

TARIFF ON DYES URGED AT ONCE

Wilson, Favoring the Bill, Hopes to Wring Concessions from Germany.

MANUFACTURERS FEAR 'DUMPING' AFTER WAR

Herman Metz to Represent the Chemical Society at the Congress Hearing.

Washington, Jan. 5.—Immediate action by Congress to provide prohibitive duties on dyestuffs, with a view to encouraging the rapid development of the industry in this country, will be urged on the Ways and Means Committee of the House of Representatives on January 14 by representatives of industries in which hundreds of millions of dollars are invested. They will favor the bill introduced by Representative Eberstadt of Connecticut, which amends the Underwood-Simmons tariff bill by imposing prohibitive duties on dyestuffs.

It is believed by some members of Congress who have been in consultation with the State Department that the administration may not be averse to this bill, as it has seemed. It may not want the bill passed, it is said, but will be glad to have a demonstration of strength made in its favor, with a view to bringing concessions from Germany on the dyestuff situation. The administration believes that if Germany saw a permanent tariff wall building against dyestuffs which would make her independent of foreign markets, she would allow the exportation of dyestuffs to meet the present situation. Great Britain has already granted permission for the exportation of a limited amount of dyestuffs, but Germany has insisted that she must have cotton in return, and this Great Britain has refused to concede.

Dyestuffs are now selling at unprecedented prices, while according to members of Congress, cotton, textile, leather and other manufacturing plants are seriously embarrassed by the shortage of dyestuffs. It is believed that unless relief is soon given, many of them may be compelled to shut down, throwing thousands out of work.

Until this time the administration has opposed levying protective duties. Secretary of Commerce Redfield recently proposed an anti-dumping plan, aimed at the flood of foreign imports regarded as sure to come at the close of the war. He would make the "dumping" of foreign goods in the United States "unfair competition" under the anti-trust laws.

"In no other way can this problem be solved," said Representative Hill today in discussing his bill, "than by imposing stiff duties on dyestuffs. You cannot establish the chemical industry on a basis to make us independent of the rest of the world except by a system of protective duties. It cannot be done by amendments to the anti-trust laws. Canada has tried 'anti-dumping' laws, and they have failed. If the business of manufacturing chemicals and dyestuffs is to be placed on a paying basis, we must protect those who invest their money in it."

GIFT BABY HAUNTS HER

But Mother Has Six of Her Own, and Infant Goes to Bellevue.

"That baby haunted me all night. But I can't adopt it; I have six of my own."

Mrs. Sophie Schaeffer, of 345 East Twenty-third Street, shrugged her shoulders helplessly as she held the cooing baby, who she was left at her door Tuesday night.

"To think I could have grabbed it! I went up the stairs, I guessed she'd left it present for me. She'll never turn up again. Such a mother!"

Several tenants gathered in the hall and leaned over the banisters to see the virtues of this anonymous baby, predicting that unhappiness would be the punishment of the cruel mother.

"It was a boy," said one woman.

"It was a girl," said another.

Meanwhile the infant sucks its thumbs at Bellevue, waiting for a home.

AUTOS THREATEN HORSE SPEEDWAY

Highway Official Urges That Old Reservation Be Opened to Public.

Some one of these dark nights the once busy Speedway, from 155th to Dyckman Street, will be the scene of a mass meeting. A rising vote of protest will be taken by the shades of the old drivers and horse lovers now banded together in the Old Speedway Turn Verein, so called because of the recent feverish turning of its members in their graves at the latest insult to the horse.

As if it were not enough that extolling limousines and rattling runabouts should crowd the horse to the curbing on public thoroughfares, and that the arena in Madison Square Garden, which was once the Peacock Alley of the equine fleet, should be lined with a garish display of "horseless carriages," it has now been recommended by the chief engineer of the Highway Department that the Speedway, at present restricted to light motor-driven vehicles and equestrians, be paved and opened to the general public in all its entirety.

During the early part of December Chief Engineer Jagers, W. Stern, made a study of the traffic on this reservation covering a period of seven days from 8 o'clock in the morning till 7 at night. In that time only 641 vehicles and 25 equestrians used the roadway. With such a falling off in the use of the Speedway for its special purpose, it is estimated that the average yearly maintenance, approximately \$10,000, is too high for the return the taxpayers get on their money.

