

FOUR FULL CLASSES AT NAVAL ACADEMY

Pre-War Status of Student Body Will Be Maintained for Short Period.

OPEN TO ENLISTED MEN

Practice Cruise, Starting June 4, Will Include European Waters—Away 3 Months.

Special Dispatch to THE NEW YORK HERALD. ANNAPOLIS, April 23.—For a short period, from the beginning of the academic year, October 1, to a date in the early part of December not yet definitely fixed, when the members of the second class will graduate by special order, the Naval Academy will be exactly in its pre-war status, with the four classes having their full membership.

However, the student body will be about 2,400 at the beginning of the year, which is larger than ever before. This increase has been provided by legislation passed since the war began. The number will be normal for the beginning of each year, though it is always materially decreased before the end is reached. It is not likely to be increased for a considerable time.

As the Naval Academy student body now stands it represents but three and a half classes instead of the regular four. During the war the course was completed in three years, the second class being omitted. After the war the regular course was restored by dividing the third class when it completed its year's work, the upper half, scholastically, becoming first classmen and graduating last June, while the lower half went into the second class and will graduate, after the full four years, in the coming June.

High Efficiency Is Seen.

The class which graduates in June, therefore, will have no star scholars, but it has been noted that just as much efficiency in the exercise of duties as officers of the midshipmen regiment, in participation and management of Academy athletics and other student activities, has been shown by the members of the lower strata as by the higher.

With the graduation of this half class the situation at the Academy will be exactly as it was before the war at a corresponding period of the year. There will be three full classes in the institution, and the work of forming the new class will begin at once. The regular order will be changed almost immediately, however, for the members of the second class, 660 in number, will not go on the cruise, as the members of this class usually do, but will remain, after a short leave, at the Academy, to begin the intensive instruction necessary to fit them for graduation.

By October 1, when the members of the next two lower classes, then called the second and third, return to resume their scholastic work, the new fourth class will have been formed, and the regiment will be intact, and will be larger than it has ever been before, assuming that the new class will be as large as expected. This will continue until December, when the present second class will graduate, and the Naval

Academy will have only three classes until the next fourth class is formed, during the summer of 1922.

Enlisted Men Eligible. Among the members of the new fourth class will be a good number of youthful members of the enlisted force of the Naval and Marine Corps. Under the law one hundred of these many become members of each new class at the Naval Academy, with the same opportunity of promotion open to those who enter through appointment. The law has permitted this number in the three last classes formed, but in no case has the full quota been filled. It is believed that the number will be larger this year, and may reach the limit.

For the first time in a number of years the practice cruise of the midshipmen will be directed to European waters this year. The ships of the squadron will leave Annapolis June 4, and will proceed by way of the Azores and the northern coast of Scotland to Christiania, Norway, which they are scheduled to reach June 25. They will spend about two weeks there, and will arrive at Lisbon, Portugal, about July 14. The other points touched will be Gibraltar, about July 20, and Guantanamo, about August 22. The squadron is scheduled to reach Annapolis August 24, when the midshipmen who have taken the cruise will go on thirty days leave.

USED COP AS SHIELD TO STEAL MOTOR TIRES

Ex-Soldier, Posing as Chauffeur, Is Caught at Last.

CAMBRIDGE, Md., April 23.—Herman Sudler, known as "Rastus," is looked up in jail for stealing Herman Stevens' automobile. The automobile was standing in Radco street when stolen. Sudler started with the car and went to Wells street, where it was stuck in the mud. After it was pulled out he went to Pine street, where he abandoned the car and tried to make a getaway.

He was out on bond for stealing automobile tires. His method of tire stealing was unique. He would stand in front of a restaurant until he saw a car stop and its occupants go into the restaurant. When they were seated Sudler would jack up a wheel and take off the tire. He was always dressed in a heavy overcoat and hat so as to play chauffeur.

