Payer Seeks the Teaching of Experience to Guide Her.

To The Sun and New York Herald: As the season for renewing leases looms in the not far distant future the problem of rents is confronting us more seriously.

We have a four room apartment in Jersey City for which we pay $64 monthly. Our rent is to be raised next fall. Can some of your readers tell us whether it is any cheaper to live in an apartment in a suburb of New York, with the additional expenses of higher transportation, or whether the two family house, with the lower rent but the extra cost of coal for heat and hot water, janitor service, &c., is the solution?

My husband's business is in New York, and on a small professional salary it is hard to see how we can pay higher rent and hope to save anything. We would be glad to know the experience of others.

Jersey City, April 17. Mrs.

Dissatisfied Graduates.

From the Siloam Springs Herald.

There are two or three fellers in this town who wish they had their money back from their alma mater, for they don't need their diploma from the Keeley Institute now.

GERMANY OUT FOR MORE TRADE IN U. S.

Her Bankers and Business Men Are Preparing for Good Increase.

PLANNING NEW CAMPAIGN

Designed to Stabilize Foreign Exchange and Mercantile Affairs.

Special to THE SUN AND NEW YORK HERALD.

WASHINGTON, April 18—German bankers and business men are preparing for a great increase in American trade with Germany, according to information coming to official sources here. A new business campaign calculated to aid the German foreign exchange position and put trading on a better basis is being planned and operating and financing groups to carry on the business are being organized.

Although trading with Germany was resumed last August exports and imports have moved in limited quantity on account, it is stated, of lack of goods and inability to get transportation and meet the exchange situation. But trade reports coming to the Department of Commerce indicate that the commercial and agricultural position is getting rapidly better despite the unrest and recurrence of revolution.

Germany, it seems, hopes to draw on the United States for a large share of raw materials and grains and exchange manufactures that will improve the trade balance and the exchange ra.

The three fundamental requirements for this trade are being approached through organization.

First, representatives of the North German Lloyd and the Hamburg-American lines are seeking restoration of regular line steamship service between the principal American and German ports formerly operated by those companies. They want their old vessels put in the service under American ownership and the American flag.

Organize Trading Company.

Second, a new company, known as the Deutsche Warentreuhandaktiengesellschaft has been organized at Hamburg to obtain credits for importation of raw materials into Germany. Many of the most prominent German bankers united in the formation of the company, the names including big German international houses. It is the second one organized for foreign trade finance and obtaining German credits on goods.

Third, manufacturing and selling combinations have been formed to meet demands of foreign markets, and export prices are to be maintained at a higher level than domestic prices.

According to Department of Commerce figures on German trade there is a tremendous balance in favor of the United States, but our new system of valuation of imports has made it appear more preponderant than it really is, compared with the recent past.

This Government began keeping values of imports on the basis of the current exchange rates on January 1. Formerly they had been valued on the normal exchange or gold basis. The change has been the subject of considerable misunderstanding, and was brought about only after considerable confusion somewhere in the consular service.

Up to the first of the year in valuing German imports for the purpose of United States trade statistics marks were transferred into dollars on the normal basis, or gold value. The German gold mark has a value of 23.8 cents. Consequently an article valued at 100 marks was valued at $23.80 cents, when in fact at the current exchange rate in New York, with marks worth actually about two cents each, the article would cost here only about $2. The volume of goods, however, was still the same.

Import duties were paid on the actual value on the basis of current exchange, and last November the Department of Commerce asked the Treasury to change its method of reporting the figures for the commerce statistics. The change was to have been made on January 1. Consular officers were instructed to furnish certificates of currency depreciation for all countries in which currency was actually depreciated, to be attached to all consignments of goods coming to this country. Some did and some did not, and figures for January were kept both ways and are meaningless for comparative purposes.

Imports Gain in Bulk.

As a result there was an apparent falling off in German imports in January and again in February, but by February all changes were being made at the current rate. The same was true in March. During that month German imports were valued at little more than $3,000,000, but on an exchange basis, which accounted the mark worth an average of a little more than 2 cents. Consequently the imports were approximately 600,000,000 marks.

In the five months from August to December 31 German imports figured on the old basis for a normal mark were valued at $10,624,229, but they represented in marks something like 45,000,000 for the five months imports, against 600,000,000 marks for March, which indicates the import of a larger quantity of German goods in that month than came to this country in the first five months of trading, although their value was much less.

Exports to Germany are increasing, however, but the increase is largely due to shipments of grain, flour and raw materials.

Reports coming to this Government indicate that the food imports will probably cease after the next harvest if not before. Germany in normal times draws on Russia and Rumania for her wheat and flour, but, with their markets closed, has drawn on the United States and Argentina. The exchange rate and transportation situation have made buying in the Argentine market prohibitive.

