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UN'ALTRA UNITA' NAVALE PER FIUME
Caccia-Sottomarini Italiano che si Pone agli Ordini di D'Annunzio

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A. S. HURLESON, Postmaster General

Londra, 9 dicembre.—Gli ufficiali italiani del caccia-sottomarino N. 88, P. N. furono a tre giorni di navigazione, legati e rinchiusi nella loro camera e quindi proseguiti per Fiume, secondo un dispaccio giunto al London Times da Milano, che descrive la diserzione della nave dalla flotta che blocca la costa dalmata. Quando giunsero a Fiume i marinai sbarcarono e furono incontrati da D'Annunzio che fece loro una cordiale accoglienza e pronunciò un discorso con il quale annunciò come traditore l'ammiraglio Millo, già al comando delle forze navali nell'Adriatico.

I legionari furono richiesti da D'Annunzio di inchinarsi innanzi ai disertori che, con la loro azione, avevano salvato l'onore della marina italiana, e nel così dire D'Annunzio disse l'esempio inclinandosi. Il suo discorso fu molto applaudito ed i marinai spesso lo interruppero gridando: "Andiamo a Spalato, andiamo a Roma".

Gli ufficiali del caccia-sottomarino furono rilasciati dietro ordine di D'Annunzio che disse loro di essere liberi di ritornare in Italia per riportare l'incidente o di rimanere. Gli ufficiali asserirono che desideravano rimanere fedeli al Governo Italiano e partirono per ferrovia.

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I. C. C. RECOMMENDS RAIL ACT CHANGES

Amendment to Permit Payment of Money Held by U. S. Among Those Suggested

WANTS BRIBERY STOPPED

By the Associated Press
Washington, Dec. 9.—Immediate payment to the railroads of sums due them under the guaranty provisions of the transportation act, but withheld under the ruling of the comptroller of the treasury, was declared by the Interstate Commerce Commission in its annual report today to be "vital in order that the carriers may properly serve the public." The commission recommended that Congress amend the railroad act to permit the release and payment to the roads of the money thus tied up.

The commission said that in most cases it could now determine "amounts or parts of amounts due the carriers," but that its certifications of these sums to the treasury could not be honored by the treasury since the comptroller had ruled that such applications for advances must have been granted prior to September 1. The commission believes it should be authorized to make "reasonable estimates" to alleviate the difficulties confronting many carriers in meeting operating expenses, fixed charges, etc.

The year's rail operations have developed the need of several other changes in laws, the commission said. It urged Congress to amend the Interstate Commerce act to provide for the punishment of any person "offering or giving to an employee of a carrier, subject to the act any money or thing of value with intent to influence his action or decision with respect to car service, and also to provide for the punishment of the guilty employee."

Appropriate legislation governing the transportation of explosives was asked, as were changes in laws affecting the awarding of reparations for damage which, the commission held, should be a matter entirely for the adjudication of courts.

The menace of wooden passenger coaches was set forth as another subject for legislative action, the commission urging that the roads be compelled to use steel cars in all passenger train service and prohibited from using wooden cars between or in front of steel coaches.

Referring to the question of bribery of railroad employes, the commission said: "As a result of the inadequacy of the car supply and of railroad transportation facilities generally during the last year, a practice has grown up among shippers of bribing operating employes of railroad companies in order to obtain transportation services. The demoralizing effects of this practice are far-reaching. Bribery of this character in many instances cannot be directly and effectively reached under existing laws."

On the subject of equipment supply, the commission declared that while the shortage could be minimized by car conservation and increased efficiency, the only permanent solution was substantial additions to equipment.

Despite the shortage of equipment the commission showed that the volume of freight carried during the first seven months of 1920 exceeded by 17.1 per cent the freight traffic for the corresponding period in 1919. Freight traffic as a whole for the last seven months also was said by the commission to be in excess of that of the entire year of 1919.

While the traffic has increased, the commission's figures show, the net operating income has suffered a continuous decline since 1917. The commission attributed this to higher maintenance costs in which war taxation figured.

The commission's accident table discloses that 6495 persons were killed by trains or in train-service accidents during the year of 1919. Of these, 1784, or more than 27 per cent, met death in grade-crossing accidents.

\$312,000,000 TO RAILROADS
Payments by U. S. Under Transportation Act in Seven Months
Washington, Dec. 9.—(By A. P.)—More than \$312,000,000 was turned over to the railroads by the government in the form of advances on the guaranty provisions of the transportation act and in loans between the last of March and first part of November, according to figures sent to Congress today by Secretary Houston.

NO TAX REDUCTION, LONGWORTH SAYS

Tells Insurance Men Congress Will Cut Executive Department Budgets TO REVISE REVENUE LAWS

By the Associated Press
New York, Dec. 9.—Substantial reduction of taxes is not possible in the near future, Representative Longworth of Ohio, a member of the House ways and means committee, which frames revenue measures, declared here today, speaking at the meeting of the Association of Life Insurance Presidents.

"Our immediate problem," Mr. Longworth said after an analysis of the government's fiscal situation, "is the revision and modification and simplification of present law, and the substitution of fair and proper taxes for the present taxes which, in my mind, are in many respects unfair and improper."

