ROOSEVELT FLIES IN OCEAN PLANE

Acting Secretary Takes Trip in Machine That Will Attempt to Cross.

TIME FOR START NEAR

Naval Men Doubt if English Aviators Will Succeed in Small Craft.

Franklin D. Roosevelt, Assistant Secretary and acting boss of the Navy Department while his chief is in Europe, tore a large rip in the veil of secrecy which hitherto has surrounded the plans of the navy to fly across the Atlantic when he said yesterday just before hopping into the NC-2 for a trial flight at Rockaway that the navy has not yet decided which route it will take in making the jump. The starting time can still be dscribed only as "soon"—around the first of the month, probably.

Newfoundland undoubtedly will be the jumping off place from the American continent, but whether the flying boat or boats head for Ireland, or for the Azores, nearer by several hundred miles than the British Isles, is a matter which has not been decided, and which will not be decided, according to the Secretary, until the planes arrive at Newfoundland and weather conditions are considered carefully.

The preparations at Rockaway are proceeding at a steady and rapid but by no means breakneck pace. The men who are planning and the men who will carry on the flight were not in the least disturbed yesterday by the news from Newfoundland that two British contestants are on the verge of taking off. They are greatly interested in the proposed exploits of Harry Hawker and of Capt. E. P. Raynham in attempting the long "hop" in biplaces with only one engine, but frankly do not believe the British flyers can make it. Whether they do or not will not interfere with the naval plans, for a United States flying boat is going to come planing down into European waters shortly no matter what happens.

All Experts in Personnel.

Looking at the men the navy has picked to accomplish the feat as they stood on the Rockaway beach with the great NC-2 swaying gently in the background—Commander H. C. Richardson, who designed the plane; Commander G. C. Westervelt, who supervised the construction of her hull; Lieut.-Commander R. E. Byrd, expert radio man and navigator without peer, who has combined both his arts in a wonderful but secret radio compass; Litue.-Commander Harold W. Schofield, aid for aviation of this naval district; Lieut. Breese, engineer; Lieut.-Commander Mitscher, pilot, and Lieuts. David McCullough, W. Hinton, and L. T. Barin, pilots—looking at these men it seemed certain that no matter what happens to British or other flyers, the navy is going over. They have the same pep, power and push as their planes.

As matters stand at Rockaway now only one of the four NC type of flying boats is ready to start on the trip across. This is the NC-2. The NC-1 has shot her bolt and was wrecked in the great storm which stirred up the city recently, the NC-3 is almost ready but lacks a few little essentials such as propellers and controls, and the NC-4 is represented at Rockaway only by her wings, the hull and engines being still at Glenn Curtiss's factory at Garden City.

Built for Power and Speed.

The NC-2 looked fully capable yesterday of starting on the minute for heaven, hell, Hoboken or Hengland, to add a fourth entry to the doughboys' trio of destinations. She is an ungainly, ugly looking craft, with a queer shaped, squat hull, which rests on the water like the body of a decapitated duck. It would take a poet, preferably a blind poet, to see any beauty in her as she rolls on the surface. But she has an air of grim determination and physical power which would sit well on the rush hour face of a subway platform guard.

In flight she is different. As she rises from the surface of the water, whipped white by her progress, her four engines seem to be humming, "Heaven Is My Home, I am a Stranger Here." Off the water, floating through the air and at a reasonable distance, she is transformed from an ugly duckling to a swan. And she goes where she is going at from eighty to ninety miles an hour, carrying along with her, if necessary, thirteen or fourteen tons, a very desirable accomplishment for a flying boat with her appetite for gasolene.

The NC-2 had three trials yesterday. On the first the fliers has some trouble with her throttle and she did not rise from the water. On the second she got off the water after thirty-five seconds of rushing up the bay into a twenty-five mile wind. In this trial she remained in the air an hour and fifteen minutes. She travelled down the outer fringe of Long Island at the rate of seventy-eight miles—nautical miles—an hour. After some wrestling, seventy-eight nautical miles an hour reduces, for the information of landlubbers, to about ninety real miles an hour, or, to get down to plain tacks, thirty city blocks per minute. The flying boat sped down to Fire Island and came back again with Lieuts. W. Hinton and L. T. Barin presiding at the throttles. Eight men in all were on board, the pilots and two other men sitting in a little nacelle or boatlike arrangement swung in between the two planes and the others in the hull underneath the lower wing, the duckling part of the ship. During this trip she rose to a height of 1,800 feet, which is probably higher than she will rise on the ocean trip. She made a perfect landing.

The Flight With Mr. Roosevelt.

In the third trip Franklin D. Roosevelt was the guest of honor, and as such stowed himself away in one of the seats in the pilot's nacelle, where he could watch Commander H. C. Richardson, who can fly anything he can design and vice versa, and Lieut. David McCullough handle the controls. With him was Lieut.-Commander R. E. Byrd, who had tucked under his arm a mysterious box which might well have contained the radio compass which it is said, will mean so much toward the successful directing of the flying boat in its long journey across the ocean. Others on board were Commander G. C. Westervelt, Lieut.-Commander Schofield, Lieut. Breese, Capt. Parker, commandant of the naval station, and a mechanic—nine in all.

