

TALS AND TEXTILES LEAD

Morse was detained

ship George Washington on January fered." sale very frankly admit that it is a freight in a car is much lighter than Mondey and probably by the gamble, but they produce statements the car itself. Imagine what it means to from the Polish consul general and oth- a locomotive to have to draw so much Then the decision must be put in code er officials, declaring that the bonds dead weight.

the average freight car is almost equal and Great Britain are not disposed of The people offering these bonds for to the load it carries. Oftentimes the quickly and the chances are that all of Hughes program and anything said increase in their relative strengths. Tuesday will be

The greatest captial issues were in metal machine and textile induswhich led the boom. The greattagnation was in the dye branch-That was due to the fact that the mying interests were low and foreign dys industries finding new ndations; also the embargo placed in the importation of German dyes foreign countries.

All the metal markets are particufirm, with the prices rising. There difficulty in persuading the manuturers to accept new orders. The ing and rolling mills have taken new hands but they are somewhat and by transport difficulties and and shortage.

he official iron industry syndicate month runed the prices both of ton and rolling mill products, but to be had at the prices and the condition OF colling mill material market is the as that of the Stock Exchange. all are buying and where the in has to be rationed. demand for har iron is official-

thed as disonicting. It has i ed to an all cound refusal by roll mill owners to accept orders. 16 IRON SCARCE.

The selling of machines is 'stormy comptive industry is engaged t Il but the railway car branch is Works complain that they can get enough pig iron and there is enormous demand for Ferro-Man-

nese and Ferro-Silicium and other iron and hardware small anches are well engaged. A sudder tremendous increase of foreign ers is reported from the small dware industries of Schmalkalden branch is working at tension and Is work for more skilled workers di are averilable. I the linen goods there is a mon

rous demand; while there is stormy upstition for the purchase of ribnery are already sold out. Manuclurers are refusing supplies.

the branches of chemicals are the from shortage of raw maabouting to the lack of railway asport. The pharmaceutical branch are enpoying unexampled prosperity. wing to the demands of home people ith American markets. RAISE IN WAGES.

raised in 18 per cent chemical trades. A strong forhand has set in and it has not thecked by the increase in ex-

The window, bottle and mirror glass nsell report an increased demand. industry, too is very we'l and there is a strong demand uxury porcelain.

paper a record boom prevails. home and foreign demand can-The paper mills are runht and day and ask for more han they can get.

the whole Germany could ex-"t more goods than she can produce. ush she is working at the est tension.

result measures are being in to check export. Firstly, export are being raised all around, secsport duties have been raisthirdly, a number of measures een taken suspending or restricts the rights of travellers to take Geran goods across the frontier."

DAIL EIREANN HOLDS

French authorities on his arrival here yesterday morning at the request of the American consulate. It was stated his presence in Washington was desired 'n connection with the investigation of his transactions with the United States Shipping Board.

Attorney General Daugherty last night sent a cablegram to Mr. Morse at Havre which read: "Desired you return immediately. Take first boat.' Previous dispatches from Havre had

intimated that Mr. Morse would return on the liner Paris, on which he made the voyage to France. Mr. Morse declared he felt his cable-

gram yesterday to Mr. Daugherty, in which he said he would return to Americo when wanted was somewhat vague, and in today's message he asked permission to consult Professor

Ettore Marchiafava, of Rome, consulting physician to the late Pope Pius, they can afford to lose. in regard to a necessary operation. BLACK WILD CATS FINED. Mr. Morse expressed disbelief in the reports that he had been indicted.

'The report of my indictment in connection with the Tunis ship deal," he told the correspondent, "must be unfounded, as I was indicted on that charge more than a year ago in New York State, and the indictment was quashed at the request of the Ship-

ping Board.' (Mr. Morse was indicted May 3, 1920 on a charge that, through an agent. he had sold the steamer John G. Mc-Cullough to the Government of Tunis in violation of the law proscribing sale of a ship registered under the Amercan laws to any one not a citizen of the United States without the Shipping to carry the case up on appeal. Board's permission).

NO PADDING.

