

principal of the debt is due August 1st 1929, and the annual 5% interest is payable in semi annual instalments.

Geneva, Feb. 1st.—Famine has reached such a terrible degree in the Grenburg district of Russia that people are killing each other and parents are eating their children, says a telegram received here today from a representative in Moscow of Dr. Kanssen, head of the International Commission of Russia relief. The following authentic examples, says the telegram occurred in the Village of Tuliakova commune of Ordelanovsky. Canton of Yarmatsky, a man named Tubatualla Hallin ate the corpse of his brother. A woman named Housna ate two of her children and a man named Asam devoured his daughter. May God help them.

New York, Feb. 1st.—Further heavy buying of British exchange occurred in the local market today, demand bills on London rising to \$4 28½, their highest quotation in over two years.

Dublin, Feb. 1st.—The Beggars Bush Military Barracks were vacated today by the troops and were formally taken over in behalf of the Irish Republican army by a company dressed in green uniforms and carrying full equipment.

Rome, Feb. 2nd.—The conclave of the Sacred College which is to choose a successor to Pope Benedict XV, began its sitting today.

London, Feb. 1st.—The foot and mouth disease among cattle is spreading in the Doncaster district of West Yorkshire, where there is a large agricultural trade, and the outbreak is now reported from over a dozen centres. Many animals have already been destroyed, and other large herds are likely to share a similar fate, with the result that the price of fresh meat had already advanced 38 to 48 per lb. Prices for foreign meat are also advancing. A Yorkshire delegate protested against the wholesale slaughter of animals owing to the disease. He declared the disease was curable. Sir Stewart Stockman, chief veterinary surgeon of the ministry of agriculture, said the outbreak was undoubtedly the biggest the country had had to cope with for the past 30 years. There was no evidence of the infection having originated in Ireland he said.

A. FOXEN WORM OF SHUBERT FIRM DIES IN PARIS.

Stroke of Apoplexy Fatal While in Quest of Health.

A. Foxen Wormn for many years well known in theatrical circles in this city, died Thursday in Paris, following a stroke of apoplexy, according to a cable received yesterday by Phelan Beale, lawyer, of the firm of Bouvier, Caffey & Beale.

Mr. Wormn had been associated for more than twenty years with the Shubert theatrical interest. He served as a

press agent and as manager of road companies. When Sarah Bernhardt, on tour in this country many years ago, was forced by a "theatrical war" to play in halls and tents Mr. Wormn accompanied her and had charge of her performances. For some time he had been the Boston representative of the Shuberts. He went to Europe hoping to benefit his health.

Mr. Wormn was born in Denmark fifty five years ago. His name was Conrad Henrik Aage Toxen Wormn. As a boy he was a playmate of William Hohenzollern, who spent the summers of his childhood in the old Danish province of Schleswig-Holstein. Mr. Wormn was a naturalized American citizen and held little admiration for his former playmate.

The size of Mr. Wormn's estate is unknown, according to Mr. Beale, who is executor of the will. He said that the residue was left to Mr. Wormn's niece, Miss Ella Scheel of Copenhagen, with the exception of several personal articles, which are to be distributed among other members of his family. There also is a clause in the will leaving \$500 to an institution for the benefit of Members of the theatrical profession and to another institution for indigent newspapermen.

The seventh paragraph of Mr. Wormn's will says:

"In conclusion, I wish to voice my affection for my adopted country. I am proud of being a citizen of the United States, and my sole regret is that I do not leave a successor of my line behind me. I am particularly grateful to the city of New York for the hospitality and kindness that I have found among its citizens. I consider New York to be the most wonderful city in the world, and I hope that its prosperity, uninterrupted, may be forever continued by Providence. In this connection I also express the earnest hope that God may take care of Chicago in the future, so as to enable it to live down its miserable past and wretched present."

WAGE CUTS ON SHIPS AS FREIGHT RATES COME DOWN.

Less pay for Everybody From First Officer Down to Unlicensed men; Freight Rates Less.

No definite information has been received by shipping agents here regarding a cut in wages which has gone in effect since January 1, according to reports from New York. This reduction ranges from 15 per cent to 35 per cent and affects all employees in all departments. A reduction of 15 per cent was made last August.

"If we are to carry sugar at 18 cents per hundred—45 cents a bag—ship's wages must be reduced," said one agent. "The freight on sugar is now lower than it was at the outbreak of the war.

The rate then was 21 cents a hundred. With rates reduced wages must come down."

Inquiry here developed no information that there might be a reduction of passenger rates in the immediate future. It was said that passenger rates between New York and Porto Rico already are lower than the rates to other West Indies points.

This announcement of the wage reduction was made in New York;

Wages of marine workers on American deep-sea vessels, from first officers to mess boys, have been cut 15 to 35 per cent, according to an announcement by the American steamship owners' association representing practically all of the American deep sea ships except United States shipping board vessels. Members of the association expected the shipping board to follow suit.

The marine unions, although their leaders expressed dissatisfaction with the reductions, are in no position to resist the action. Following a previous 15 per cent cut a strike was ordered last summer and the strikers decisively beaten. The prevalence of unemployment increases the weakness of the unions' position now.

When the marine unions struck last summer the American steamship owners' association served notice that the workers must be prepared for further wage reductions. The owners said their plans for building up the American merchant marine could not succeed if they had to continue to pay high wages. Under the new wage scale, first officers of class A vessels—single screw ships of more than 20,001 tons and twin screw boats of more than 15,001 tons get \$175, instead of \$205, a month second officers of Class A vessel are cut from \$180 to \$150 a month third officers from \$160 to \$135, and fourth officers from \$140 to \$120. First officers of Class B vessels—7,501 to 20,000 tons for single screws and 5,501 to 13,000 tons for twin screws—are cut from \$200 to \$165 second officers from \$175 to \$140, and third officers from \$155 to \$125. On class C vessels—3,501 to 7,500 tons for single screws and 2,501 to 5,500 tons for twin screws—reductions are the same as for class B vessels. On class D vessels the cuts are from \$155 to \$130 for first officers, \$115 for second officers and \$110 to \$95 for third officers. The cuts for engineers correspond to those for deck officers. Chief wireless operators are cut from \$105 to \$90, and assistant operators from \$85 to \$70. The reductions for unlicensed workers are the most drastic. Able seamen are cut from \$72.50 to \$47; ordinary seamen from \$52.50 to \$35; boatswains from \$80 to \$65; boatswains' mates from \$77.50 to \$55; quartermasters from \$75 to \$52.50; carpenters from \$85 to \$70, and carpenters' mates from \$80 to \$55. Firemen are cut from \$75 to \$50; oilers from \$80 to \$55, and coal passers from \$75 to \$40.—*Porto Rico Progress, 19th Jan.*