He generally asked a policeman for the nearest garage. The officer, not suspecting anything was wrong, told him, and others seeing him talking with the officer did not take any further notice of him. After this had gone on for some time a watcher was placed in front of the restaurant and he was caught red handed. Sudler is an ex-soldier and is receiving \$60 per month for injuries.

HENRY KENSING WILL FILED.

Ready Dealer Leaves \$20,000 to Daughter, Annuity to Wife.

In the will of Henry Kensing, real estate dealer, 258 West 121st street, which was filed yesterday, \$20,000 is left to a daughter, Mrs. Mary Curry of Keppert, N. J., and \$100 to a grandson, Harry Kensing, "whose whereabouts are unknown at present, but will be ascertained in the course of the coming week," according to the petition filed with the will. To his widow, Mrs. Jennie Kensing, Mr. Kensing left the home in 121st street, a country place at Mount Kisco, N. Y., and a \$3,000 annuity.

BELLEVUE PATIENTS WILL SEE CIRCUS

Special Show Prevented by Rain Yesterday Will Be Given Wednesday.

Bellevue Hospital patients are to have their special circus performance in spite of yesterday's rain, which interfered with the open air arrangements. Disappointment reigned in all the wards when the weather man opened up the faucets and turned on something like a deluge.

But just about that time Dexter Fellows, publicity manager of the Ringling Brothers and Barnum and Bailey's combined shows, sent word that all the performers who had volunteered for yesterday would go there Wednesday morning at 10 o'clock. The faces of more than 2,000 boys and girls, men and women lightened immediately after that announcement.

Now that the circus is to be given on the lawn instead of the pavement, as in the past, there will be a regular ring and riding sets. Besides these new features there will be all the old favorites—the elephants, bears, monkeys, jugglers and other trick performers.

From 6,000 to 7,000 disabled soldiers have been invited to a special performance of the entire circus to-morrow morning at 10 o'clock at Madison Square Garden.

On Thursday morning at 10 o'clock several elephants and camels, some floats and a mounted band will parade in the old fashioned way for the Tag Day drive for the milk fund which is to be held under the auspices of the Mayor's Committee of Women. The route of the parade will be announced later.

After Saturday night there will not be a sign of the big spectacle in Madison Square Garden. Every animal, performer, trainer and attendant will be moved over to Brooklyn where the circus will reappear in its customary setting. The big canvas will be up ready for the first performance May 2, and any small boy of Manhattan who wants to see what a circus in tents is like will have the opportunity.

PEACE MAY BRING SYRIA OLD RICHES

Soil Has Fertility of Days of the Romans.

BEIRUT, Syria, April 23.—It is pointed out that Syria, if given a chance, will become as rich as portions of it were in ancient times, during peaceful epochs when the Romans dominated its peoples. Its soil, like much of western Asia, is rich enough, but what is needed is the peace that will let its peoples work, with the hope of holding their earnings.

The territory reaching from Constantinople to Egypt is sprinkled with the ruins of past civilizations, of prosperous cities such as Tyre and Sidon or the Phoenicians, which attest to the development of ancient times. The Germans, with their Baghdad railway scheme, had realized what might be done again to repeople and reproductify this great region, and the French are planning in the same manner, though not on so ambitious a scale as the Germans, whose object was to control virtually the old Ottoman Empire and reach on to the Persian Gulf.

STANDARD OIL FLEET ENJOYS BONUS DAY

Officers and Men on Many Ships Get Gratuities.

Yesterday was bonus day for the officers and men in the fleet of the Standard Oil Company of New Jersey. Fifty officials and executives of the marine division of the company, headed by Robert L. Hague, director of the division, and James A. Moffet, Jr., a director of the company, went down the bay to confer first honors with suitable ceremony upon the crew of the tanker Glenpool, anchored off Stapleton, Staten Island.