The plane on this trip took a ten minute trip about the Point, but, just to show the acting boss what a lively old bird she was, Commander Richardson and Lieut. McCullough lifted her off the water in precisely 30 seconds. This is the first trip Mr. Roosevelt has had in flying boats of the NC type, but he has taken many trips in other navy flying craft. His last was a cruise last summer on patrol off the French coast with an H-16, a two motored craft carrying a crew of five men.

The action of Mr. Roosevelt in directing the appointment of Lieutenant-Commander Schofield as publicity officer has done much to prevent the circulation of wild rumors of disasters to NC ships, of immediate starts, and of abandonment of the trip, but only three newspaper men penetrated the sacred portal of the Rockaway station yesterday, and one of these stayed in only long enough to be thrown out. He was also informed during the process of being thrown out that no other newspaper men were in the station. As the reporter out of luck was an ex-army air instructor the treatment accorded him confirmed his worst theories concerning the navy. It is understood that hereafter no newspaper men will be denied entrance, for it is the belief of Mr. Roosevelt that the general public has a right to know, within reasonable limits, what its own navy is doing in peace times. Camera men may not take pictures of the flying boat except when she is in flight, and certain details may not be described, although they have already appeared in the papers.

It is probable that shortly—this week perhaps—the NC-3 will join her sister ship in the water. The new plane differs from the NC-2 principally in the arrangement of the four motors. There is no nacelle for pilots in the NC-3; instead they are seated in the forward section of the hull, thus eliminating an appreciable amount of surface which would hold the plane back in flight.

HAWKER'S FLIGHT IS HALTED AGAIN

Continued from First Page.

on the aviation field last Saturday there has been no letup in the work of getting it ready. Major Morgan was on the ground all day to-day despite the rain and the fog and discontinued work only when darkness prevented further progress. A few men continued work through the night moving supplies into the field in order to facilitate to-morrow's tasks. A huge tent was erected over the machine to shelter it while it was being assembled, instead of delaying to erect a hangar. This put them at least twenty-four hours ahead in their work.

There is no indication to-night of a change in the weather. There is an easterly wind and a dence fog, with occasional rain. The outlook for the Sopwith to start to-morrow is not at all encouraging, and every indication now is that Hawker and Morgan will get away to-gether. Both machines are about equal in speed, but the Martynside will have the advantage in weight. When leaving the field this machine will weigh about 5,000 pounds, while the Sopwith will weigh around 6,000 pounds. Many aviators express the opinion that the lighter machines will have a much better chance of making the trip successfully than the heavier ones, as they are as a rule speedier and thus have a much better chance of avoiding weather complications which may wreck a plane within sight of land.

RIVALRY IS KEEN TO GET FIRST START

Hawker Ready to Take Chances to Beat Raynham.

ST. JOHN'S, N. F., April 13.—As the rivalry between the two competing camps of aviators who are to try the flight across the Atlantic increases, there are indications that Harry G. Hawker and his navigator, Commander Mackenzie, R. N., are ready to sacrifice every possible safeguard to the sporting desire of "getting the jump on the other fellow."

Despite rains overnight, continuing into morning, Hawker prepared to begin the flight as soon as the fog lifted measurably. Scowling at the murky clouds being blown over the harbor on light winds, he ordered his plane made ready for flight, while Commander Grieve sat judge on weather reports which came by telegraph and radio from along the coast and far out at sea.

After several postponements to-day's plans were finally abandoned when Grieve decided that the weather, with the hazards which ordinarily must be encountered, was too inauspicious for the attempt.

One reason for the spring fogs is the effect of the Gulf Stream on the icebergs lurching down the coast from Labrador. An iceberg rising twenty-five feet above the surface floated past the entrance to the harbor, but further outside the usual iceberg trail was reported relatively clear. At dusk fog hid from view the harbor mouth.

The rival airmen had an opportunity to judge preparations made for the flight by each other. Hawker to-day returned a call made yesterday at his airdrome on Mount Pearl plateau by Raynham, who has erected a canvas hangar in a field at Quidividi. It was surmised that this call was responsible for the announcement from Hawker's camp that he would essay the 1,900 mile flight to Great Britain with the first clearing of the weather and even a negative wind. Rain, it was said, would not be so much a deterrent, as the motors were adequately housed.

Radio Plans Abandoned.

To save time and weight Hawker has abandoned plans for perfecting his wireless equipment and his navigator will not have available wireless directional devices which it was expected would be installed. Instead, Commander Grieve will have to determine his position by occasional wireless messages sent out by vessels met in crossing.

