

SHONTS DEcriES U. S. OWNERSHIP OF RAILROADS

Sees Some Merit in Present Arrangement, but Sees Dangers.

PUBLIC WOULD SUFFER

Favors Contract by Nation Similar to One N. Y. City Has With Subways.

Although Government control of railroads has resulted in some benefits, such as the pooling of equipment and terminals, elimination of unnecessary training and economic routing of freight, the inevitable tendency toward extravagance and inefficiency under United States operation makes private ownership more economical, in the opinion of Theodore P. Shonts, president of the Interborough.

In a discussion of "To-day's Railroad Problem," made public yesterday, Mr. Shonts says: "If the deficit from operations can always be made up out of taxation, if there is to be no reward for economy and foresight, it is impossible to expect careful watchfulness over expenditures."

A great need in this country is the extension of the railway net, Mr. Shonts points out, and he asks whether this new construction work shall be accomplished by "the log rolling and pork barrel methods under which we have developed our post offices, our rivers and our harbors," or by offering reasonable reward to those who by prudent foresight and initiative exert their imaginations and spend their money in developing the country.

Mr. Shonts's Point of View. Mr. Shonts's statement follows: "The purpose of the following observations is simply to express a point of view on to-day's railroad problem in the light of certain general principles."

President Wilson has stated frankly that he has no definite solution of the problem, and has left it to Congress. We may assume, I think, that he also hopes for full expression of views from the people.

"I do not approach this problem as a banker or as a trustee for railroad investments. If I did, my chief concern would necessarily be to safeguard the trusts committed to my care."

"As a citizen, however, with many years of experience in railroading and with a special experience in a plan of working with municipal government in transportation problems along lines which may offer a suggestion, I shall try to summarize the railroad situation as I see it."

Agrees With President Rea. "I agree heartily with President Rea of the Pennsylvania that we must take Government control as now in effect as a fact—and let that be our point of departure. And we must agree that the present system of operation has in it certain merits which must never be sacrificed."

"Most of them are merits that may exist under either private or Government ownership and operation. Most of them, indeed, embody reforms for which railroad officers have clamored for many years."

First, and foremost, the Sherman law is out of business. He was tossed out of the window by Mr. Fairfax Harrison and the Railroad War Board as soon as war was declared; but President Wilson and Mr. McAdoo chloroformed and embalmed him on the 25th of last December.

Blessings of U. S. Ownership. "Let us briefly suggest the other obvious blessings of the present regime: 1. The pooling of equipment and terminals; 2. The elimination of unnecessary train and duplicated service; 3. The more economical loading and routing of freight; 4. The unification of passenger ticket offices; 5. The elimination of the frills of the business, such as observation cars for which no adequate fare was paid, etc.; 6. The frank recognition of the necessity on the part of government, which adds to the expenses of operation, to find the increased rates and fares with which to pay those expenses; and 7. The assertion of the right of the Federal Government to control the railroad situation as a whole in the national interest, in spite of conflicting State laws and obstructive State commissions."

These are great gains, and it is the duty of every railroad man to see to it that they are brought clearly to public attention. We must face the fact very frankly that the decision of this momentous issue is absolutely in the hands of the public. The public must take one of two broad policies:

Horns of Dilemma summarized. "It may prove profitable to sum up the factors constituting the two horns of the dilemma, one of which the public must choose as its ultimate policy."

"As one with practical railroad experience and as an observer of Government operation throughout the world, I am convinced that the most economical operation can be attained under private ownership. And the facts we have obtained from Government operation can all be retained under private ownership. The great fact about Government operation is the inevitable tendency toward extravagance and inefficiency. If the deficit from operations can always be made up out of taxation, if there is to be no reward for economy and foresight, it is impossible to expect careful watchfulness over expenditures. The supreme test which we in this country must apply to our plan of dealing with this whole question must be this: which plan will provide the necessary transportation at the lowest possible cost?"

This means that we must not alone make the best and most economical use of existing facilities, but we must provide the new facilities needed for the future development of our country. We cannot here view the question as one might in England and France, where the necessary railroads are already built. How are we to develop our existing roads, and how are we to build our new railroads? The heart of the problem in this: Shall it be by the log rolling and pork barrel methods under which we have developed our post offices, our rivers and our harbors, or shall it be by offering reasonable reward to those who by prudent foresight and initiative exert their imaginations and spend their money in developing the country?"