German government food commissioners are making a strenuous effort to obtain corn from the United States in large quantity in exchange for potash that the swine and other live stock industries depleted by the war can be built up. German agriculture is meeting difficulty from depleted lands and lack of farm labor, but good crops are expected by her agricultural authorities.

Reports to the Department of Commerce indicate that orders for large quantities of iron bars are being placed in Germany by other countries and that the iron industry, which was thought hard hit, is recovering. Export prices have been increased and outward shipments are being rushed to improve the exchange situation.

CATHOLICS BEGIN DRIVE.

Open Campaign for Membership in Archdiocese Charities.

Twenty thousand workers of the Catholic Church began yesterday a drive to enroll a vast pledged membership in the Catholic charities of the archdiocese of New York. Reports received last night at the headquarters, 9 East Fortieth street, indicated that the first day's canvas had been successful in the enrollment of many thousands.

The Sun
AND
THE NEW YORK HERALD.

THE SUN was founded by Ben Day in 1833; THE NEW YORK HERALD was founded by James Gordon Bennett in 1835. THE SUN passed into the control of Charles A. Dana in 1868. It became the property of Frank A. Munsey in 1916. THE NEW YORK HERALD remained the sole property of its founder until his death in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which continued in his hands until his death in 1918. THE HERALD became the property of Frank A. Munsey in 1920.

BUSINESS AND EDITORIAL OFFICES.

MAIN BUSINESS AND EDITORIAL OFFICES, 280 BROADWAY. TELEPHONE, WORTH 10,000.

BRANCH OFFICES for receipt of advertisements and sale of papers:

PRINCIPAL UPTOWN OFFICE—Herald Building, Herald Square. Tel. Greeley 6000.

HARLEM OFFICE—205 WEST 125TH ST., NEAR SEVENTH AVE. Tel. 794 Morningside. Open until 10 P. M.

WASHINGTON HEIGHTS OFFICE—585 WEST 181ST ST. Tel. 9068 Wadsworth. Open until 10 P. M.

DOWNTOWN OFFICE—206 BROADWAY. Open 8 A. M. to 10 P. M.; Sundays, 2 P. M. to 10 P. M.

BROOKLYN OFFICES—EAGLE BUILDING, 303 WASHINGTON ST. Tel. 1100 Main. 24 COURT ST. Tel. 5458 Main. Open until 10 P. M.

BRONX OFFICE—518 WILLIS AVE., AT 148TH ST. Tel. 9066 Melrose. Open until 10 P. M.

Principal Foreign and American Bureaus.

WASHINGTON—The Munsey Building.
CHICAGO—208 South La Salle St.
LONDON—40-43 Fleet St.
PARIS—49 Avenue de l'Opera, 38 Rue du Louvre.

There are about 650 advertisement receiving stations located throughout New York city and vicinity where Sun-Herald advertisements will be received at office rates and forwarded for publication.

Daily Calendar

THE WEATHER.

Eastern New Yo: cloudy, followed by showers to-day; oudy, with probably showers to-morrow; not much change in temperature; moderate east winds.

New Jersey, cloudy, with probably showers to-day and to-morrow; moderate temperature; fresh northeast and east winds.

Northern New England, fair to-day and probably to-morrow, not much change in temperature; fresh north and northeast winds.

Southern New England, cloudy to-day, probably followed by showers to-night and to-morrow; not much change in temperature; fresh north and northeast winds.

Western New York, cloudy to-day; showers to-morrow; not much change in temperature; fresh east winds.

WASHINGTON, April 18.—The pressure is abnormally high along the north border from New England westward to the Pacific coast and low in the Southern States, with the minimum reading over Texas. During the last twenty-four hours there were local rains in the east Gulf States and the Ohio and upper Mississippi valleys and snow and rain over the middle plains States and the central Rocky Mountain region. Heavy snows are again reported from parts of Wyoming, eastern Colorado, western Nebraska and western South Dakota. High temperatures continue in the Gulf States, Arkansas and Tennessee and abnormally low temperatures continue over the Rocky Mountain region and the northern plains States.

The outlook is for unsettled weather and rains over much of the country east of the Mississippi River to-morrow and Tuesday. No important temperature changes are indicated except in Tennessee and the east Gulf States, where the weather will be cooler.