Hawker's delay has given added impetus to Raynham's mechanics, who are working night and day on the task of assembling their Martinsyde. Because of hills and valleys the contour of Newfoundland offers no large level fields for a take off, and for this reason Raynham selected the site for his "airdrome" in a field by the roadside. When he "hops off" it will be from this road.

When Hawker arrived at Quidividi he found there, besides Capt. Raynham, the latter's assistant pilot and navigator, Major C. W. Morgan, a British veteran of the war who lost a leg in action.

Hawker found his rival's fuslage assembled. One set of wings was ready for adjustment, the other still was in its crate. At no time did Hawker or Raynham discuss the other's chances of being first to cross the Atlantic by air, but each confined his conversation to a technical discussion of the machines.

This discussion brought out a comparison of the machines and the devices on which the rival aviators are relying in case they are forced to plunge into the sea.

Hawker's Sopwith carries in its fuslage a miniature boat which tests are said to have shown cannot be capsized by the united efforts of two men. In this boat have been stored emergency rations and Hawker and Grieve have expressed confidence that in case of being forced to abandon their plane they will be able to float around for several hours in relative safety waiting for assistance.

Lacks Boat Equipment.

Raynham and his war scarred companion, on the other hand, have no such devices and in case of mishap will be forced to rely solely on clothing designed to make it impossible for them to sink.

Nor has the Martinsyde a device for cutting loose the heavy undercarriage and landing gear, if it is found that this hampers flight by weight and wind resistance. On the other hand, it is said, if Raynham succeeds in crossing the ocean, he will have a better chance of landing his machine whole than Hawker who, if he drops his landing gear out at sea, will have to "crash" on land or water when he comes down.

Specifications of the two machines also were brought out in the aviator's chat.

Hawker's Sopwith has a wing spread of 46 feet, 6 inches and is 31 feet in length from radiator to rudder. It has a Rolls-Royce engine of 375 horse power, which turns the crankshaft 1,500 revolutions a minute, although this has been geared down to 1,281 revolutions of the four bladed propeller.

The Martinsyde which Raynham will fly also is of British manufacture, measuring less than 40 feet across and about 27 feet in length. It also is equipped with a Rolls-Royce engine, which, however, is of 350 horse power and rated at 10 to 12 miles an hour slower than Hawker's.

It is probable, in view of the fact Hawker has not perfected his wireless apparatus that he soon will race out of communication distance with this continent and will not be able to pick up land stations on the other side until he nears the end of his flight. Meanwhile he will have to depend chiefly on passing craft, which have been asked to send out messages giving their position.

In view of this fact, the threatened strike next Wednesday of wireless operators on mercantile vessels, reported tonight in a despatch from London, may render his trip the more hazardous, unless he is able to "hop off" before the strike, if it is called, becomes effective.

AGREE ON AERIAL RULES.

International Convention Is Formulated in Paris.

PARIS, April 13.—The proposed convention regarding international aerial navigation has been completed by the judicial and military sub-committees of the Aeronautic Commission of the Peace Conference, on which Brig.-Gen. Benjamin D. Foulois, Major Pollock and Capt. Bacon represent the United States.

The convention is composed of forty-one articles, which establish an international agreement on sovereignty of the air, provide for the concession of inoffensive voyages between the contracting states and deal with forbidden zones and also international aerial routes.

An international commission on aerial navigation is to be formed. Its duty will be the gathering and disseminating of radio-telegraphic, meteorological and medical information affecting aerial travel.

WEATHER POOR FOR A FLIGHT.

Danger in Forced Landing—Flier May Leave Ireland To-day.

By the Associated Press.

LONDON, April 13.—According to a report issued by the Air Ministry to-night, the weather conditions are very unsatisfactory for an aerial crossing of the Atlantic, and also are such that a forced landing on the sea would be attended by considerable risk.

LIMERICK, April 13.—Owing to weather conditions—wind with rain and hail storms—Major Wood was unable to make his start to-day in an attempt to fly across the Atlantic. It is stated that he would start from Eastchurch to-morrow.

RECORD AT WHITE SULPHUR.

More Guests at the Greenbrier Than in Hotel's History.

Special Despatch to THE SUN.

WHITE SULPHUR SPRINGS, W. Va., April 14.—The Greenbrier reached the resort's record for patronage this week. Much of the entertaining is of the most informal sort.

Mr. and Mrs. James W. Corrigan gave a dinner dance on Saturday evening at the Kates Mountain Club, and Albert Morris Bagby entertained at dinner at the Greenbrier. Mrs. Rodman Wanamaker gave a luncheon to-day, and there were numerous small dinners this evening at the Kates Mountain Club, where Cuba's jazz band furnished music.

The Pines, Elmhurst Farm and the Casino were thronged at luncheon and tea after Palm Sunday services in the churches.

Many golfers were on the courses, while more than a hundred sojourners enjoyed trips by automobile or in the saddle. Mr. and Mrs. Thornton Lewis and party were among those at the Kates Mountain Club this evening.