As citizens we cannot consider the railroads being returned to private owners merely for the reason that immediate return would redound to the benefit of large holders of the securities in some of the companies. The Return to Private Owners. Any plan of returning these properties to private owners must contemplate three general propositions: 1. That a fair return may be paid upon existing investment; 2. That a sufficient return may be earned upon railroad properties to attract the necessary capital with which to develop existing lines and to build new lines; and 3. That railroads must compete for capital in the money markets of the world, and must, by some token, pay for that capital with some reward to the risk.

It has been suggested that the nation might adopt some such plan with reference to railroads as is embodied in New York city in its contracts with the subway and elevated. The cardinal point in those relations is that the city provides a large portion of the capital, but agrees that a fair return upon the private capital employed shall be earned and paid before the city's investment gets its return. After both sides have earned a fair return, the remaining profits are to be divided equally.

Divided Ownership's Advantages. Such a plan is advantageous where there is an assured traffic. But there is grave question whether that plan would have resulted in such daring state ownership as was embodied in the building of Great Northern by Mr. Hill, the cutting across Salt Lake by Mr. Harriman, the building of the N. Y. P. & N. by Mr. Cassatt, or the construction of the Florida East Coast by Mr. Flagler.

The cardinal thought is this: that if we are to escape not only the burden of excessive taxation and dead weight of Government ownership and operation, but also the political risk involved in the creation of a new and gigantic class of Government employees, we must be willing that some men who exercise energy, daring and initiative to give some fair measure of reward for their effort. In other words, we must recognize that it is no crime to make money in railroad building, if the money is made honestly and fairly.

If this principle is not to be recognized, no service will be a most of development simply cannot be obtained under private ownership. To return the properties to their present owners without recognition of that principle simply means that the tendencies of a year ago will be revived and that the bankruptcy or Government ownership will again stare the railroads in the face.

Plan Suggested by Shonts. "If this principle of permitting capital to earn sufficient reward to attract the means for normal future railroad development is recognized, my observation is that the principle will be made concrete in some such form as the following: 1. A plan of Government regulation which will be scientific and not political; which will apply the same point of view to approving rates as to approving the chemical composition of a steel rail; 2. Concentration in the regulating authority which adds to the expenses of the roads of responsibility for the rates with which those expenses must be met; 3. Provision that initiation of rates shall be in the hands of the carriers; that rates may not be suspended, except upon complaint and after a hearing, and that final decision must be made within sixty days; 4. Establishment by Congress of the fundamental principles to govern the reasonableness of rates, such principles to include fair reward for excellence of service, efficiency of management and prudent foresight in providing new facilities against future needs."

How the Public Would Gain. "If these four principles could be embodied into law, it seems to me that the public would gain immense advantage by the promptest possible return of the properties to their owners. I do not urge for one moment that the old days of unrestricted operation shall be restored. Regulation, with full publicity has, I believe, come to stay. But there is no use in blinking our eyes to the obvious facts. If the railroads are not permitted to earn sufficient money to attract new capital, and if the risks of the business are not to be met with adequate reward to those who take them, there is no use of again trying the experiment of private ownership. It will be doomed to failure."

The great danger to the public interest in the present immediate situation is that the owners of existing railroad securities (that is, those having least at stake), and the agitators (that is, those having most at stake), may come to an agreement in opinion that they would jointly become militant in favoring a continuance of the present plan of Government control. That would mean that the great interests of the public at large would suffer through lack of appreciation and understanding."

We must frankly recognize that here is a case, not for courts, for commissions, or, indeed, for Government. The people will and should decide this, and the greatest service railroad men can perform is to see to it that the American people understand clearly the momentous issue involved. If the case is put clearly before the people, I for one have perfect confidence that their decision will be the same as that of every railroad executive who is seeking to preserve and promote the welfare and prosperity of our common country."

VAIL TELLS NEED OF U. S. CABLE SYSTEM

Share of World Trade Cannot Be Gained Without Wires, He Says.

WOULD CHEAPEN RATES

Declares Germans Are Already at Work in South American Markets.

Special Dispatch to The Sun.

WASHINGTON, Dec. 8.—Unification of all land lines and consolidation and extension of a single great American cable system that would encourage and be an advance agent for American commercial business, particularly in South America, is recommended by Postmaster-General Burleson by Theodore N. Vail, head of the American Telegraph and Telephone Company. Mr. Vail is acting as confidential adviser to Postmaster-General Burleson in the control of wire communication systems taken over by the Government.

