

City Officials' Absence Halts Plans for Port

Midwinter Vacations of Hyman and Aids Prevent Action on Development

Smith Pleads for Patience

Jersey Governor Threatens to Go Ahead; Willcox to See Mayor on Return

New York City probably will have the controlling voice in adoption of plans worked out by an interstate legislative committee for port development.

But the "midwinter vacation period" of the city's officials will result in an indefinite delay in final action.

Both Governor Smith and Governor Edge advocated action on the proposed union of the two states for port development.

But Governor Smith advised against any decision until the people of New York City should be given an opportunity to pass upon the plan.

Governor Edge protested against delay.

"The treaty now is undoubtedly in such form that it would be passed by

Wants Immediate Action

"I must say, positively, that if we cannot get together I shall certainly recommend to the New Jersey Legislature that our state proceed to develop on the New Jersey side as far as possible."

"We must ask your patience," said Governor Smith, addressing himself particularly to the New Jersey members. "We have problems to wrestle with that you have not. We have the financial and commercial center of the world and we must see that its interests are safeguarded. My one request is that we be given a little more time to place the proposition before the people."

The joint commission's plan contemplates the establishment of a harbor district, to be under jurisdiction of a commission of six, three residents of New York State and three of New Jersey. The six would constitute the port authority, which would have the power to lease terminals, construct harbor facilities and fix charges to put the port on a paying business basis.

Such a port authority would rob the city administration of much of its power. So it is feared that unless the city administration is consulted first the project might be thwarted.

State Senator J. Henry Walters, spokesman for the New York legislators, proposed an indefinite adjournment to confer with Mayor Hyman and his aids.

"When will the commission meet again to consider this project?" demanded Governor Edge.

"That depends on the return of Mayor Hyman," answered the Senator. "When can we expect him back?"

"Next Wednesday, I think," answered William P. Burr, Corporation Counsel. "And when will Murray Hulbert be back?" asked Senator Walters.

"Within a few days," said Mr. Burr. "The Mayor, who acted as chairman, will confer with the city administration as soon as Mayor Hyman returns and will name the date for final action."

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Tammany After Scalp Of Commissioner Pratt

Chief Argument Is That Head of Conservation "Doesn't Need the Money"

ALBANY, March 1.—Tammany is pressing Governor Smith to oust George D. Pratt, of Glen Cove, as Conservation Commissioner. Tammany's chief argument for Pratt's removal, as voiced by one Tammany legislator here, is:

"Pratt's a millionaire, and doesn't need the \$8,000 a year."

Back of it all, however, is the patronage at the disposal of the commissioner.

Commissioner Pratt, whose term does not expire until April 22, 1920, cannot be removed except on charges. Charges—which no one here takes seriously—have already been filed by an organization Democrat in Schenectady County, who alleged that a Republican who was behind him on a civil service list for game protector was appointed over him. This is allowable under the civil service act.

When this charge was made, nearly three weeks ago, one Democrat here said:

"This is not strong enough. Something better than that will have to be found."

Since then Tammany officeholders have been carefully combing the four years of the Pratt administration in search of possible scandal of any sort.

Princess Escapes From Reds

GENEVA, Feb. 28.—Princess Helena of Serbia, passed through Geneva yesterday for Paris. Her husband, Duke Jean Constantinovich of Russia, was murdered by Bolsheviks at Perm. The princess, with her two children, fled in disguise.

First Air Exposition Opened Here With Martial Ceremony

Aerial Invention, Spurred by War, Makes Exhibition at Garden Real Novelty

Mary Garden in Flight

Superiority of All-American Types Is Shown by the Most Improved Models

By Jack R. Binns

The first great aeronautical exposition in history was officially opened at Madison Square Garden and the 69th Regiment Armory last night.

The opening ceremony, an event of military pomp and splendor, was performed by Brigadier General William L. Mitchell, chief of operations of the United States army air service at the front, recently returned from France.

Fully 10,000 people struggled to enter the Garden the moment the doors were opened. The jam became so bad police reserves from the East Twenty-second Street station were sent to restore order.

When the lines were finally formed they extended eight deep clear around the Garden block.

As the general entered the hallway of Madison Square Garden the personnel of Hazelhurst field aviation unit, under command of Major Henry J. Miller, sprang to attention with true military precision.

Preceded by two buglers the general then entered the exhibition hall, where he was received by Frank H. Russell, vice-president of the Manufacturers' Aircraft Association.