John N. Willys has joined Mrs. Willys, Mr. and Mrs. Francis L. Hine and Mrs. Ethelbert Low are here from New York. George Ade and O. W. Wells of Chicago have arrived here from Bellair, Fla. Mrs. Cornelius Zabriskie has been joined here by her two daughters, Mrs. Russell Bailey of Greenwich, Conn., and Mrs. Herbert Scoville and her two children. Major Scoville, who served a year with the American Red Cross in Rome, is expected to arrive in New York May 1. Ambassador David R. Francis has been joined for two weeks by S. M. Felton of St. Louis, who returned lately from France, where he was engaged in railway construction for the American Expeditionary Forces.

Representative George Holden Tinkham of Massachusetts has arrived here from Washington for a long stay. Mrs. John Magee has come from Mount Kisco. Clement A. Despard and Gordon L. Smith of New York have a cottage here for the season. Mr. and Mrs. Arthur Osgood Choate have been joined by Mr. and Mrs. Reginald Finckes of New York. Clifford Brokaw is with Mr. and Mrs. Irving Brokaw. Senator Davis Elkins of West Virginia, with Mrs. Stephen Blaine Elkins and Stephen B. Elkins, Jr., has returned to Washington.

ATTACKS SCHOOL METHODS.

Brooklyn Ethical Culturist Sees Prussianism.

Dr. Henry Neumann, leader of the Brooklyn Ethical Culture Society, attacked restrictions which he said are placed on public school teachers by the Board of Education in an address at the forum of the Church of the Messiah, Park avenue and Thirty-fourth street, last night on the "Prussianism of the Schools." He said the teacher had degenerated into a sort of intellectual policeman and was required to follow the book instead of leading pupils on to visions of idealism.

"Many people are afraid that their children are going to become too radical," he said. "I have no such fear. There would be no reformers in the world if we were all born middle aged. The Board of Education has adopted a Prussian attitude. It should handle business matters only and leave education itself in the hands of those who are actually carrying on education."

POLISH JEWS AGAIN PROTEST.

Complain of Inadequate Protection and Robberies.

STOCKHOLM, April 13.—Fresh complaints from Poland regarding the treatment of Jews in parts of that country have been received by the Jewish Press Bureau here. The plundering of Jews by marching bands of robbers is reported and lack of protection by the authorities is complained of.

Another report to the bureau is to the effect that the educational council in the Lodz district has abolished the Hebrew primary schools.

Sympathy Strike on Lackawanna.

SYRACUSE, April 13.—Sixty employees in the power department of the Delaware, Lackawanna and Western Railroad have gone on strike to enforce their demand for the reinstatement of a union member at Scranton, Pa., and the discharge of the present efficiency expert. The strikers are not directly affiliated with the "Big Four" Brotherhoods.

SMOKE FUND WORDS BUOYED D. S. C. MAN

Luloff of the Marines, a Staten Islander, First a Donor, Then a Benefactor.

PRAISES COME IN FAST

Sheehan of the 78th Writes That Tobacco Got to Them at Opportune Time.

THE SUN Tobacco Fund received a gift in November, 1917, from a young fighter, Zaime Luloff, a private in the United States Marine Corps with the American Expeditionary Forces in France. He sent his offering in a letter to his father, H. Luloff of Richmond, Staten Island, praising the benevolent work done by the fund and adding that a good smoke was the soldier's best friend in the gloomy trench and in camp life.

It is pleasant for the smoke fund to add a note to this bit of its history, especially as the note furnishes further proof of what a fine lad Zaime Luloff is. Gen. Pershing awarded the Distinguished Service Cross to him recently, the official notice reading:

"For extraordinary heroism in action near Blanc Mont, October 4, 1918. Disregarding his personal safety, Private Luloff showed marked bravery by carrying messages through heavy machine gun fire, and after his captain was wounded he rendered valuable assistance in establishing and maintaining connection between the platoons of his company."

In acknowledging the gift from young Luloff THE EVENING SUN on November 20, 1917, said: "Thank you, my boy, and God keep you." Yesterday a letter from his father to THE SUN said: "We were very thankful to THE SUN for its good wishes and blessing. The latter has been fulfilled. The Lord did save him for us and we are awaiting his return with Company F, Fifth Marines."

Smoke Tales From Over There.

Now that the boys are coming back the fund is having many chances to hear stories of how they were helped and cheered by its gifts. These stories told face to face would convert any doubter to admit that THE SUN Tobacco Fund had been a valuable asset in the war.

A card from Chessy, France, written on March 19 by Clyde R. Becknell of Company B, 142d Infantry, Thirty-sixth Division, written to Harriet Timpson, a fund donor, said:

"Dear New York Friend: We received the tobacco all O. K., and are very happy to acknowledge it with many thanks. We were all out of smokes and so you know that it came in handy. I wish you would feel like answering this card and if you do answer to this address."