Mr. Burleson in a letter asked Mr. Vail's views as to what should be done to better wire communications. Mr. Vail, in his answer, favors bringing the land wire lines together and combining the cables, but in a manner that would not scramble the present properties so that the end of the control period would leave a mess that could not be unscrambled without distinct loss.

Mr. Vail makes detailed recommendations as to methods of accomplishment of these ends and says simple control of the cables would result eventually in lower rates. It is apparent that the recommendations were written before the Government took control of the wire lines. His report says in part: "There is one thing that calls for immediate action. The cable situation is and has been grave. Congestion is the rule and accumulation of business is at times serious, and when the activities of the peace conference are really commenced in Europe it will be greatly increased."

Favors One Traffic Head. "By one traffic head controlling cable operations and a few slight changes in the physical property which would centralize the cable terminals and which would not involve any dismemberment of the property or could not be undone, the efficiency can be somewhat increased. That is, the distribution of the cable load could be effected more readily and with less confusion than under the present unequal traffic managers, each more or less jealous of his personal prerogatives or of his system and giving his system more consideration than needed."

"As pointed out in my letter of April 22, if it were lawful or if it could be brought about by consent of the proprietors it would be a great feature for the commercial and political interests of the United States and of great advantage to the countries reached by direct communication if the cable system and the cable systems rearranged and extended."

"Such a combination would at once bring about an important saving in cost of operation, particularly by the commercial department. As charges for service are dependent on costs, it would result in bringing about considerable reductions in charges. So long as each cable company must maintain its commercial organization to obtain and retain its business so long must this cost be distributed in the charges for service."

Germans Already at Work. "A broader, cheaper and more abundant service will be a most important adjunct to our own commercial agents abroad in securing business for the United States industries. There is already an active movement being inaugurated, particularly in South America, by German commercial agents to recover their pre-war conditions and opportunities must be promptly met if the United States is to get any advantage from the present situation."

"It would seem that such a merger would appeal to the business sense of the proprietors of the cable lines and could be brought about itself behind the movement. In any event if this country is to become a commercial and industrial world center, as it is now great in financial, political and national industrial lines, an American cable system consonant with our obligations and opportunities must be organized, and that system freed from the uncertainties of foreign cable manufacture."

"There must be a United States system which will place this country directly in communication with every country with which we have or hope to have an important commercial relationship. As it is now we are on one side of the world system. We must be made one of the centers of the world system if we expect to compete on even terms with the world or be properly considered by the countries we wish to reach."

The immediate and pressing necessity is for the east coast South American cable to give this country and the River Plate countries direct cable communication."

Would Unify Land Lines. "On land lines he suggests: 'That first to create a comprehensive operating organization by which all the properties can be brought under one executive operating head, through whom all operations should be conducted, subject to the Postmaster-General. This executive head should be one of unmistakable qualifications developed by large experience in similar situations.'

"This single head should, subject to the approval of the Postmaster-General, appoint experienced assistants and organize directly under him three operating divisions, each embracing the distinctive operation of 'telephone service' and 'telegraph service' and the 'maintenance and manipulation of wires of the systems' as distinct from the traffic operations."

"Under this organization the distinctive traffic operations would be simply cared for while with the telegraph and telephone wires under one

head they could be utilized for both purposes in one Government operating system without any change other than temporary loop connections."

MACKAY OPPOSES VAIL IDEA.

Postal Chief Says Competition Inevitable Service.

When informed of Mr. Vail's recommendations last night Clarence H. Mackay, president of the Postal Telegraph-Commercial Cable, said: "We are opposed to this—radically, fundamentally opposed to it. While undoubtedly more money could be made by entering into such a combination, we don't believe in it. We don't believe the American people want it. We believe in competition."

"It is nothing but an effort to escape from an impossible situation of having seized the cables without law or business justification. 'Such a plan as Mr. Vail proposes means a world encircling wire monopoly, and is a genuine menace. Even the German oligarchy has hesitated to propose such a plan. It would give such power to one set of men. It means that in obtaining liberty for the world we may lose it for ourselves. The German of saffron hue in the woodpile is now in full view.'

PRINCE ADALBERT GIVES AID. Ex-Kaiser's Fourth Son Sides With Ebert's Government. Special Wireless Dispatch to The Sun from the London Times Service. Copyright, 1918, all rights reserved. THE HAGUE, Dec. 8.—In a declaration by Prince Adalbert, the ex-Kaiser's fourth son, he places himself at the disposal of Ebert's Government in specific opposition to the attitude of Prince Heinrich.