As the party mounted the platform overlooking the giant "All American" Martin bombing plane, the buglers blew the general officers' call of the United States Army.

The general then described aerial fighting conditions at the front, which added so much lustre to the standards of the country's newest fighting arm.

"In the air fighting at the American front up to the time the armistice was signed," said General Mitchell, "the American aviation forces brought down four and one-half times as many German aeroplanes as the enemy brought down American machines."

"When the war ended the air service of the United States army excelled that of any other army in all branches of aerial tactics."

Setting of Exhibit Unique

It was a fitting ceremony to mark the opening of the most remarkable exhibition ever placed on view. Around the sides of the world-famous exhibition hall there has been built a wonderful scenic display, portraying to the visitor the aviator's view of the country receding below his fast-moving aerial carriage.

Across the ceiling of the hall a big kite balloon rests in stately magnificence, as though it was trying to push away the unnatural object that impedes its passage to its natural plane.

This is the type of balloon that was directly responsible for the silencing of many Hun batteries, and consequently for the safety of hundreds of doughboys' lives.

Immediately back of it is a spherical observation balloon, with ear attached, anchored to the floor exactly in the same manner as it was used at the front.

At the back of the hall is one of the mammoth Handley Page biplanes. This huge machine stretches its giant wings until they almost touch each side of the hall. It is by far the most impressive exhibit in the wonder-impressing display at the garden.

All around there are world-famous machines that have achieved undying glory in the greatest of all wars. Here is the French Spad, the diminutive fighting plane that carried all the French aces to victory. The British

BUILDER AND PILOT OF SWIFT PLANE



The man at the left is Frank H. Burnside, pilot of the aeroplane that is said to be the speediest in the world. At the right is D. A. Thomas, the designer.

Sopwith Camel and its tiny namesake, the Sopwith Pup, other famous victory planes, are also there, as are the renowned de Havillands.

Measure 'Plane a Feature

Nor is the commercial plane of the future forgotten. Here is to be seen the Wright-Martin Sedan pleasure aeroplane and the Gallaudet social twin-seated monoplane, which stands barely four feet above the ground and is driven by twin propellers on a common shaft.

Above all in interest, however, is the American-designed and American-built record-breaking machine, the Thomas Morse biplane. This is the machine that has just officially broken all world's records for speed, having attained 142 2/3 miles an hour under army tests at Ft. Belvoir, N. Y.

It was down to the exposition yesterday by Frank H. Burnside, chief engineer of the Thomas Morse Aircraft Corporation. This remarkable airplane is a single-seated fighter, and is declared by experts to be the greatest American aircraft achievement.

The construction of this machine was begun shortly before the armistice was signed.

In the official tests this fighting plane climbed 10,000 feet in four minutes and fifty-two seconds—a world's record. In making this ascent the machine rose at an angle of forty-five degrees, a performance equivalent to a vertical flight of thirty miles an hour. The machine under full power can dive at the inconceivable speed of 310 miles an hour without injuring its wings.

According to experts, the secret of this phenomenal airplane lies in the new streamline construction and the power developed by the American modified Hispano-Suiza engine built by the Wright-Martin Aircraft Corporation.

The Thomas Morse fighter is extremely light weighted, totalling only 2,000 pounds. Its chief measurements are as follows: Wing span, 28 feet; length over all, 19 feet; height, 8 feet; chord, or width of wings, 6 feet 6 inches.

It has a normal fuel capacity for three hours' cruising at full speed at an altitude of 10,000 feet. Its low cruising speed is sixty miles an hour. It has a maximum range of 500 miles. The plane is equipped with two Browning guns, synchronized to fire through the propeller, and can also carry 200 pounds of bombs. For the safety and comfort of its pilot it carries an oxygen set and heating apparatus for high altitudes.

Over in the armory an equally wonderful display has been arranged. There floats majestically a giant rigid navy dirigible, the type of aircraft that many experts declare will beat

the aeroplane in the race for the first transatlantic flight honors.

Here also are two of the largest heavier than air craft in the world—the U. S. Navy's huge flying boat F. 5 L., the largest aircraft in the exhibition, and the Italian Caproni triplane that fought the Austrians above the Alps on the Italian front.

"Stunts" Inaugurate Show

Prior to the official opening last night, there were many interesting events at the Madison Square Garden. Before specially invited guests, a squadron of aeroplanes from Mincola flew over the city, and then hovered over the Garden, performing all the aerial "stunts" that make flying such a spectacular sport. This feature will be carried out at noon every day, with the exception that from now on the squadron will be controlled from wireless telephones.