Miss M. Breschel, another fund donor, received several cards of thanks in the latest soldiers' mail. One from De Witt Gleyres, written on March 20, was as follows:

"Your gift of tobacco was great and I send many, many thanks to you. I am glad I am not forgotten in the dear old U. S. A., and the other boys of this company said the same thing—that when we heard from a donor of THE SUN, whether by a letter or a gift of tobacco, we all pick up and 'smile, smile, smile.' For it is easy to be downhearted and discouraged over here, and we have been more so since the war than we were during the war. That is why these gifts like this of yours do us tremendous good. Many thanks to you again, with peace and good wishes."

To the Henry Cape Association Eddie Sheehan of the Seventy-eighth Division (and from New York) has this to say:

"Your tobacco came at a very opportune time. I received a package of the 'makin's' while 'up there' during my ambulance drive through the Argonne Forest. You bet! That was something to get at such a busy time! But THE SUN never failed us, no matter how hot it got. It followed us everywhere. And now I get another package and I tell you it's the nuts and I am very thankful to you."

Distributed With "Great Eclat."

Sergeant George H. Rumbough of Company D, 142d Infantry, sends this line to the Bull Lunch Club from La Chapelle, France, dating it March 12:

"Your tobacco was received and distributed to the company with great eclat. The boys all thank you heartily and are encouraged to keep on being cheerful while the friends at home remember us."

This card comes from Company D, 302d Engineers, who were at Paice, France, on March 2:

"Thanks for your contribution. Sure tobacco is one of the feathers on the staff of life."

An important event for the benefit of THE SUN Tobacco Fund is set for next Saturday night in the Hotel Traymore in Atlantic City. It takes the form of a bridge party, and as the favors are being donated the proceeds will come to the smoke fund. The party is the outgrowth of the desire of George Kerr, manager of the Traymore, to help swell the fund that is to purchase smokes to go abroad to the army of occupation in the Rhine zone. Last year the same plan was in Mr. Kerr's mind, but the conditions then did not seem to him to be favorable.

On April 26 the biggest party for the benefit of the fund in a long time will be held in the Hotel Robert Treat in Newark, N. J. Mr. Carrigan, manager of the hotel, and Mr. and Mrs. Verneaux, who are host and hostess of the teas held there, are responsible for the idea, and they mean to carry it out to success.

New Dance Will Be Introduced.

The "Rang Tang" orchestra has been formed and will play for the Verneaux at the dance. It consists of six pieces and has been directed by the conductor of the hotel orchestra, who is a notably fine musician. The "Rang Tang" dance, it is said, loses something of its effect when it is danced to the ordinary jazz band.

Miss Georgina McMillan and Miss Kathryn Lee are two of the concert singers who have volunteered to go over to Newark on the 26th to help the party along to success. There will be a number of vaudeville performers and two war speakers. The latter are Lieut. Robert R. Reiser of the French artillery and formerly of the American Ambulance Corps, with whom he saw service in 1917 and 1918 in France and Italy, and Sergeant Stewart L. Evans, who has appeared before for the smoke fund. The 26th is not so far away, and it behooves those who are going to this dinner-dance to provide for their comfort by prompt reservations.

How the Fund Stands To-day.

THE SUN and THE EVENING SUN	$5,000.00
United Cigar Stores boxes	72,067.97
Otherwise acknowledged	318,375.71
New contributions	64.15
Total	$395,507.43
Shipped and paid for	$367,382.94
Cash balance	121.59
Schulte Cigar Stores boxes	26,020.62
Grand total	$432,235.68

CIRCUS GOES OVER TOP FOR DOUGHBOYS

Ringling Brothers Provide Great Show for 6,500 Convalescent Men.

JOY REIGNS THREE HOURS

Performers, Put on Their Mettle, Outdo Themselves in Brilliant Feats.

Yee-ee-ee-yip! and a flock of yows! The best circus performance in the history of the world was given in Madison Square Garden yesterday afternoon. The statement is simply not open to contradiction. Every mother's son of the 6,500 wounded or convalescent gobs and doughboys who were entertained by the Ringling brothers—John, Charles and Alf T.—would back up the assertion at the top of his lungs and in his fighting clothes. Oh, boy! were you there?

Everybody who isn't old at heart, who isn't a natural born crab, enjoys the circus, but no crowd that was ever got together in the fragrance of the sawdust had such a good time as these lads that are trying to get their health back in New York's military hospitals. Their yells of happiness were rolling barrages which shook the venerable walls of the Garden and quivered the steel girders. Wriggling and squirming like the kids that they are, whooping and hollering, grabbing chocolate bars and cigarettes and chewing gum from the indefatigable Caseys and "Y" men, singling out individual favorites for stentorian salutes, the veterans from France put in three gorgeous hours of fun that lifted them out of themselves.