With flags flying and a full fledged band trying to dispel the mist of early forenoon hours, Captain Samuel Purdy, his officers and men received the much prized brown envelopes and small silk flags emblematic of first honors of the fleet. As that flag was broken out from the foremast in a smart south-east breeze yesterday forenoon the crew of the ship cheered their employers, their flag and the little brown envelope. The representatives of their employers who were present replied with the "short Standard" for the prize winning crew.

The bonus plan has been in operation in the fleet of the New Jersey company since July, 1920, the awards yesterday being for the first six months of competition. Hereafter honors will be computed at the end of each calendar year. Bonuses for all qualifying crews in the 1920 period totalled \$70,000. The gratuities received by individuals of the Glenpool crew ranged from \$7 to \$150. It was said, depending upon the rank and length of service.

Although the highest ranking ship, the Glenpool was not the only recipient of favors, for under the terms of the bonus agreement in force on all ships of the fleet 442 of the 2,100 men drew additional pay for the excellence of their work during the last six months of 1920. The Glenpool is a ship of the 8,000 ton class and formerly flew the German flag as the Hagen. She plies between Mexican ports and the West Indies.

The first ten ships finished in the following order: Glenpool, El Capitán, Princeton, A. C. Bedford, Brindilla, Muskogee, William G. Warden, Pioneer, Benjamin Brewster and F. D. Asche.

MAYOR CALLS IN PLANE.

Hartford Executive Visits Springfield City Hall.

SPRINGFIELD, Mass., April 23.—A six passenger seaplane bearing Mayor Newton C. Brainard and Walter S. Schultz, Corporation Counsel of Hartford, Conn., arrived here at 12:12 this afternoon, having flown from Hartford, where it arrived yesterday from New York.

The plane alighted on the Connecticut River, some distance below the center of the city, in order to avoid contact with electric wires. The visitors called on Mayor E. F. Leonard at City Hall.

NO MOSLEM WOMEN ON STAGE.

CONSTANTINOPLE, April 23.—The appearance recently of a number of Turkish women on the stage has resulted in an order by the Sheikh-ul-Islam, the religious chief, to the police to forbid women of the Moslem faith from appearing on the boards.

STATE DEPARTMENT 'SLUR' STIRS JEWS

Passover Sermons Resent Alleged Reflection on Immigrants.

The feast of the Passover, which began Friday night, has been marred, it appeared from sermons in the leading synagogues yesterday, by the reported declaration by the State Department that Armenians, Jews and Persians are undesirable as citizens and should be subject to strict immigration regulations.

Although Charles E. Hughes, Secretary of State, had issued a formal denial of the utterance, the impression prevailed that some such attitude toward Jewish immigrants had become part of the State Department policy. Rabbi Herbert S. Goldstein at the Institutional Synagogue, 112 West 118th street, demanded the removal of "that man of the State Department who wrote the insidious libel against the Jewry of Europe" and said the Jews had reached a moment when it is necessary to demand justice "in the most militant way from America and from the rest of the Christian world."

"I am not going into a discussion of the general immigration policy of this country," said Rabbi Samuel Schulman in Temple Beth-El, Fifth avenue and Seventy-sixth street. "We know very well it is to a great extent influenced not by solicitude for the purity of American ideals of freedom, justice and humanity, but rather by the selfishness of the power of labor, which is so taken up with its own interests, many of them highly deserving of the support of every fair minded man, that it has forgotten

the precious teachings of the republic which safeguards its own liberties. I only voice my sorrow and my indignation against the inhumanity of such a report of a subordinate official, which is influencing our legislators in the House of Representatives." Secretary Hughes had been quoted.

More than 250 Jewish men and women improved the holiday to make application for citizenship papers in the Naturalization Bureau in The Bronx. There was a long line of applicants waiting when the bureau opened and additional clerks were called in.

GAS LEAK FATALITY BRINGS COURT ACTION

Effort Made to Close Chemical Plant in Jersey.