The Cologne Volks Zeitung repeats its manifesto inviting President Wilson to visit Cologne.

RED CROSS PLEA BY WILSON. President Urges All Americans to Enroll in Christmas Week. A proclamation which President Wilson, speaking as president of the American Red Cross, issued last week calling for a Christmas week of service for all Americans, was made public yesterday. In it he asks every American to enroll in the Red Cross during the Christmas week call, which is to run from December 16 to 23.

"Now, by God's grace," says the President, after referring to the marvelous work of the organization on and back of the firing lines abroad, "the Red Cross Christmas message of 1918 is to be a message of peace as well as a message of good will. But peace does not mean that we can fold our hands. It means further sacrifice. Our membership must hold together and be increased for the great tasks to come. We must prove conclusively to an attentive world that America is permanently aroused to the needs of the new era, our old indifference gone forever."

GERMAN FARMERS WELL FED. Lost No Weight During War—City Dwellers Drop One-sixth. Farmers in Germany and their families lost no weight during the war. The average man living in cities lost about one-sixth of his pre-war weight. In the small towns the loss in weight was only about one-twentieth. Thus a city resident who tipped the scales at 150 pounds before the war weighed 125 pounds when Germany sent up its "Kaiser's chorus" and the small town resident of pre-war avoirdupois of 150 pounds had fallen in weight to 142 1/2.

This statement is based on reports of Bavarian doctors. "Information of this kind reflects in a measure at least," the board declares, "the close food margins on which the city dwellers in Central Europe have been living. According to the United States Food Administration the situation probably has been more critical among the surrounding nations, which Germany has drained of food, and it is these newly liberated countries that must have food from America promptly and in plenty."

Training the First Problem. The first problem, Gen. Squier pointed out, was to train fliers. The second problem was to get planes for advanced training, and within six months those machines were being produced at the rate of 2,523 a year.

The development of battleplanes and engines was the next step. Gen. Squier said that the most approved type of engine which had made good for the allied aerial fighters was ordered, the first large contract for Hispano-Suiza engines being given on July 30, 1917. The first contract for the Liberty motor was not let until September 4 of that year. At the end of May 1918, more than 2,000 Hispano-Suiza motors had been produced by American factories.

The defence of the Liberty motor in the report said: "It was early apparent that the tendency was toward greater horsepower. An engine, later known as the Liberty engine, was developed. While production at the end of May, 1918, was not so great as the pro-

duction of the approved types of foreign engines nevertheless the wisdom of this course is becoming daily more apparent, since the foreign types produced here, although used by our Allies on the western front, were not thought to be of sufficient horsepower to put in planes for overseas shipment and the Liberty engine became the main reliance of our battle programme.

"It has proved satisfactory not only to our own army and navy but to the air services of our allies. It is not an invention, but stands as the accomplishment of American adaptability and foresight."

In allied countries more than 2,000 planes for the American army were produced up to and including June of this year. The majority of these were training planes. Of the balloon organization Gen. Squier said the supply and equipment were adequate to the service. Machine guns for fliers were delivered in sufficient quantities, as were bombs and ammunition.

There had been no aircraft industry in the country the beginning of the war found the supply of raw materials a thing to be developed. The production of spruce had to be tremendously increased. The millions of yards of linen fabric for planes was unobtainable and a substitute was finally successfully developed.

There was a deficiency in the production of castor oil too, necessitating the planting of some 100,000 acres of castor bean plants and the establishment of crushing plants and refineries. No other lubricant will do for airplane engines.

Including outlay for making training fliers, expenditures up to the time the report covers were only \$373,000,000, leaving a balance of the \$410,000,000 appropriations for the fiscal year ending June 30 last amounting to \$267,000,000.

The highest praise is given to the American made De Havilland battle plane modified to receive the Liberty motor.

SQUIER PRAISES U. S. WORK ON AIRPLANES

Many Difficulties Overcome Before Quantity Production Resulted.

LIBERTY MOTORS LAUDED

Personnel Increased From 1,362 to 173,854—Expenses Were \$373,000,000.

Special Dispatch to The Sun.

WASHINGTON, Dec. 8.—Partial explanation of the facts in the early production of airplanes during the war which led to the investigations by a subcommittee of the Senate Military Committee and by Charles E. Hughes is made in the annual report of the Chief Signal Officer of the Army, made public today.