"Concerning the reports of an in-The prices in cloth improve and dictment charging padding of payrolls To colors have been received. The at our Groton, Conn., shipyard," Mr. Morse said, "this is also impossible, as full investigation was made by Government officials who reported that there was no padding of payrolls at Groton. Even had there been padding, in as

much as our contract with the Ship-Berlin ready-made clothing and ping Board all provided for the deliv ery of a certain tonnage at so much per ton, the Government had no cor. cern beyond the fulfillment of our contracts, according to the stipulate1

terms. Mr. Morse has asked W. H. P. Enrich, a Paris attorney, to come to Havre for consultation following word from Attorney Donald Harper, cf Paris that he will be unable to act. The financier insisted he had no inention of fighting by legal means against returning to the United States, the hundreds of others in the State but merely wished to have representations made in Washington that his re-

quest for a delay in sailing be grant-"Should Attorney General Daugherty

refuse my request," Mr. Morse said 'I will return on the Paris on Monday.

are good and will be redeemed at par. REDUCED WEIGHT OF CARS which would give the purchaser a profit

of about \$119 for every dollar invested. the mark gets back to par, and the duced two-thirds without sacrificing amined. Some times a garbled cable bonds are redeemed at par in American anything in carrying capacity. This can has to be in part repeated. money the buyer will get about \$2,000 be done by using steel containing alloys. "Investors should not lose sight of as the present style of cars. It costs ratio program will be known before for the \$19.85 invested. the fact that at the present rate of ex- something to make a better quality of the middle of next week when a plenary change the value of the mark is so low steel, but this is offset by the fact that that 10,000 of them are worth only \$2.85 only one-third as much steel is used. 1 public the conclusions that have been and not \$19.85, which is the figure at am also designing a new type of locomowhich they are being offered and there tive in which the weight will be reis very little probability that the mark duced one-half, yet this locomotive will will go higher," declares a statement draw as many loaded light freight cars RECOMMENDS ACCEPTANCE. issued by the Insurance Department, as the present type of locomotive will which does not consider it a legitimate draw of heavier ones. investment unless people have money

"I also expect to reduce by seventyfive per cent the amount of coal burn-

negro iraternal orders, has resulted very satisfactorily, for the Wilmington coal it burns. The locomotive now covers the distance between Springfield. recorder has fined three of the officers of two of the negro lodges of his city Ohio, and Detroit on five tons of coal, \$100 for violating the insurance laws whereas it used to consume ten.

"Think what it would mean to Ameri-The recorder found Andrew McKoy. can railroads to cut their coal bills one-Sargent Larkins and John C. Davis half! A great part of the traffic that guilty and each of them got the fine each road carries is coal that it burns itself. Reduce the coal bill one-half and and were made to pay the costs. The negroes were very much surprised the cost of railroading is not only made when the verdict of guilty was pro- less, but equipment is released that nounced against them, but so far as the may be used in carrying freight for the Department knew had made no plans public.

INCREASED FREIGHT SPEED

"Can you begin to realize how inefficiently our American railroads are run? Think what it would mean to inthe same order. This order has been crease the average speed at which in existence in Wilmington for 35 years, freight is moved from twenty to two and owns much property, including hundred miles a day! That means that houses and building and loan stock. The property was acquired, according to the freight-carrying capacity of Ameriagents of the Department of Insurance can railroads can be multiplied by ten without increasing equipment and without additional cost. American farmers fits which were never paid, or which in most instances the lodges wiggled out and shippers generally are crying out vesterday afternoon. of paying for some excuse or another, against high freight rates. If frieght is being moved only twenty miles, yet John C. Davis is president of the Sons and Daughters of Pilgrims, anoth- the charge is approximately the same er 35 year old, rival lodge, which has as it should be for moving it two hunbeen operating under a State charter dred miles, is it any wonder that freight

rates are regarded as high?" "Mr. Ford," I said, "suppose you The three are typical lodge leaders, according to the agent who worked up were in charge of all the railroads in the case. They are sleek looking, well the United States, could you do with fed and well dressed negro men who do them "what you have done and what a great deal of hand-shaking, much you purpose to do with your own

brothering and sistering. They are like road?" He winced at the question because who "toil not neither to they spin," but of its form. To have given an affirmawho pick easy money from the negro tive answer might have seemed to be through the appeal of the mystic sec- boasting. So I changed the form of the rets of the lodge and the promise of a inquiry and put it this way: "Could grand funeral when the negro shuffles any man of good administrative ability Other prosecutions will follow in Wil--could such a man do fo rall American

nington and other parts of the State. railroads what you have done and hope Practically all of the lodges, except the to do on your own road?" COULD IMPROVE ALL ROADS

Negro Odd Fellows, the Negro Pythians, The Sons of King David and some

more difficult to apply my principles others, are purely local in their nature and the Department has only recently to all lines than it is to one. I could discovered through complaint that these run them all as easily as I run my

lodges were making it a business of own. collecting dues and insurance without bothering the Insurance Department with seeing that the money paid in is in the United States were under your control? properly secured.