"Horsemen only," in the way now, any," he said. "The only place left to drive is old Jim Butler's track, and he's going to tear that up pretty soon."

Tom then recalled some of the new "plan" would be nothing short of sacrilege. "But they're most all of 'em dead and gone now," he added.

There were Horace Hutchings and former Park Commissioner George Clausen; E. B. Thomas, president of the Lehigh Valley Railroad, and whose Leonaora Mr. Virtue used to drive; O. S. Bailey and Charles Le Berber, announced that Charles Le Berber, counsel for Penton, will ask the Governor for a stay until he can make a motion for a new trial. It will be asserted newly discovered evidence proves Penton is insane.

Final Plea for Teacher's Slayer

A final plea will be made today to Governor Whitman to save Antonio Penton, slayer of Miss Beale Kremer, Schenectady school teacher, from the electric chair Friday. Spencer Miller, secretary to Warden Kirchwey, announced that Charles Le Berber, counsel for Penton, will ask the Governor for a stay until he can make a motion for a new trial. It will be asserted newly discovered evidence proves Penton is insane.

Chalmers for Preparedness

Stating his emphatic belief in a greater United States Navy, military training for all citizens and a general national programme of preparedness, Hugh Chalmers, Detroit motor car manufacturer, yesterday took direct issue with the views of his fellow citizens and manufacturer, Henry Ford.

Mr. Chalmers, who is stopping at the Hotel Belmont during the Automobile Show, says the majority of automobile makers are not in sympathy with Ford's propaganda, and denounced in no uncertain terms the peace-at-any-price advocates.

"I believe that business men generally throughout the country are in favor of a larger American army and navy," said Mr. Chalmers. "The navy, as the first line of defence, should by all means be kept on a par with the navies of first class European powers. This, however, is a matter largely of legislation.

"The army, on the other hand, is a proposition that every employer of men in the United States is in a position to aid. The recent encampment of New York business men at Plattsburg showed plainly how much could be accomplished were this feature of training extended to include the hundreds of thousands of workmen in all sections of the country.

"We employ some 5,000 men at the Detroit plant of the Chalmers company. In my opinion a plan could be devised whereby in the next five years every one of these men could spend a month in active military service, under the supervision of regular army officers.

"I don't believe these men should be made to stand all of the expense, because they have their families to look after and they could not afford to lose a month's pay. I believe, however, that the men should stand some part of it, because they would not be making a contribution to their country's service if they did not pay part.

"I personally would be willing to pay half the salaries of my own employees during these thirty days of training, and I believe other employers would probably agree to the same plan. This would, of course, cost the manufacturers of this country a considerable sum in the next five years, but I believe it to be their just contribution to the cause of preparedness."

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What Is the Gary Plan?

By ALICE BARROWS FERNANDEZ

Tribune readers will find in this department a clear and authoritative account of the Wirt school system, proposed for this city. Questions of parents and teachers will be gladly answered. The department will appear on Mondays and Thursdays.

WHAT THE WIRT PLAN DOES.

It takes children off the streets and keeps them wholesomely busy at work, study and play for six or seven hours a day.

It gives all children just as much academic work as the traditional school, but by lengthening the school day it gives time for practical shop work, science, drawing, music, auditorium and play for all children.

WHAT THE WIRT PLAN MEANS.

To every parent—A chance to give his child the enriched educational opportunities usually reserved for the children of the favored few.

To teachers—No more hours of teaching; more congenial work.

To the community—Better citizens, better schools for less cost.

Howard W. Nudd Refutes Attack of Superintendent of Gary Schools—Says Estimates Statistically Unsound—Continuous Use of Plant Economical.

Many cities besides New York are in the throes of excited discussion over the Gary plan. In Chicago a campaign for the adoption of the plan has been going on for some time. Cleveland, after years of bitter discussion on the subject, has finally adopted essential features of the plan until the title of "double-platoon" system. The words "Gary plan" are often not grata to those who have charge of our educational systems. Not so in New Jersey, however. Three New Jersey towns have recently installed the plan, one through the efforts of the Superintendent of Schools and the other through the initiative of the Board of Education. Columbus, Ohio, has also started a campaign for the plan, and a Youngstown, Ohio, newspaper recently sent a representative to Gary to study and write up the system in a series of six articles.