At 2:30 o'clock, B. A. Guy, general manager of the show, released 250 hydrogen filled toy balloons from the roof of the garden. These balloons have a range from thirty to fifty miles. To each was attached a ticket of admission to the show.

One of the guests at the preliminary events yesterday afternoon was Miss Mary Garden, the American prima donna. After an invitation by Mr. Guy she gracefully gave an exhibition of a flight in the Wright-Martin "Honeycomb Express" with Captain Ugo d'Annunzio, the famous Italian aviator—son of Italy's poet aviator—for the benefit of the "movies." Before entering the plane Miss Garden donned the flying helmet with its communication telephones attached to her ears, but she was plainly and anxiously looking for a mirror.

Baker To Be a Visitor

It was announced yesterday that Secretary Baker and General William L. Kenly, director of the Division of Military Aeronautics, will fly from Washington to New York Monday to visit the exposition. They will be piloted by Captain Guy N. Francis, the army aviator, who is trying to attempt the transatlantic flight this year.

There was a minor tragedy to mar the opening. A Boston newspaper sent its aviation editor—himself a pilot—to cover the exposition, in an aeroplane. Theodore E. Hedlund, the first aviator reporter, flew the machine from Boston as far as New Haven when he was compelled to land owing to engine trouble.

After flying up the defect, the machine crashed again just as it was taking off, and was completely wrecked. Mr. Hedlund completed his journey by train. He said bad weather was the cause of his crash.

In addition to the actual machines at the exposition, there is a complete display of every aeroplane part used in military or commercial aviation. There is also a complete outfit of the remarkable wireless apparatus that has contributed to the success of aviation.

Here the visitor can see the wireless telephones with which the squadron commander controls the evolutions of his squadron, and the long-distance wireless telegraph sets that enable the observer on reconnaissance work to report back immediately whatever enemy movements he has observed. There are also the direction finders that have made aerial navigation across trackless wastes of water possible.

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Police of Three Towns Try Vainly To Find Coppola

State Officers Also Seek to Solve Mystery of the Young Connecticut Taxi Driver

The police officials of South Norwalk, Stamford and Darien, the three towns nearest Pratt Island, began a spirited contest yesterday for the solution of the Coppola mystery. State officials are also engaging in the rivalry, for State Policeman Frank Virelli and a staff have been especially detailed to clear up the mystery surrounding the disappearance of Charles Coppola, young automobile driver of South Norwalk, who was last seen on February 14.

Assistant District Attorney Unger, of New York, and Detectives Arthur Strong and Andrews conducted an inquiry early yesterday in South Norwalk. Every one who has been mentioned in connected with the disappearance was questioned.

Youthful relatives of young Coppola, including several discharged soldiers, have joined the family in a systematic search. Frank Coppola, who recently returned from France with a detachment of wounded soldiers, declared yesterday that the search will be continued until the boy is found, dead or alive.

"Charles was a good boy," said Angelo Coppola, the father. "He would never, if alive, let us worry this way. Whenever he left home, even for a day, he wrote or telephoned telling where he had gone. We believe he is dead or being kept a prisoner."

The dragging of the river continues without success. Police Commissioner William Moore, of South Norwalk, has directed his force to work on the theory that Coppola and Arthur William Pratt, who was arrested in New York after attempting to sell the Coppola automobile, had agreed to divide the proceeds. When Pratt was arrested, according to Moore's contention, Coppola, becoming frightened because the car had not been fully paid for, went into hiding, afterward disappearing completely.

"I have gathered certain information taken largely from the circumstances surrounding the disappearance, which indicate that Pratt and Coppola were working hand in hand," said Commissioner Moore.

The officers working on the case, however, lean to the belief that Coppola was murdered and his body thrust into the waters of the Sound.

Brooklyn Jews Open Drive

The Jewish War Relief Committee of Brooklyn will open its campaign for \$500,000 at a dinner to-night at the Unity Club, Job E. Hedges will deliver an address.

The Flatbush section of the committee, under the chairmanship of Aaron W. Levy, has reported completion of its organization.

The campaign will close March 16 and the money raised will be used for helping Brooklyn Jews in the service and their relatives.

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No More Compulsory Army Service in Cuba

HAVANA, Cuba, Feb. 27.—Obligatory military service, always bitterly opposed by the majority of Cuban citizens of all classes and ages, is now a thing of the past in this republic.