"I would send word to the D. T. & I After adopsing resolutions directed to gang to extend their principles to all the State Text Book Commission asking that sectionalism be written out of the the other lines."

Michael Collins, Sinn Fein Minister of award of the Patterson Cup this year, the railroads of America can be properly torney, declared the report "aboslutely appeared in papers here today signed form to the American standards of the railroads of America can be properly torney. The denosition of Dr. by Swift & Co. catling for monoto the American standards of and electing Dr. W. K. Boyd professor and electing Dr. W. K. Boyd, professor run except under Government owner-

consumed in cabinet council at Tokio. as a concession or an assurance is simply an explanation of the Ameriand be sent over the long Pacific cables | can Government's intentions. which have relays at two or three sta-

experts have gone so far as to calculate tions enroute from Japan to United that a pledge from the United States "I am preparing to build freight States. On arrival here the important cars in which the weight will be re- reply must be decoded and carefully exas good to the Japanese as getting the 10-10-7 ratio which they have been seeking. If this is true, the Japanese

In any event it is not expected that are attaching far more importance to Cars of this kind can be built as cheaply any decisive development on the naval fortifications than are the American naval experts who admit that the present fortifications in the Far East are session may be held to announce to the hardly effective even for a navy such as America was planning before she proposed the conference plan of reduc-

Meanwhile the Japanese delegation here is powerless to act.

The impression prevails that Baron tions. This may have been the turning

Kato has recommended to his Govern- point in the Friday meeting but in ment that the American naval ratio any event the fact is the Japanese be accepted. This statement is based delegation saw that Mr. Hughes meant ed by locomotives. Simply by going over upon the optimistic manner of Secre- business and that he wasn't disposed one of our old locomotives and making tary Hughes after his meeting with to go further in the conference withsuch changes and improvements as I the heads of the British and Japanese out getting an acceptance or rejection ment against the black wild cats, the could, short of rebuilding it. I have delegations and also upon certain in- on the question of capital ships and reduced by fifty per cent the amount of timations given in official quarters that the scrapping of all building programs.

ARBUCKLE JURY MRS. DREXLER **OUT ALL NIGHT HAD 16 HUSBANDS** Failed to Reach Verdict and Was Preparing to Marry the 17th When Federal Put to Bed; Resume Con-

sideration.

Chicago, Dec. 3 .- Federal agents San Francisco, Dec. 3 .- Nothing remained of the Roscoe Arbuckle man- broke up Mrs. Helen Drexler's matrislaughter trial today but a verdict and, monial government allotment plan just if that was adverse to him, a sentence. as she was making plans to marry her The fate of the comedian, accused of seventeenth husband in three years, achaving caused the death of Virginia cording to her story today to Captain Rappe, motion picture actress, was giv- Thomas I. Porter, of the secret ser-

en to the jury shortly after 4 o'clock Rumors were current last night that the jury, composed of seven men and Government, she said. Federal officiats the two Powers in tables as follows: five women, stood eleven to one for accalculated she has received \$500 a RELATIVE STRENGTH.

Agents Arrested Her.

quittal, but no agreement had been month. reached at 11 o'clock and the debating "I was working in Boston when 1 ceased to permit the members to retire met Wilfred Taylor," she related. "The draft go him and soon after landing A throng that packed the courtroom in France he was killed.' and corridors outside in the hope of Mrs. Drexler's brother also was killed

in action overseas. Her little boy is pointment when the jury was locked up Wilfred Taylor's son. "I had to go to work or get married, so I got married. Several months af

terward my husband joined the Navy. so I got two aloltment checks. Joe the next. I left him and married another soldier. "Dear me, I can't remember all th names. Finally, I came to Chicago and

married three sailors in quick succession. Albert Drexler, a Camp Grant soldier, was the sixteenth. I had a sailor picked out for the next, but your

agents arrested me.'

