

Coolidge May Wreck Harding Ship Policy

Proceeding With His Usual Extreme Caution But Has Blocked Plan of Former President and May Take Government Out of Shipping Business

By DAVID LAWRENCE
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Washington, Sept. 13.—Sale of a few Government vessels to the Robert Dollar and Grace lines has revived the possibility that other private interests might find it worth while to make substantial bids for the merchant fleet owned by Uncle Sam.

As long as private interests realize the danger to their business permanently of having the Government in competition with them they will seek to buy the ships, but thus far the proposals made by most of the private concerns have not been deemed sufficient.

The sentiment of the Shipping Board has been opposed to the sale of ships at what might be termed "give away" prices. It is true that the Shipping Board insists that certain trade routes be guaranteed as a consideration of the sale and this, of course, enters into the question of whether a shipping company can make a profit on the line it seeks to establish.

The present operators of Government ships, who receive a commission which is shortly to be terminated by the board, and the American Steamship Owners' Association have pleaded with the Shipping Board to make it possible for them to buy the ships out of the earnings of the lines in the next few years. This would mean, of course, that the Government furnished the capital in the form of existing ships and would receive a return on the investment only if the lines are profitable. The idea has not met with the approval of the Board.

The shipping people, however, insist that something can be worked out whereby they will be enabled to buy Government ships. They argue that their experienced personnel might otherwise be turned into the foreign shipping companies. The attitude of the shipping commissioners, on the other hand, is that they would not be justified in giving away Government property at bargain prices and that the potential value of the Government fleet must be reckoned in terms of what the Government itself might yet be able to do by efficient operation of subsidiary corporations which will consolidate various established lines.

President Coolidge for some reason or other has not been anxious to put the subsidiary corporation idea into effect quickly. President Harding approved it and was ready to go ahead. Mr. Coolidge has seen fit to hold up the operation of the plan for further advice. He announced first the appointment of a special committee consisting of two cabinet officers, the chairman of the Interstate Commerce Commission and a member of the House and the Senate. The members of the United States Shipping Board looked askance at this procedure and began to wonder what the functions of the Shipping Board really were if matters of importance relating to shipping were to be submitted to special committees. The Shipping Board incidentally is the creature of Congress and is an independent commission unrelated to the cabinet departments in any way.

Mr. Coolidge heard of this murmuring and summoned the members of the entire Shipping Board to the White House where he explained he had intended merely to seek the advice of others beside the Shipping Board and that he wanted to be sure of the legality of the plan. The general counsel of the Shipping Board had passed on the legality but Mr. Coolidge wanted to make sure the Department of Justice also approved. Now word has come from the White House that if the legal opinion is favorable, the special committee will be asked to pass on the Shipping Board's proposed policy.

The impression which disinterested observers get is that influences have been at work to persuade the President to supersede the plans of the Shipping Board with others more favorable to the disposition of the ships in quicker time to private owners. The United States Chamber of Commerce, headed by Julius H. Barnes, an intimate friend of Secretary Hoover, who is to be a member of the President's special committee, openly states that it believes the Gov-

ernment should get out of the shipping business.

The President himself is not a Government ownership man and in the face of the conflicting currents he is proceeding with extreme caution, hoping he can reconcile the various viewpoints to the practical facts of the situation.

MAKE REPORT ON COTTON CONSUMED

Washington, Sept. 14.—Cotton consumed during August totaled 491,604 bales of lint and 47,998 bales of linters as compared with 461,575 lint and 44,775 of linters in July, and 526,360 lint and 62,841 linters in August last year, the census bureau announced today.

DAUGHERTY RULES CAN'T USE NAVY

Washington, Sept. 14.—Attorney General Daugherty yesterday gave the opinion that the Navy cannot be used to help enforce prohibition.

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Tan, Freckles
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Major League Baseball

AMERICAN LEAGUE

Yesterday's Scores.
New York, 9; Chicago, 5.
Washington, 7; Detroit, 3.
Boston, 9; Cleveland, 8.
Philadelphia, 3; St. Louis, 2.

How They Stand.

New York	Won	Lost	Pct.
Cleveland	71	58	.550
Detroit	66	61	.519
St. Louis	65	63	.508
Washington	63	68	.481
Chicago	58	72	.446
Philadelphia	55	73	.429
Boston	51	78	.395

NATIONAL LEAGUE.

Yesterday's Scores.
Brooklyn, 7-3; Pittsburgh, 4-6.
Cincinnati, 5; Chicago, 3.

How They Stand.

New York	Won	Lost	Pct.
Pittsburgh	86	52	.623
Cincinnati	80	56	.588
Cincinnati	80	57	.583
Chicago	72	64	.529
St. Louis	69	66	.511
Brooklyn	66	69	.488
Philadelphia	44	88	.333
Boston	44	89	.331

TAKE NO ACTION IN PENNANT SQUABBLE

Rocky Mount, Sept. 14.—The meeting of the league directors of the Virginia League to settle the pennant squabble between Wilson and Richmond yesterday failed to take any action.

MELVILLE COMEDIANS
—Tent Theater, now showing on West Main street. Have all new plays—different play each night. sep 13-14 adv

Misses Mildred and Evelyn Hughes and their brother, Oden Hughes, spent the day at Norfolk Wednesday shopping and went to see "The Play" at the Academy.

Those New Fall Clothes

Are arriving daily—Dresses, Coats and Suits, made up in the newest models—Styles of the minute—made up carefully, for particular people.

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The sensible thing to do is to use gas for heating. Think of the chimney construction saved,—grates and fenders, buckets and shovels and sweepers too. Merely install gas piping, providing outlets in each room so that a gas heater can be connected. Then you burn fuel only just as long as you need it, in the room you need it, and you avoid the dirt and soot and coal-dust and ashes of the old-fashioned way. Why do it by any other method?

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J. T. STALLINGS, Mgr.
"They say that Gas Can Do It Better"



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From 25.00 to 50.00	to be paid back at 1.00 per week
From 50.00 to 100.00	to be paid back at 2.00 per week
From 100.00 to 150.00	to be paid back at 3.00 per week
From 150.00 to 200.00	to be paid back at 4.00 per week
From 200.00 to 250.00	to be paid back at 5.00 per week
From 250.00 to 300.00	to be paid back at 6.00 per week
From 300.00 to 400.00	to be paid back at 8.00 per week
From 400.00 to 500.00	to be paid back at 10.00 per week

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