It was good medicine, none better. As the three Ringlings watched the olive drab throng swarm out of the Garden at the close of the merry afternoon these colossi of the circus world had the fine thrill of having done a big thing for the folks that needed it most; of having contributed the best entertainment for wounded American fighting men that New York or the whole country has known since the fight against illness and disease and depression succeeded the fight against the Germans.

Where Credit Belongs.

When men enjoy themselves so much that they can actually forget for a few hours that they must get along with one leg or one arm instead of two for the rest of their days; when they can be jolled out of the mental weariness of a long hospital incarceration; when they can put pain and worry and exercise all of the thousand devils that the doctors know, a lot of credit is coming to somebody, and in this case it goes to the brothers Ringling, to the Red Cross, to the Knight of Columbus, the "Caseys"; to the "Y" workers and to the Motor Corps girls.

The Ringlings provided 6,500 seats; the Red Cross made all of the arrangements, in which there was not one hitch; the "Caseys" and the "Y's" distributed mountains of chocolate and cigarettes and chewing gum, and the Motor Corps girls, with a lot of volunteer help, collected the soldier and sailor boys from the various base and debarkation hospitals, drove them to the Garden in an astonishing variety of cars, which included every make, from the lordly twelve cylinders as big as a revenue cutter to the humble but useful henrys, and drove them back again.

It was a perfectly arranged entertainment in all of its aspects and without a disagreeable feature. Would one think, perhaps, that it would be depressing to see so many wounded—badly wounded men, men without arms or legs, young boys still wearing their bandages and hobbling upon crutches? Well, it wasn't. There was nothing gloomy about the whole spectacle, although more lads that had been gravely injured and who will wear their honorable scars to the end of their days were present in the Garden yesterday afternoon than have been got together in one place in this country, perhaps, since Papa Foch put an end to the Kaiser's party.

Clever Seating Arrangement.

You see, they were so happy, so thoroughly pleased with the show and with themselves, so ready to shout and laugh at the slightest incentive, so vibrantly intent on having a good time, that one forgot for the time being about the ugly price they paid for their glory. Moreover, the disposition and seating of the wounded men were so cleverly arranged that sights and incidents which might have been depressing were skillfully relegated to the background. There was more common sense and delicacy mixed with the big circus party yesterday afternoon than one ordinarily perceives in such affairs.

The entertainment had been under arrangement for a week. The field officers of the Red Cross, under Capt. Philip La Montagne, went to the Ringlings and asked if the circus performers would be willing to give up their one day of rest for the sake of wounded and convalescent soldiers and sailors. You bet they would, said John Ringling, but to make sure he asked Fred Bendna, general equestrian director of the Ringling Brothers and Barnum & Bailey Combined Shows, to put it up to the crowd, and the answer was an instant yell of approval.

The next job was to figure on the number of guests. The Red Cross people said they could find at least 6,500 wounded or convalescent boys, so when the tickets were issued they took a census of the hospitals and distributed the tickets in such a way that nobody was overlooked and confusion was made impossible. Then the Motor Corps girls got on the job and rounded up whole fleets of automobiles. The side streets near Madison Square Garden were jammed with cars all afternoon—every kind of car from the massive limousine, whipcord upholstered and orchid decorated town car to the lumbering army lorry equipped with raw yellow planks for seats. Then the service organizations made themselves responsible for satisfying the demand for smokes and gum and chocolate bars and did themselves proud in executing the task. That about tells the story of how the party was organized and administered.

Maneuvring for Space.

By the time the big bell of the Metropolitan Tower was booming the first hours of the afternoon hundreds of automobiles crowded with soldiers and sailors were maneuvring for space on the north side of Madison Square. They had come from these hospitals: St. Mary's at Hoboken, which sent 225 men; Fox Hills, 200; the Marine Hospital, 100; the Naval Hospital, 1,000; Pelham Bay, 200; East View, 900; General Hospital No. 1, 400; Messiah Home, 150; Camp Mills, 100; Camp Merritt, 100; Ellis Island, 150; Debarkation No. 3, 1,000; Debarkation No. 5, 1,000; Lafayette Home, 25, and Polyclinic, 150.

One of the biggest and gayest detachments was chaperoned from General Hospital No. 1 on Gun Hill road by the Knights of Columbus "White Fleet," in charge of Nicholas J. Duffy. The fleet was made up of half a dozen sightseeing buses and fifty taxis and it stretched the distance of a mile when it got under way. On the trip to the Garden the long string of cars rolled down Convent avenue, where it was reviewed by Supreme Secretary William J. McGinley and other K. of C. officials from the McGinley home at 420 Convent avenue. On the return journey the Caseys took their guests to the Longacre Square hut for hot chocolate and coffee.

Most of the men were quite able to take care of themselves, but there were a few parties under the direct care of Red Cross nurses and of army physicians, one of these parties being composed of seventy-five officers, who sat in Section D and forgot all about their shoulder bars and the responsibilities of rank. They whooped like the rest of the kids.

Performers on Their Mettle.