The New Jersey State Board of Health called upon the Hemingway Chemical Company of Bound Brook to show cause to-morrow in Trenton why it should not discontinue the manufacture of phosgene gas. It was from a storage tank owned by the Hemingway Company that phosgene gas seeped through a broken valve Friday-morning, killing one worker and overcoming a dozen more—ten of them seriously.

It is explained that, while the Hemingway plant was purchased by the Sherwin-Williams Paint Company, the latter does not control the phosgene tanks. However, the State health authorities are claiming that the manufacturing and storing of this suffocating gas within a quarter of a mile of a town is a nuisance, and that the Hemingway people will have to show that it is necessary.

Those suffering most from the leak are Dr. J. T. Leahy, Dr. Benjamin Borow, Harold Saunders, the chemist who finally stopped the leak; Michael Maxwell, Peter Widel, Pete Kowalin, Edward Novak, Charles Jensen and Patrolman Charles Bohler. All are expected to recover.

EINSTEIN PRAISED BY DR. STEINMETZ

U. S. Scientist Says German and Lenine Have Two Greatest Minds in World.

Dr. Charles P. Steinmetz of electrical fame came from Schenectady yesterday expressly to meet Prof. Albert Einstein of relativity fame. They spent the day together in New York and New Brunswick, N. J., examining units of the Radio Corporation and exchanging views in the German language. Afterward Dr. Steinmetz said:

"Einstein is one of the two greatest minds of our time."

The other great mind, Dr. Steinmetz said, is Lenine, the Soviet leader. Regardless of how we may differ with their views, scientific or otherwise, Einstein and Lenine will be great historical figures, in his opinion, Lenine because he is bringing order out of chaos.

Einstein, Steinmetz and a party of distinguished research electrical engineers went first to the Radio Corporation control station at 61 Broad street. Here Prof. Einstein sent greetings to the officer in charge of the Telefunken station at Nauen, Germany. Within six minutes came the reply: "Greetings to the great scientist." The actual transmission time across and back from Nauen was one-thirtieth of a second, according to Dr. Steinmetz.

With Dr. Irving Langmuir of the General Electric Company Einstein and Steinmetz joined in a message to Count von Arco, the German scientist. Reaching New Brunswick, where they had luncheon, Einstein and Steinmetz had an animated conversation on matters relative to electricity. Others in the party remarked at the contrast between the two men. Einstein was differently dressed, with a Bryanscap hat, celluloid collar, green knit tie and roomy gray overcoat with plenty of pockets and buttons. The Schenectady wizard was almost dapperly arrayed in neat gray suit, tan oxfords, a striped shirt and blue tie. He wore no overcoat.

"The general theory of electricity closely related to the general theory of relativity," said Dr. Steinmetz, during his discussion with the German professor. "Prof. Einstein is well versed in electrical science. In fact, he is an electrical physicist as well as a physicist and mathematician."

A special demonstration of his special transatlantic wireless radio transmission was given at the New Brunswick station for the benefit of Prof. Einstein. He expressed himself as astonished.

"Sending messages by cable requires a vast amount of equipment stretching from ocean to ocean," he said. "The radio has the advantage of great speed as exemplified here with a single contact and apparently less expensive equipment."

E. S. Pillsbury, general superintendent of the Radio Corporation of the City of New York and engineers of the Radio Corporation, American Telegraph and Telephone Company, Western Electric Company and General Electric Company were members of the party.

NO HOODS; POPULATION GAINS.

Kansas Township With Brisk Dry War Shows Increase.

LYONS, Kan., April 23.—Is "hood" responsible for the only gain in population made in any Rice county township in the latest year? County authorities are asking this question.