Campaign in Minneapolis for Gary Plan.

Probably, however, one of the liveliest contests on this subject has been carried on in Minneapolis during the last year. Last fall City Superintendent of Schools Spaulding of Minneapolis endeavored to prove that it would cost more to operate the Minneapolis schools on the Gary plan than under the traditional system. "The Minneapolis Tribune" sent a member of its staff to Gary to study the system, and he returned with much evidence that the schools at Gary were not only economical, but of great educational benefit to the children. And so the conflict raged. In the meantime the opponents of the Gary plan in this city quoted Superintendent Spaulding's statement widely as proof that the Gary plan was costly.

In view of this advertisement of Mr. Spaulding's report as a correct estimate of the cost of the Gary schools, the following letter from Howard W. Nudd, director of the Public Education Association of this city, should be of value to all those interested in the plan.

To the Editor of the Tribune.

Sir: Those who are seeking to obstruct the extension of the Gary plan in the New York City schools have been laying much stress of late upon a recent statement of Superintendent Spaulding of Minneapolis, in which he seeks to show, after making certain statistical corrections, that it would cost upward of 36 per cent more to operate the Minneapolis schools on the Gary duplicate school plan than it would on the existing basis of a reserved seat for every child. If this be true, the natural inference is that New York or any other city should hesitate long, on the ground of economy alone, before reorganizing its schools according to Mr. Wirt's programme.

Continuous Operation of Any Business Plant Economical.

This conclusion is so contrary, how-

question of comparative values. It is extremely unlikely that every school in Minneapolis affords all of its children the opportunities for work, study and play for eight hours a day which are afforded in the shops, laboratories, playgrounds, gymnasiums, swimming pools, libraries, auditoriums and regular classrooms of these two Gary schools. It is more likely that the Minneapolis schools, with their acute part-time problem, furnish the same limited educational opportunities which are afforded in the traditional five-hour day of academic instruction in most American cities.

The real question, from the point of view of economy, is, which would cost the City of Minneapolis more to provide for all of its children the facilities of the largest corporation in the present type of school organization, in which a large proportion of the plant would always be idle, requiring a correspondingly greater amount of space and equipment for each child, or the Gary duplicate school type of organization, in which all of the facilities would be in operation all the time and a correspondingly less amount of space and equipment required for every one?

Estimates of Per Capita Costs Incorrect.

Aside from ignoring this fundamental point, however, Mr. Spaulding has made several statements, which, when further explained, invalidate his conclusion that the Minneapolis schools would cost much more per capita if they were reorganized on the Gary plan. For example, he cites the average salary for teachers in Gary as \$849.67 and in Minneapolis as \$1,163.70, and concludes that if the salaries in Gary were made equal to those in Minneapolis the per capita cost of instruction in Gary would be \$36.14 instead of \$27.11, as against \$29.89 in Minneapolis. He fails to point out, however, that according to these very figures the average size of class in Gary is 31.3, as against 38.9 in Minneapolis. If Mr. Wirt should increase the size of his classes to 24 per cent to correspond to those in Minneapolis, it is obvious that he could reduce his per capita cost of instruction accordingly, which would offset the difference in per capita cost due to the difference in salaries. The question might therefore be raised, how much more than at present would it cost to reduce the size of classes in Minneapolis for comparison under the Gary type of organization, if one takes into consideration not only the extra teachers, but also the extra classrooms and the overhead expense required to operate the new buildings needed to house these additional classrooms?

Moreover, in calculating the per capita cost of overhead expenses Mr. Spaulding fails to make an important statistical correction. In Minneapolis the schools are running far above capacity, as indicated by the acuteness of the part-time problem, while the two Gary schools which Mr. Spaulding uses as a basis for comparison are running far below capacity. At the time of Mr. Spaulding's calculations the enrollment in the Emerson school was 895 and in the Froebel 1,847, although the capacity of each is 2,400. Statistically it is manifestly unsound to compare the per capita cost of the two plans without weighting the data in such a way as to eliminate factors which have nothing to do with the question at hand. If the per capita cost is based in one city on an enrollment which runs the school system even beyond capacity, then it must be assumed that the other system also be run to capacity; otherwise, the relative economy of operating the two systems under similar conditions cannot be accurately computed.