The speaker predicted Congress would slice in the neighborhood of \$1,000,000,000 from estimates aggregating more than \$4,000,000,000 presented by the executive departments. That would not permit, however, he added, any general reduction in taxes, and Congress faced the task of finding new sources of revenue as substitutes for existing taxes which should be abandoned or modified. Customs receipts, Mr. Longworth said, were too low, but despite a firm conviction of the soundness of a protective tariff policy he added that he did not consider that a general tariff revision to increase duties could be undertaken in the present disturbed state of the world. It would be impossible to get reliable figures as to relative costs of production at home and abroad on which to found such legislation, he said.

The excess profits tax was described by the speaker as "essentially a tax on brains and ability and efficiency of management," which ought to be repealed. "But the situation is, and we might as well frankly face it," he continued, "that it cannot be repealed unless some other tax is substituted for it that will raise approximately the same amount of money."

Two such substitutes, and only two, Mr. Longworth said, were under committee discussion: a sales tax of 1 per cent on the undistributed profits of corporations, and a tax on the undistributed profits of corporations.

"It is proposed," Mr. Longworth said, "to impose a tax of about 25 per cent on the difference between what a corporation actually earns and what it distributes to its stockholders."

In opening the convention Chairman Fred A. Howland, of Montpelier, Vt., said that the volume of life insurance in force in American companies far exceeds that in all other companies of all other countries. "It may fairly be claimed," he said, "that sociologically life insurance represents the greatest contribution that the genius and enterprise of America have thus far made to the civilizing forces of the world, and its possibilities are limitless."

Haley Fiske, president of the Metropolitan Life Insurance Co.; George I. Cochran, president of the Pacific Mutual Life Insurance Co., of Los Angeles; Daniel Willard, president of the Baltimore and Ohio Railroad; William A. Hutcheson, president of the Actuarial Society of America, and F. H. Ellis, commissioner of insurance and president of the National Convention of Insurance Commissioners, were among the other speakers who discussed varied phases of insurance.

CONSTANTINE NOT NOTIFIED
No Official Note Sent by Greece Telling Plebiscite Result
Athens, Dec. 9.—(By A. P.)—No official note has yet been sent to former King Constantine in Lucerne, notifying him that the people of Greece in the plebiscite of Sunday last voted for his return.

Prince Nicholas, brother of Constantine, arrived in Athens last night and immediately summoned the cabinet ministers and the other princes and princesses to his palace, where he gave them a communication from Constantine. The message was not made public.

The opening of Parliament has definitely been set for January 5 next. The American dollar was quoted at an average of fifteen drachmas.

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| 6-0 x 9-0.....200 | 10-2 x 14-0.....465 |
| 7-3 x 9-0.....215 | 10-0 x 14-0.....490 |
| 8-1 x 10-1.....265 | 12-0 x 15-0.....630 |

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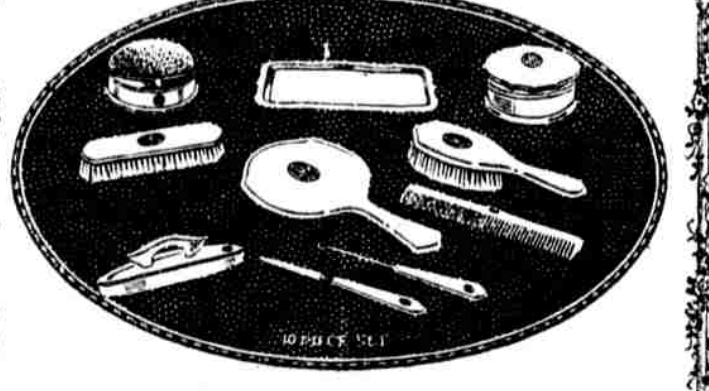
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32.75

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L'Origan Toilet Water (Formerly 9.25)..... 6.75

HOUBIGANT'S
Quelques Fleurs Toilet Water (Formerly 8.90) 7.50
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Quelques Fleurs Talcum (Formerly 1.00)..... .90
Ideal Toilet Water (Formerly 7.25)..... 5.75
Ideal Sachet..... 2.50
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KERKOFF'S
Djer Kiss Toilet Water (Formerly 2.00)..... 1.75
Djer Kiss Perfume (Formerly 2.00)..... 1.75
Djer Kiss Sachet (Formerly 1.00)..... .85

GUERLAIN'S
Rue de la Paix (Formerly 12.00)..... 10.50

VIVADOU'S
Mavis Toilet Water (Formerly 1.25)..... 1.00

FANS of colorful foamy ostrich (Val. 27.50) 18.50
Ostrich Feather CORSAGES (Value 3.00)..... 2.00
HANDBAGS of ostrich feathers (Val. 50.00) 35.00
SMELLING SALTS in fancy containers..... .50 1.00 1.50
De Vilbiss dainty ATOMIZERS (Val. 2.00) 1.50

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Thirty-two-inch long model. 195.00
Were 295.00

Natural Leopard Coats
36-inch model; natural raccoon collar and cuffs. Were 225.00
395.00

French Seal Coats
36-inch model; skunk, squirrel, opossum and beaver collar and cuffs. 195.00
Were 295.00

French Seal Coats
40-inch model; beaver, opossum & skunk trimmed. Were 350.00
245.00

Hudson Seal Coats
36-inch model; plain and opossum trimmed. Were 395.00.. 245.00

Hudson Seal Coats
36-inch; trimmed with beaver, squirrel, opossum and skunk. Were 595.00..... 350.00

Natural Squirrel Coats
36-inch full-fare trotteur model. Were 350.00..... 550.00

Hudson Seal Coats
40-inch (dyed muskrat); skunk, squirrel and beaver trimmed. Were 795.00..... 550.00

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