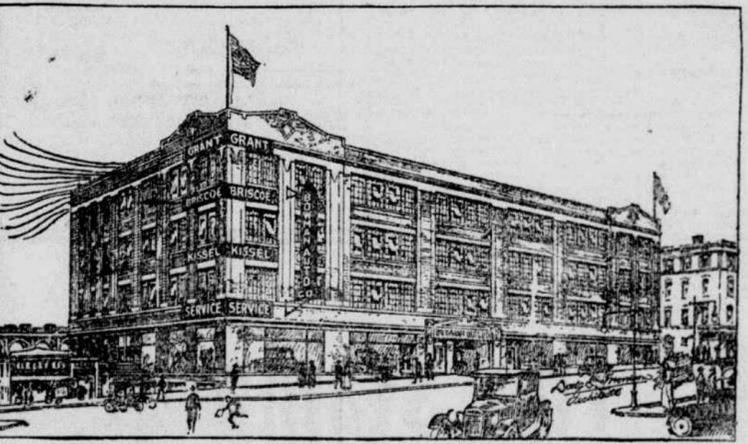
Washington township, which added materially to its population figures in 1920, is that section of the county where the county attorney and sheriff have been waging almost continuous war on bootleggers and "hood huts."

"You Can Take Sidney Bowman's Say-So On A Car"

1921	The House of Bowman has been established for 29 years—since	1892
1900-1901	5,000 square feet	160 West 56th Street.
1902-1906	10,000 square feet	52 West 43d Street.
1906-1920	35,000 square feet	225-231 West 49th Street.
1921	100,000 square feet	3261-3275 Broadway from 131st to 132d Street

THE NEW BOWMAN BUILDING

The best organized automobile distribution building in the country.



Entire West Block Front on Broadway from 131st to 132d Street. Five Floors—20,000 square feet each—total 100,000 square feet. The new Bowman Building is a show place of interest to every motorist. No matter what car you drive, you are invited to come in and go through this distinctive automobile building. It will be a revelation in modern motor-car merchandising methods.

THIS BUILDING HOUSES

- EXECUTIVE OFFICES
- New Car Salesroom
- Used Car Salesroom
- AUTOMOBILE MACHINE SHOP
- Electrical Department
- Carburetor Department
- Welding and Brazing Department
- Parts Department—a complete stock of parts of the makes of cars and trucks we represent.
- WE ARE AUTHORIZED SERVICE REPRESENTATIVES FOR MARVEL CARBURETORS
- The distributor through whom you buy your car is almost as important to your motoring satisfaction as the car itself. Through this Company you are assured not only of the highest grade cars in their class, but of a service guaranteed by 29 years of experience and reputation.

THE BOWMAN LINE INCLUDES:

- THE KISSEL A Custom-Built Six of Artistic Design
- THE GRANT A Six So Good It Sells Itself
- THE BRISCOE The Trustworthy Four—Economic and Reliable
- KISSEL TRUCKS A Size for Every Purpose 1 to 5 tons, inclusive
- BRISCOE RAPID DELIVERY A Light Delivery and Express Wagon

SIDNEY B. BOWMAN AUTOMOBILE CO.

Telephone: Morningside 6600 "You Can Take Sidney Bowman's Say-So on a Car." Sunday and Night Call: Morningside 8690. 3261-3275 Broadway from 131st to 132d Street, New York. Brooklyn Sales and Service: 20 New York Ave.

ESSEX

Men Know It Best for Its Reliability

It does not grow old, because it is rigidly built. Adjustments are provided to take up wear. Thus it is always tight. Repair freedom is not all that results, but bird-like smoothness, whether in the first or 50-thousandth mile. Is it remarkable that its owner friendship is so manifest that it causes comment everywhere? Thousands buy Essex because of it.

HUDSON MOTOR CAR COMPANY of NEW YORK, Inc.

BROADWAY at 61st STREET (CIRCLE BUILDING)

NEWARK, N. J. 866 Broad Street
 JERSEY CITY, N. J. 2876 Boulevard
 WHITE PLAINS 186-188 Marine Ave.

BROOKLYN, N. Y. 1422 Bedford Ave.
 JAMAICA, L. I. Bergen and Hillside Aves.
 BRONX, N. Y. 2460 Grand Concourse