THE PACKERS FIGHT

A technical examination by a medical Chicago, Dec. 3 .- Coincident with court to examine Miss Rappe's bladder an order from Armour & Co., of ta "Big Five" packers that all employe. who walk out Monday in protest pleted and the Japanese tonnage of in flamation existed, according to the report by the commission to the court against the 10 per cent wage reduction of the State, declining to make any and then added: "But I-do not believe and jury. Gavin McNab, defense at- will lose their places advertisements

since then which might be construed measure of naval strength between the United States and Japan was as follows: United States 1,118,650; Japan Some 588,800; ratio, United States 100 per cent; Japan 53 per cent."

not to build up present fortifications is THE RATIO CALCULATION.

As to the "60-50-30" existing strength ratio calculation, the American answer explained:

"The war conditions caused Great Britain to suspend her building program. In consequence, her ships are relatively older in type than those of the United States and Japan. This fact was considered in allotting her 604 .-000 tons for the present, but the stantion of naval armament. So America ard allotted her on replacements was 500,000 tons."

can well afford to give Japan the assurance concerning future fortifica-In explaining, as asked by the Jap anese, the method of calculation of existing strength, the American experts said that the basis taken was keels actually laid down as of November 11, the date of the opening of the conference. The further explanations given above, however, show that this was not held rigidly against Great Britain and Japan in the American plan, but only against the United States. Money spent by Great Britain and Japan on ships not yet laid down was figured into the existing strength of those navies but not into American existing strength.

SPECIFIC LIST OF SHIPS.

The Japanese experts also required a specific list of the ships of the United States and Japan, on which the calculation of existing strength was based. the degree of completion allowed for each ship building and asked whether differences in methods of figuring tonnage used by the three nations were allowed for in the calculations. This information was supplied in the American reply with the assurance that the tonnage figures of each foreign ship had been re-calculated on the American basis to arrive at a fair comparison.

On the basis of these figures and vice. By listing as the son of each also using Japanese estimates of Japhusband, the little boy born from her anese and American strength, as fursecond experience in matrimony, she nished by the Japanese experts in added \$5 a month extra to the flood of memorandum, the American experts allotment checks she received from the then set out the naval "relativities of

First: American estimate of American strength and American estimate of mase strength

Japanese strength: U. S.	Japan
Ships building 346,374	
Ships built 500,650	299,700
Ships built 300,050	2001100
PR-4-1- \$1.021	109 099
Totals	-49 Wet
Second: American estimate	of Amer.
can strength and Japanese	estimate
can strength and Japanese	caumare
of Japanese strength: U. S.	Japan
Ships building 346,374	334,700
Ships built 500,650	004,190
Totais 847,024	418 030
Detter 100 Det	49 Pct.
Ratio 100 Pct.	
Third: Japanese estimate of	A Miller.
ican and Japanese strength: U. S.	Japan
	83,330
Ships building 184,735	334,700
Ships built 500,650	554,100
m + - 1	418.020
Totais 685,385	60 Dot
Ratio 100 Pct.	nobed to
The following note was att	ached to
these tables:	
"In the tables as given u	nder two
and three, the Mutsu is inc	luded, as
of the Japanese tables as be	ing com-
inlated and the Innanese tonns	ige of in-

completed capital ships as given in their memorandum is raised to con-In connection with the different

BEGAN NOVEMBER 14. San Francisco, Dec. 3 .- The Arbuckle trial started November 14 and a week Kelly, of the Brooklyn Navy Yard, was was spent in selection of the jury. The who understood your railway methods main witnessees for the prosecution were Zeh Prevost and Alice Blake, snow girls, E. O. Heinrich, finger print expert, and a number of physicians and nurses. The medical experts testified internal injuries such as caused Miss "Yes," he replied. "It would be no Rappe's death usually resulted from the

hearing the verdict expressed disap-

application of external force The prosecution contended that the injury was the result of an attempt by Arbuckle to attack Miss Rappe during SUPREME TEST IN

a party in his hotel room during the af-"What would be the first thing you ternoon of September 5. would do," I asked, "if all the railroads

for the night.

for the night.

commission of three appointed by the showed that a condition of chronic in-

off the mortal coil. bigger fraternal orders, such as the

of the State.

McKoy is president of the Sons and

Daughters of the Tribe of Benjamin

and Larkins is another high official of

through the collection of dues for bene-

for the past year.

Fein peace delegation, bound for Dublin, had to return to England today when the steamer Cambria, on which they were traveling, collided with a schooner soon after leaving Holyhead, England. The schooner was sunk and three of her crew drowned. The Cambria returned to Holyhead damaged.

IRISH DELEGATES ARE DELAYED BYACCIDENT

Belfast, Dec. 3 .- (By the Associated Press.)-Three members of the Sinn