A bill passed by Congress repeals the Military Service law which made military service compulsory on the part of all male citizens of ages 21 to 38, inclusive, and done away with the office of Provost General. The measure also grants amnesty to all Cubans of military age who fraudulently evaded military service, as well as to their accomplices. The monthly wage of the line soldier is fixed at \$10.

Treasury Estimates Billion in Tax Payments March 15

WASHINGTON, March 1.—Treasury estimates place at \$1,000,000,000 the maximum of tax payments to be made March 15 as the first instalment of 1919 taxes. Officials believe the amount may be smaller. Since about \$800,000,000 of tax certificates are to be redeemed on that date, the Treasury believes bank deposit conditions will not be disturbed greatly.

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D'Annunzio Predicts Daily Flights to Italy

Captain Says Caproni Is Building 'Plane to Make Trip in Twelve Hours

Captain Ugo d'Annunzio, of the Italian air service, prophesied daily flights between Italy and the United States last night at a dinner of the University of Pennsylvania alumni at the Hotel Biltmore.

Caproni, he said, was at work now on a plane designed primarily as a mail carrier which could make the trip from Italy to America "between sunrise and sunset." The machine would fly at a great height, he said, and was of different model from the giant Caproni.

The Italian plane builder, Captain d'Annunzio said, was only thirty-two years old, and had surrounded himself, in factories, laboratories and flying fields, with young men. The workmen and the scientists employed on Italy's aircraft were all young men, he said, which augured well for the nation's future in the air.

To Award French Art Medal Women's Exhibit Attracts the Trustees of Museum

The quality of work being exhibited by the National Association of Women Painters and Sculptors has so favorably impressed the officers and trustees of the Museum of French Art that they have decided to award a Prix d'Honneur to one of the exhibiting artists.

Presidents of five French art societies of the United States will comprise the jury of selection, which meets to-day. The medal is that of the Museum of French Art, and will be awarded to-morrow at 4 o'clock, at the closing reception of the exhibition at the Fine Arts Galleries, 218 West Fifty-seventh Street.

International Club for Allied Airmen Formed

Headquarters Opened in New York; Civilians and Soldiers Eligible

Civilians and soldiers who have served either America or the Allies in the air service are given an opportunity to organize their interests through the organization of the International Air Service Club of America, the headquarters of which, at 11 East Thirty-eighth Street, were opened last night.

The temporary directors are Gutzon Borglum, Robert H. Sexton, William L. Meyer, T. Lloyd McConchie, Frank Vermin, Albert L. Haurstetter, Frank G. Diffin, Charles W. Mix, Lawrence L. T. Driggs, Lynn V. Blankens, John W. Cox, Lieutenant T. Lloyd McConchie, jr., Captain Roy Francis, Captain George A. Gray and Major Alfred Smith.

It is pointed out by the organizers that there are and have been in the several branches of the air service more than fifteen thousand men from the United States alone.

The club has leased, through the Frank L. Fisher Company, the residence of Dr. John W. Cox for a term of years. It has also taken over No. 9 East Thirty-eighth Street, the adjoining building, which will be fitted up with dining-room facilities and sleeping quarters.

Youth Is Shot in Quarrel Over a Game of Pool

Daniel O'Mara, sixteen years old, of 1808 Second Avenue, was shot by another youth in a fight in a poolroom at 1945 Second Avenue last night. The bullet entered his breast and another hit his temple. O'Mara was taken to the Harlem Hospital, where he is in a serious condition.

The police arrested several youths said to be frequenters of the poolroom. The police said the boys had quarreled over a pool game.

FOR EXHALARATION OLD-DAD READ

By ELEANOR HALLOWELL ABBOTT

Author of "Molly Make-Believe," etc.

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Turn to It Now!



Put On The Left Shoe First

They all said it—Doughboy, Poiu, and Tommy—and clinging to that bit of trench superstition, they believed it brought good luck for the day—and longer life in the shell-racked stretch about them.

But in these fairer, happier days, when peace whirls the wheels of motordom again, we say,

"Put on the right shoe first."

And, of course, the right shoe, is the Goodrich Shoe, because it means good luck day and night, and longer life in your tires.

But there's no superstition about it; only the big, husky body, and the wide, thick BLACK SAFETY TREAD, Goodrich builds into tires that—

Round out the dependability and durability of Goodrich Service Value.

Buy Goodrich Tires from a Dealer

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