If the two Gary schools were running to capacity, as are those in Minneapolis, and had a total enrollment of 4,800 instead of the 2,742 which Mr. Spaulding used, it is evident that there would have been a reduction of approximately 40 per cent in the per capita cost of such items as principals' salaries, janitors' wages, fuel, water, insurance, investment, interest on investment, etc. The per capita cost for salaries of principals, for example, would have been reduced from \$1.18 to 67 cents, and for the interest on investment from \$1.96 to \$6.64.

The most striking reduction, however, would have been in the per capita cost of investment. This Mr. Spaulding gives as \$292. With the foregoing correction in enrollment it would have dwindled to \$166, which is not extravagant when compared with the \$355 quoted as the cost of the average Minneapolis school if one bears in mind, as Mr. Spaulding points out in another connection, that the two Gary schools are new and modern in every respect and contain all the play shop, auditorium and other facilities above referred to, while a large number of the Minneapolis schools are very old and contain very few of such facilities.

Spaulding's Estimates Statistically Unsound.

It would therefore seem that Mr. Spaulding fails to make a fair appraisal of the relative costs in Gary and in Minneapolis, when he compares the per capita costs of the two most modern school buildings in Gary with the per capita costs of the average school in Minneapolis without stating the relative educational advantages secured by such expenditures, a procedure which is statistically unpalatable, since it leaves out of consideration entirely the

equipment which would be required under the traditional type of school organization to make it possible for practically all of the children to use at one time facilities comparable to those offered in Gary?

If further evidence were needed to show how the per capita cost always varies according to enrollment, one might simply compare the per capita costs of the two Gary schools, Froebel and Emerson. Froebel has the largest enrollment and, therefore, as would be expected, its per capita cost is much lower than the per capita cost of Emerson, despite the fact that it has a much larger playground and more elaborate equipment than Emerson. The per capita costs are as follows: Instruction—Emerson, \$36.26; Froebel, \$27.79; operation—Emerson, \$9.75; Froebel, \$5.50; maintenance—Emerson, \$8.29; Froebel, \$3.27; total current cost—Emerson, \$53.30; Froebel, \$36.56; total value of school property—Emerson, \$429.50; Froebel, \$224.74.

Finally, in view of the apparent ease with which it has been found possible to lengthen the school day an hour for the children in the Wirt schools in New York City, without lengthening the school day for the teachers, one is inclined to be somewhat surprised that Mr. Spaulding should add \$9.79 per capita, or an increase of 20 per cent to teachers' salaries just because the school day is lengthened.

Minneapolis Schools on Gary Plan Would Cost Less.

If, therefore, the same scale of teachers' salaries is assumed to be paid in both cities, and if due allowance is also made for the foregoing corrections of Mr. Spaulding's figures, it will be found that the \$67.89 quoted

as the per capita cost of running the Minneapolis schools on that plan will be actually less than the per capita cost of running them on the existing plan. All of which would seem to prove that the same economic laws which govern the continuous operation of the public school plant and point unmistakably the direction in which future progress in educational administration must be made. Very truly yours,
HOWARD W. NUDD,
Director Public Educational Association.



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Factory methods brought to an efficiency never before dreamed of.

Tires brought to a dependability which is practically standardization.

The United States Tire Company's 1916 policy brings to tire dealers and automobile owners a

- full line of "individualized tires"
- full value in tires
- full service in tires

The great four-page "announcement-in-detail" in this week's Saturday Evening Post (out today) tells you the big things the United States Tire Company has done to make 1916 the automobile owner's year of tire economy and tire efficiency. Read it—carefully.



A PROMINENT Chicago automobile editor who was present in Racine, Wisconsin, at the "unveiling" of the New Case 40, was enthusiastic over its wonderful performance. After being present at several tests of the car, he said,—"Its performances were little short of the marvelous."

By the way, have you seen, at the show, the Case 40 in orange and black and upholstered in seal brown and cream stripe? It's stunning—and mechanically it is fully worthy of the respected name it bears—Case.

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