Observations at United States Weather Bureau stations, taken at 8 P. M. yesterday, seventy-fifth meridian time:

Stations.	Temperature. High.	Low.	Bar-ometer.	Rainfall last 24 hrs.	Weather.
Abilene	78	..	29.60	..	Clear
Albany	58	44	30.16	..	Pt. Cldy
Atlantic City	62	46	30.08	..	Pt. Cldy
Baltimore	64	52	30.08	..	Cloudy
Bismarck	48	..	30.34	..	Clear
Boston	48	44	30.10	..	Cloudy
Buffalo	58	44	30.16	..	Cloudy
Charleston	60	..	30.02	..	Cloudy
Chicago	42	..	30.16	.34	Pt. Cldy
Cincinnati	58	..	29.98	..	Rain
Cleveland	50	42	30.18	..	Pt. Cldy
Denver	28	..	30.18	.40	Snow
Detroit	56	40	30.18	..	Clear
Galveston	76	..	29.54	..	Clear
Helena	52	..	30.26	..	Clear
Jacksonville	82	..	29.96	..	Cloudy
Kansas City	56	..	29.74	.12	Cloudy
Los Angeles	72	..	29.88	..	Clear
Milwaukee	44	38	30.18	..	Cloudy
New Orleans	84	..	29.70	..	Cloudy
Oklahoma City	74	..	29.58	.08	Cloudy
Philadelphia	64	44	30.00	.01	Cloudy
Pittsburg	58	..	30.08	.01	Rain
Portland, Me.	48	40	30.10	..	Clear
Portland, Ore.	66	..	30.24	..	Pt. Cldy
Salt Lake City	48	..	30.04	..	Pt. Cldy
San Antonio	88	..	29.58	..	Clear
San Diego	66	..	29.90	..	Clear
San Francisco	72	..	29.98	..	Clear
St. Louis	56	..	29.82	..	Cloudy
St. Paul	64	..	30.14	..	Cloudy
Washington	62	..	30.06	..	Cloudy

LOCAL WEATHER RECORDS.

	8 A. M.	8 P. M.
Barometer	30.10	30.06
Humidity	63	50
Wind—direction	N. E.	S.
Wind—velocity	21	4
Weather	Clear	Pt. cloudy
Precipitation	None	None

The temperature in this city yesterday, as recorded by the official thermometer, is shown in the annexed table:

8 A. M....44	1 P. M....58	6 P. M....60
9 A. M....46	2 P. M....57	7 P. M....57
10 A. M....50	3 P. M....57	8 P. M....54
11 A. M....50	4 P. M....59	9 P. M....52
12 M......55	5 P. M....60	10 P. M....52

	1920.	1919.		1920.	1919.
9 A. M.	46	47	6 P. M.	60	46
12 M.	55	53	8 P. M.	52	47
3 P. M.	57	51	12 Mid.	48	44

Highest temperature, 61, at 4:25 P. M.
Lowest temperature, 44, at 8 A. M.
Average temperature, 52.

EVENTS TO-DAY.

The American Newspaper Publishers Association, convention, Waldorf-Astoria, opening day.

"The Truth About Snakes," lecture by Allen S. Williams before the American Institute of the City of New York, 29 West Thirty-ninth street, 8:15 P. M.

Empire State Society, Sons of the American Revolution, meeting, Hotel Martinique, 8 P. M.

New York Academy of Sciences, section of geology and mineralogy, meeting, American Museum of Natural History, Seventy-seventh street and Central Park West, 8:15 P. M.

Workers Defence Union, mass meeting, Manhattan Lyceum, 66 East Fourth street, 8 P. M.

"The Background of Present Day Russia," lecture by Dr. Gregory Zilboorg, Pilgrim Hall, Fifty-sixth street and Broadway, 8:15 P. M.

American Pharmaceutical Association, dinner, Hotel Pennsylvania, 7 P. M.

National Metal Trades Association, convention, Hotel Astor, all day.

U. S. SHIP OWNERS PROTEST.

Want American Agencies Established at Hamburg.

Following its protest against the acceptance of the Hamburg-American line as exclusive agent of any American steamships on routes from the port of Hamburg, the American Steamship Owners' Association, of which H. H. Raymond is president, has sent a letter to Admiral Benson, chairman of the United States Shipping Board, urging that the board aid American shipping companies to establish their own agencies at Hamburg.

"Our recent protest to the board against acceptance of the intensely German and alien Hamburg-American Company as exclusive agent for United States companies operating American steamships on the Hamburg routes was fundamentally due to an earnest desire to keep our new American shipping entirely in American control," says the letter. "We are convinced from our knowledge of the history and methods of the Hamburg-American management that if it is allowed to 'burrow in' to the new American merchant marine in any way, and 'burrow in' to Washington, a loss of a part of our own control over our merchant fleet will be inevitable, and there will be cause for deep regret on the part of our Government and our people."