

# Coolidge Has Submarined Harding Shipping Policy

## Entire Program Mapped Out by Late President and the Shipping Board Torpedoed by Attorney-General's Ruling — Whole Matter Probably in Lap of Congress

By DAVID LAWRENCE  
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Washington, Sept. 21.—The entire shipping program of the Government has been torpedoed.

Not only is the proposed plan of the United States Shipping Board to organize subsidiary corporations held illegal by Attorney General Daugherty but serious doubt is being expressed today whether the system of operation through managing agents in the last two years was legal.

In the absence of express authority from Congress, the chances are nothing now will be done and the entire fleet may have to be tied up and considerable loss entailed unless President Coolidge brushes aside technicalities and gives the board the opportunity to go ahead without outside obstruction.

The Attorney General's opinion is a surprise bordering on a sensation. The people who have been friendly to the proposed plan of the subsidiary corporation looked upon the legal phases of the matter and even had informal consultations with the officials of the department of Justice before President Harding died and there was little thought of an adverse opinion from the Department of Justice.

Almost from the moment Mr. Coolidge took office, however, it began to be apparent that hostility to the shipping board plan was manifested at the White House. On one occasion the President was responsible for considerable discussion as to whether he intended to ignore the shipping board altogether. This was when he let it be known that he would appoint a special committee of cabinet officers to frame a shipping policy. The board took this as an affront to its dignity, but it was determined to wait for formal word from the President as to his intentions, rather than from press reports.

The opinion of the Attorney General is one of those documents which upon close reading appears based on language in the merchant marine act that can be construed which ever way the chief executive would like to have the Attorney General rule.

The Government owns stock in the Panama Canal Railroad corporation and also the United States Grain Corporation both of which are organized under State laws and no illegality has ever been suggested about that arrangement.

The Attorney General holds that both these cases were covered by the law with specific authority leaving, on the one hand, the impression that if Congress sanctions the proposed organization of subsidiary corporations there will be no objections but arguing, on the other hand, that the making of subsidiary corporations prevents the ultimate sale of the ships.

Either the Department of Justice was not fully advised as to the features of the plan as passed by the Shipping Board or the Attorney General feels that more legislation is needed, but the actual plan did not contemplate anything but ultimate sale. The Government would hold all the stock in the corporations and would sell that stock whenever the bids were sufficient from private interests. Mr. Daugherty contends that receiving stock into the treasury which represents government property is not a sale and the shipping board people probably would agree with him but they still do not see why a transfer of title with the stock remaining in the Government's hands is at all objectionable.

The upshot of the matter for the present will be delay. The Shipping Board could go ahead and organize subsidiary companies with trade names following the details of its original plan, consolidating lines and rearranging personnel, but not using the corporate form. This probably would be vigorously fought by the operators and steamship owners who have been trying to force the Government either to continue the present method of operating under a commission basis through managing agents or through the sale of the ships at low enough prices to enable the future owners to cash in ultimately.

The decision of the Attorney General, however, that the shipping board has no right to delegate its authority or powers to an agency

# Shipman Talks On Negro Migration

## Says North Carolina Offers Better Opportunity Than Many States

Raleigh, Sept. 22.—Commissioner M. L. Shipman, of the North Carolina Department of Labor and Printing, commenting on the eleventh annual convention of the International Association of Public Employment Services, which he attended recently at Toronto, Canada, said that it was brought out in discussions at the convention that 358,856 negroes had migrated to the North from the Southern states since December 1, 1922.

Approximately 250,000 negro laborers of the migratory type already were in the North, they having remained there after the end of the World War, which was responsible for their migration, according to information made public at the convention and reported here by Mr. Shipman.

The Commissioner of Labor and Printing said he ascertained from a discussion with representatives from Northern states that the percentage of negro labor from North Carolina is smaller in the north than the percentage of any other southern state. He accounted for this with the statement that North Carolina offers greater opportunity for the advancement of the negro race than some of her sister states. Mr. Shipman said he told the convention that the better class of negro labor in North Carolina had for some time been engaged in building highways, installing water and sewer systems and in construction work of various kinds and that comparatively few willing workers of any character were idle in North Carolina.

He said he was convinced that the negro is not a welcome visitor in the North, declaring that many of the big corporations use him for purely commercial purposes and that society generally resents his presence.

The Toronto meeting, Mr. Shipman reported, was largely attended by representatives from the States, the Canadian provinces and by high officials of the British government. Subjects vital to the solution of unemployment, international in scope, were discussed by prominent labor officials from all of the countries represented.

The subject of negro migration to the North was touched upon by many speakers, reported Mr. Shipman, who said he was called on to answer

is being construed as meaning that a death blow has been struck at the managing agent system and that hereafter the Government will have to continue in direct operation of its ships until such time as private owners are ready to pay the price the Government wants. Any other subterfuge which enables private persons to use Government ships and allow accumulated commissions to apply on a future purchase price is not likely to have the approval of Congress, where it seems now the whole matter will have to be threshed out with the probability that little will be accomplished for many months to come.

many questions concerning the effects of the migration on the South, he being the only representative at the convention from the Southern states.

Besides reporting on employment conditions in North Carolina, Mr. Shipman served on the nominating committee which recommended the election of E. J. Henning, assistant secretary to the Secretary of labor of the United States, as president of the association, and Francis I. Jones, a member of the associations' executive committee, Chicago was selected as the meeting place for the 1924 convention, Mr. Shipman reported.

# MENHADEN FISHING INDUSTRY ON BOOM

Wilmington, Sept. 22.—The menhaden fishing industry is expected to get well under way here within the next 30 days. Two large commercial fishing concerns already have

begun operations for catching menhaden fish, also known as "fat backs," but the industry is not expected to reach its height for several weeks yet, until the southern migration of the fish from northern waters has caused a more plentiful supply.

# BATTERY PARK HOTEL CLOSES ITS DOORS

Asheville, Sept. 22.—Battery Park hotel closed its doors behind its last guests this week after 35 years of service. The hotel is to be demolished, giving way to a new skyscraper hotel to be built on a lower level after the hill on which the present building stands, is shoveled away.

Dr. Westray Battle was the first man to register at the opening of the Battery Park hotel, July 12, 1886, and E. J. Parker, a salesman of Philadelphia, Penn., was the last person to register before the big guest book was closed.



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