Major Gen. George Squier, who signed the report, first pointed out that the almost complete lack of knowledge of aerial matters in the United States at the time it entered the war was one of the greatest difficulties to overcome. Long years of neglect of aeronautics since the exploits of the Wright brothers, the United States with only a handful of fliers and few training machines.

The first move was an appeal to the French, British and Italian Governments to send to the United States their expert trained fliers, aeronautical engineers and designers who could be spared. This plea was complied with in a short time. An arrangement was made with Canada whereby designs for flying fields were to be sent here and American fliers were to be sent to Canada for training. British, French and Italian fliers. Ten squadrons not only were trained by the British, but equipped with planes and sent to the western front.

Increase of Fliers in United States. Growth in the flying personnel of the army until aviation was taken over by the Signal Corps and made a separate division was shown by Gen. Squier in the following table:

Table with 2 columns: Date, Personnel. April 1, 1917: 1,362; May 31, 1917: 2,523; June 30, 1917: 173,854.

Incidentally Gen. Squier pointed out that the ratio of deaths among the American fliers was less than the ratio among fliers of the Allies. One hundred and sixty-seven such deaths occurred, or one to every 147,840 miles of recorded flight.

The greatest thing done in the last year, the report said, has been the creation of an industry capable of supplying the needs of the future for aircraft and accessories. There are 350 concerns in the line, employing 200,000 men and women.

"One serious mistake which the Allies had fallen into," the report said, "was the development of a multiplicity of types of engines and planes. As a further consequence the trained personnel to operate and repair the machines had grown so that from twenty to fifty men were required to keep each plane in the air on the firing line."

"To obviate the same error the following policy was followed: 1. To limit the number of types of engines, in allied flying schools with a minimum number which could be accumulated, to gain time in training our fliers while our schools were being built."

"2. To purchase from France of all complete planes which the French could possibly spare to supply our forces overseas pending the time our own construction of battle planes could be developed. This was done and raw materials and even mechanics were furnished by the United States."

"3. To establish schools and build flying fields for training aviators in this country."

"4. To build such types of battle planes as this country as the needs of our army at the front should indicate and supply such additional aviation equipment as was required for overseas use."

Hear of British Labor Aims. Arthur Gleason was the speaker at a meeting yesterday of the National League of Women Workers in the home of the president, Mrs. Bernard E. Pollak, 63 East Seventy-seventh street. He spoke on the aims and purposes of the British Labor party, which he said is contending for the right of free speech and of self-determination.

FLIERS FALL 3,000 FEET; DIE. Lieutenants Chaffee and Drake Crash at California Field. LOS ANGELES, Dec. 8.—Lieutenants Herbert N. Chaffee of Pasadena, Cal., and Charles J. Drake of Mankato, Kan., pursuit pilots and instructors at Rockwell Field, San Diego, were instantly killed here today when their airplane plunged 3,000 feet.

They landed in a back yard in the southern section of the city. According to military authorities the officers were returning to Rockwell Field after a special detail when the accident happened. Inspection of the wrecked machine failed to reveal the cause of the accident.

Observers said the men apparently were attempting to loop the loop when they plunged to the ground.



GERMANY DRIFTS IN POLITICAL FOG

Government Which Demands National Assembly Has Popular Support.

BERLIN COUNCIL SHAKY

Eisner's Position in Bavaria Liable to Be Upset—Separation Opposed.

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STOCKHOLM, Dec. 7.—Political currents in Germany are no confused it is difficult to get a clear view of the whole situation. Certain facts have been steadily emerging from the fog of revolution and a summary of the main lines of the situation now seems possible.

There appears to be four main factors: First, the Government, which desires a meeting of the national constitutional assembly at the earliest possible moment, a demand which unquestionably has behind it the mass of the German people.

Second, the executive committee of the Berlin Workmen's and Soldiers' Council, which almost exclusively represents the minority of socialist workers in Berlin, does not enjoy the confidence of the soldiers or even the garrison. It is Bolshevist, since it desires a prolonged dictatorship by the proletariat, and owing to its tactical position as ostensibly the most representative executive body in the capital it forming a complete influence disproportionate to its deserts.