The minute the grand introductory began and the human oddities made the round of the sawdust it was evident that the people of the circus were on their mettle, keen to give the best they had. As the performance went on this interesting fact became more and more perceptible. The elephant trainers worked with more energy and zest. The aerial artists took more daring chances. The bareback riders, and particularly Richard Hanneford, champion of all, and May Wirth, labored as if their whole future depended on the success of the afternoon.

Bird Millman on her slack wire, "a fairy on a cobweb," as the progamme said with unusual veracity, offered her best agility and her finest smile and earned the explosions of delight that arose from the masses of young men. Even the beasts themselves seemed to be happily infected with the spirit of doing their best—elephants, trained sea lions, bears and the whole pack of excited bowwows that worked with the clowns. And the clowns themselves certainly never tried harder to be funnier since circuses have been circuses.

One of the wildest yells that hit the ceiling greeted young Strawberry Red Woll, rough rider, when he galloped his cream colored bucker into the arena. He wore his Tank Corps uniform. Red was mustered out last February, but he donned the uniform yesterday out of compliment to the service, and the "Atta boy!" shouts that went up when he went around the ring must have warmed his heart.

It won't do to mention the acts that the guests of the show liked best, but they were strong for the girls. Tiny Klein, whirling by her teeth forty feet above the ground, was saluted nobly, as was the pretty Mme. Bradna when she drove out of the ring behind her white horse, her white doves and her white pigeons. Bird Millman, standing up in her motor car, bowing and throwing kisses as she was whirled around the oval at the end of her slack wire performance, got the tribute of her young life, one may guess, and there were other pretty faces that were not overlooked in the general run of the fun.

At the end of it, after the dizziest of all the aerial acts, the 6,500 young men joined in one mighty yell of thanks, a crashing salute that must have echoed for a mile. They went back to their wheel chairs and their beds in the mood that the doctors like to find them—cheerful and convinced that there is still a lot of happiness and kindliness in the world.

BANNWART SETTLES SUIT AGAINST LODGE

Senator Admits Striking First Blow in Row.

BOSTON, April 13.—Counsel for Senator Henry Cabot Lodge and Alexander Bannwart of the city will make public to-morrow a joint statement drawn up by them explaining the circumstances which led to an exchange of blows between the Senator and Bannwart in the capitol at Washington on April 2, 1917. Bannwart announced to-night that this statement would be regarded as a settlement of his $20,000 suit against Senator Lodge and upon which there was to have been a hearing in court here to-morrow.

Bannwart maintained that he was assaulted by Senator Lodge; that the Senator had him arrested and confined in a police station in Washington, and that he made false and malicious statements against him. Copies of letters concerning the encounter were given out by Bannwart to-night.

Bannwart wrote to Senator Lodge:

"I feel that there can be no question as to the actual facts, namely: That the discussion, while doubtless annoying to you, because of your difference of conviction, was nevertheless entirely respectful up to the point when you said: 'All those working for peace are cowards.' Thereupon I retorted: 'It's the war party who are cowards.' You then lost your head and cried out in anger: 'You're a damn liar.' Whereupon I replied: 'I might return the compliment' immediately you struck without warning and I returned the blow."

In a letter written by his secretary to Bannwart Senator Lodge said: "Your version is now in accordance with actual facts."

ORDER ISSUED FOR TELEPHONE STRIKE

New England Operators Serve Notice of Plan to Quit.

BOSTON, April 13.—Formal notification of the strike of telephone operators called for next Tuesday was served today upon William R. Driver, Jr., general manager of the New England Telephone and Telegraph Company. Mr. Driver, in a statement to-night, said the company would take "every reasonable means to maintain its service."

A notice signed by Matt B. Jones, President of the New England Company and of the Providence Telephone Company, will be posted on all bulletin boards of both companies in New England cities, to-morrow, calling upon employees to remain at their posts of duty and to bring up any matters that need adjustment in the manner that has been provided therefor.

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Eldridge St., cor. Rivington St.
East Houston Street, cor. Essex St.
Seventh Av., bet. 48th & 49th Sts.
Lexington Av., cor. 124th St.
Grand St., cor. Clinton St.
E. 72d St., bet. Lexington & 3d. Avs
Eighth Av., cor. 127th St.

BRONX
Courtlandt Av., cor. 148th St.

BROOKLYN
Smith St., cor. Livingston St.
Graham Av., cor. Debevoise St.
Pitkin Av., cor. Rockaway Av.

THOMPSON WANTS ALBANY FUMIGATED

Asserts He Found Joker in Fowler Bill for 10 Cent Fare on Subways.

TOP IS ONLY SCRATCHED

Tells Audience Here That State Capital Is Overrun With "Special Interests."

A "joker" in the Fowler municipal ownership bill at Albany which Senator George F. Thompson told reporters he had discovered in time to remove would have saddled the subways of the city of New York with a straight ten cent fare, according to the charge made by Senator Thompson here yesterday. He cited this as an instance of the system of lobbying at Albany which he believes the present Judiciary Committee, under the powers given it by the Senate, should probe to the bottom.

"The present investigation is just a pin scratch," said Senator Thompson of the proceedings in which he has already charged that he received the offer of the nomination for Governor and a $500,000 campaign fund in return for his support of the Carson-Martin seven cent fare bill, naming former Governor Whitman as the man who spoke to him of the political aspects and Richard Burke as the one who suggested the availability of the campaign fund through men heavily interested in utility securities.

"I don't know any further specific instances of impropriety myself," he continued, "but any one who knows anything about legislation knows the system to which I refer. The joker in the Fowler bill was put in without the knowledge of the introducer or of those who favor the measure. I discovered it on a careful reading of the bill. The joker was taken out and the bill will probably pass the Senate. But the system exists and the present Judiciary Committee should go to the bottom of it."

He made these statements after he had addressed a meeting of almost 600 men and women in the auditorium of the Morris High School at Boston road and East 166th street. He had reviewed for them his legislative career, told them he had no ambitions to be Governor because his temperament would not permit him to live under the restrictions of the gubernatorial office, and urged on them that they would have no effective reform at Albany until they themselves took a direct interest in what was going on.

After telling his audience how the Rules Committee in the Assembly and a similar committee in the Senate took hold of and throttled legislation toward the end of the session, he declared:

"The whole system needs fumigation. The news which you have just been reading of the investigation at Albany is just beginning. It is not my duty to be the prosecutor, but it is my duty to tell all I know, and needless to say I will be available at any time for the properly constituted authorities."

"What can we do about it?" a woman in the audience asked at this point.

"I'll tell you what you can do," the Senator replied. "If you will insist on wiping out the cobwebs that clog the wheels of legislative machinery as I have indicated them to you you will find your Government acting efficiently. If the Government finds that it can reach and punish the big and powerful wrongdoer it will mean that you and I, the little people, will be protected."

Describing conditions under which the legislators worked at Albany he said:

"'Albany is filled with the representatives of the special interests. Many of them are there on a perfectly legitimate errand so far as the law is concerned, but many of them are unable to see beyond their noses in the matter of policy and beyond the next month's balance sheets of the corporations they represent. When a bill is up which plays their interests against the interests of the public the legislators hear the corporation side of the question. They do not hear from people like you who are so vitally affected. Many honest legislators yield to the almost subconscious influence of these oft repeated special pleas.

"In that they fail in their mission as legislators. For I believe that the legislator should not sit at Albany as a judge between the interests of the people and the special interests, but that he should himself be the advocate of the people's interests against those of the great specialists."

WILL PURSUE BRADY IN BRIBE FUND CASE

Investigators Seek to Learn Burke's Relations With Him.

Special Despatch to THE SUN.

ALBANY, April 13.—Legislative interest for the coming week promises to divide between the Judiciary Committee's investigation of Senator George F. Thompson's charge that he got an offer of a $500,000 campaign fund to run for Governor if he would support the increased trolley fare bill and Speaker Thaddeus C. Sweet's fight to prevent passage in the Assembly of the health insurance, eight hour day for women, minimum wage and other so-called social welfare legislation thrust through the Senate by the Democrats with the aid of a few scattering Republican votes.

When the inquiry is resumed to-morrow Richard H. Burke, said by Thompson to be the "go-between" in the bribe offer to him for "the Bradys, the Interborough people, John B. Stanchfield and the Morgans and all of them," will be placed on the stand. It is believed that he will be thoroughly cross-examined. Some of the committeemen want to go deeper into Burke's relations with Nicholas F. Brady to find how it came that Burke could arrange for a meeting of Mr. Brady and Senator Thompson in the Brady home on Fifth avenue. They also want to know how it was that Mr. Burke came to "take" Senator Thompson to meet Mr. Stanchfield at the latter's office.

Much of the time of the committee will be spent in a thorough investigation of the offer, described by Senator Thompson Friday, under which he said he would have received $100,000 from the Consolidated Gas officials to start a trust company in return for favoring them in the report of his Public Service investigating committee in 1917. Several of Senator Thompson's up-State friends have offered to come forward and substantiate his story in so far as the fact that he told them about it when he went back home immediately after the incident happened.

Mr. Burke denied ever hearing Senator Thompson discuss a trust company with a group of men. The Senator named a Lockport man as being in a group including Burke when the project was discussed. Mr. Thompson says that after the group broke up Mr. Burke told him he could easily get the $100,000 to start the company, and the next day C. M. G. Thomas of the Consolidated Gas Company called and made the direct offer to him.

So far the investigation has developed little short of a question of veracity between Senator Thompson and Mr. Burke, except that Mr. Burke admitted the various meetings Senator Thompson mentioned, but told a different story of what occurred.

If former Governor Whitman, Nicholas F. Brady and Mr. Shonts come to Albany to-morrow it is doubtful whether they will