Kurt Eisner's Jeopardy. Third, there is Kurt Eisner of Munich, who for the moment controls the policy of Bavaria, whose ruling motive seems to be the preservation of the republic for a long time to come. The explanation of Eisner's position is that he personally aspires to play the leading role in the German revolution and hopes to succeed in first forming a coalition of southern States against Prussia on any available program. His position is uncertain, and it seems doubtful if he long will remain an important factor even in Bavaria. The general feeling against separatism, which is founded on economic considerations familiar to every educated workman, probably will be too strong for him.

Attitude of Soldiers. Fourth, there are the soldiers who are either still on the various fronts or who have been home and who appear almost unanimously to favor the Government and the immediate calling of a national assembly.

As far as it is possible to judge there is practically no division of opinion on this subject among the soldiers' councils representing the armies on the western front. The general sentiment is in favor of order at all costs and the possibility of returning to peaceful homes and not to towns and villages torn by revolution with a prospect of an indefinite period of disorganization and ferment.

On the eastern front the anti-Bolshevik feeling seems still stronger. It is significant that the Russian Bolsheviki claim converts among troops who are still formally and sometimes actively opposing their troops along the line of demarcation.

GERMANS QUITTING POLAND. Notify Government of Readiness to Evacuate Four Districts. BERLIN, Dec. 8.—The Polish Bureau here announces that the German representative at Warsaw, Count Keiser, has officially informed the Polish Government that Germany is ready to evacuate four districts.

The districts mentioned are those of Rozan, Flodawa, Konstantinow and Blain.

Postal Clerk Killed in Elevator. Abraham Weiner, a postal clerk, whose home was at 1529 Vesey avenue, The Bronx, was killed yesterday at the Grand Central post office when an automatic chain operating the doors to the elevator broke just as Weiner was leaving the elevator with mail. The heavy steel door struck him.

CONSTANTINOPLE IS SO QUIET IT HURTS

City of Blood Suffers From Anticlimax Under Calm British Rule.

BIG FORTUNES GRAFTED

Enver Pasha Said to Be Many Times a Millionaire by War Operations.

London, Dec. 8.—The matter of fact way in which the British are taking up their work of settling affairs in order at Constantinople is described by the correspondent of the Sunday Times with the British naval forces in the Dardanelles, writing under date of November 17.

"At the present moment," he says, "one is suffering here from a feeling of anti-climax. The British in their calm, unromantic and methodical way have entered the great and historical city, which has suffered in its time so many romantic and bloody sieges and captures, and they have settled down to their business with an almost complete absence of excitement, other than a complete lack of trumpet blowing or military show of any kind. For people who live in constant fear of something unpleasant happening—say a massacre—it is difficult to imagine that a conquering military force can arrive and install itself with a complete absence of excess, other than a complete lack of excitement."

"The amount of exploitation and profiteering that has gone on here throughout the war is colossal and has resulted in huge fortunes being made at one end of the scale and the infliction of abject poverty and starvation, particularly in some of the outlying districts, at the other.

"Enver Pasha, who is now understood to be in the Caucasus fomenting trouble, is said to have become fifty times a millionaire in Turkish pounds. He has bought property extensively and has placed great sums abroad in Switzerland and elsewhere, but the arm of the Allies should be long enough to see that he is made to disgorge, although no doubt he has covered up his tracks very cleverly."

"A certain minor official now in prison who was made food commissioner sooner covered everything immediately and doled out supplies at a profit of something like 1,000 per cent, opening shops of his own wherever he found it necessary or convenient. The result of these and other machinations is that prices have bounded up to fantastic heights."

"There is apparently very little real shortage of anything and it is a common saying that anything can be obtained in Constantinople provided you have the money."

WINS HALF MILLION OIL SUIT. Emmett Queen Receives Verdict for Sale Commission. Special Dispatch to The Sun. MATR LANDING, N. J., Dec. 8.—After twenty-four hours' deliberation a jury today returned a verdict of \$500,000 in favor of Emmett Queen of New York in his suit for commissions amounting to \$270,000 against Edward H. Jennings, a financier and oil operator of Pittsburg.

The trial started last Monday. Queen alleged he was to have received \$1 a share commission on the sale of 1,000,000 shares of stock formerly owned by the Pure Oil Company, of which Jennings was president, to the Ohio Oil Gas Company. The stock was sold for \$22,700,000 and Queen alleged that it was through his efforts that it was furnished through Royal & Co., New York brokers. Jennings said Queen's authority to act had been withdrawn two weeks before the stock was sold, and said that he had been promised only twenty-five cents a share. The jury compromised on fifty cents a share, which, with interest, approximates half a million dollars.

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