

OCT 28 1921

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WEATHER FORECAST.

Fair to-day and probably to-morrow, with slowly rising temperature. Highest temperature yesterday, 52; lowest, 38. Details weather reports will be found on editorial page.

THE NEW YORK HERALD

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THE BEST IN ITS HISTORY. The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

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NEW YORK, THURSDAY, OCTOBER 27, 1921.—

ENTERED AS SECOND CLASS MATTER, POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS WITHIN 200 MILES FOUR CENTS ELSEWHERE

HARDING DECLARES NEGROES MUST HAVE POLITICAL EQUALITY

Opposes Social Amalgamation, but Urges Full Economic Opportunity.

TALKS AT BIRMINGHAM

Attacks 'Solid South' Theory, Also Lining Up Blacks as G. O. P. Adjunct.

CLASS IGNORANCE WRONG

President Warns Southerners to Avoid Driving Away Colored Population.

Special Despatch to THE NEW YORK HERALD, BIRMINGHAM, Ala., Oct. 26.—President Harding to-day at Birmingham, the greatest industrial center of the South, enunciated a new policy, so far as the Republican party and the nation are concerned, on the race issue. The President without equivocation and with great emphasis declared to an audience, which so far as its white components were concerned was hostile to him politically, that the black race could not and should not aspire to social or racial equality, and that it must and should have political and economic equality.

In his address the President cast aside political considerations and ran counter to the advice and suggestion of some of the ablest workers in the Republican party.

The effect of the address is problematical, but it fell cold upon the largest audience Mr. Harding has addressed since he took the oath of office. Birmingham, celebrating its semi-centennial, turned out an enormous crowd, which gave to the President a welcome at every one of a half a dozen functions in honor of the Chief Executive and of the city. Because of the crowd's size and the unfavorable situation it was manifest that thousands did not hear. It was significant that the races were segregated in the audience by the local committee on arrangements.

Social Equality Phase.

The President said "Men of both races in our well-organized communities are against every suggestion of social equality. Indeed it would be helpful to have that word 'equality' eliminated from this consideration; to have it accepted on both sides that this is not a question of social equality but a question of recognizing a fundamental, eternal and inescapable difference."

It was significant that the President's principal speech prepared in advance and delivered from the text almost without variation, was addressed to "Mr. Mayor, Citizens of Birmingham and All People of the South." His principal speech here to-day follows in full.

"I have been wondering, as we have seen the Birmingham district and the marvels of this region's industrial development, whether any of us have yet contemplated the significance of the fact that Birmingham has been called 'The Magic City.' The basic, characteristic industry on which modern civilization is based, the steel industry, Birmingham is the world's largest and in development of the iron and steel industries.

"We have come here to pay tribute to the marvelous achievement of a brief half century to which this city and its industries stand as a monument. The fact that when the South has progressed to this single generation, the generation since slavery was abolished and the rule of free labor and industrial opportunity became the rule of all of our great republic.

"Somewhere my attention has been called to the legend, possibly a historical fact, that when Ponce de Soto was leading his expedition of exploration and conquest from Florida to the Mississippi, some of his metal workers not only discovered the wonderful deposits of coal, limestone and iron in this area and told De Soto that there was an even greater treasure house which he was seeking, but that he was also told that there was an El Dorado of precious metals, but the opportunity for making the world's dominating iron industry, I have been told, that in the event of refusal to comply within forty-eight hours, it would mean that the armies of Czech-Slovakia and Jugoslavia would receive orders to march on the Hungarian frontier.

RHINE ARMY IN GLOOM; WANTS TO STAY THERE

Cheap Money, Food and Beer Satisfy U. S. Forces.

COBLENZ, Oct. 26 (Associated Press).—Steps preparatory to a reduction in the American forces in Germany in conformity with the programme of the Washington Government already have been taken and the troops are ready to move as soon as definite orders arrive. The present American army consists of 421 officers and 11,000 men. Reports that the army is to be reduced by about one-half, which the Rhine army officers and enlisted men, a majority of whom are declared to be eager to remain here under the present conditions. To-day's exchange rate was 163 marks to the dollar. A good meal such as soldiers eat when away from barracks, costs from twenty to thirty marks, and beer is obtainable for four marks for a large glass.

WINTER OF DISTRESS AHEAD OF 100 BROOKLYN PIONEERS IN BLEAK IDAHO BAD LANDS

Canyon Cuts Off Motorists From Railroad for Marketing Crops and Lack of Irrigation Hampers Profitable Farming Even by Next Summer.

Special Despatch to THE NEW YORK HERALD, CEDAR RAPIDS, Iowa, Oct. 26.—With a lava canyon wider than the East River separating them from what might be termed the mainland, and a span almost as long as the Brooklyn Bridge needed to connect them with a road that will put them in communication with a railroad nearly twenty miles away, the thirty-five Brooklyn families which set out last summer by automobile caravan to make their homes on the prairies of Idaho are facing distress and want this winter, according to letters and newspaper accounts reaching here. Tempted to leave the East by promise of homes and bountiful living at a reduced cost, these 100 persons landed in Idaho in September with the expectation of being able to set up housekeeping, plant crops, reap a harvest and start on the road to wealth within a year. Their first glimpse of their promised land, letters say, was from the eastern edge of a divide made by lava generations ago. They got across the divide, found poorly irrigated land and none of the comforts they expected. They found that even if they were able to grow crops on the soil it would be necessary to bridge the wide canyon that separated them from a railroad and then drive twenty miles to the railroad to freight their crops East.

SIGRAY ARRESTED IN CHARLES COUP

James W. Gerard's Brother-in-Law Among Royalists Seized in Hungary.

MARRIED HARRIET DALY

Budapest Government Formally Asks Former Emperor to Abdicate.

BUDAPEST, Oct. 26 (Associated Press).—Among the Royalists arrested as a result of the attempted coup of Charles is Count Anton Sigray, who some years ago married Harriet Daly, daughter of the late Marcus Daly, the American copper king. Sigray is a brother-in-law of James W. Gerard, former American Ambassador to Germany. (James W. Gerard informed THE NEW YORK HERALD last night that to the best of his knowledge the Countess Sigray was with her husband in Hungary. She has not been in this country since the outbreak of the war, and a trip to Paris after the armistice is the only occasion she has been out of Hungary since that time, he said.) It is reported that Count Laszlo Szechenyi has declined the appointment of Hungarian Ambassador to the United States. It was announced several days ago that his appointment would be published soon.

The family of Count Andrassy, who was arrested yesterday in connection with the monarchist plot, are seeking to have the American Commissioner, Grant Smith, intervene in his behalf. Count Andrassy M. Rakovsky and Gustav Gratz and other Knutist leaders have been placed under detention in Budapest to await the proceedings to be taken against them.

The Hunksan Government has formally asked Charles to abdicate and to recognize the existing constitution. It seems probable that Charles and Zita may remain under guard at Tibany for some time, as the Allies were believed to be disposed to go slowly in choosing the future place of residence. There apparently has been no evident desire on the part of the Entente nations to place him on St. Helena or any other distant island, as such action would make Charles assume the role of a martyr in the eyes of his followers.

BUDAPEST, Oct. 26 (Associated Press).—It was announced to-day that an ultimatum demanding the delivery up of Charles and guarantees from the disarmament of Hungary and for the reimbursement of the costs of mobilization would be delivered immediately to the Budapest Government by the representatives of the Little Entente.

The ultimatum, it was said, will stipulate that in the event of refusal to comply within forty-eight hours, it would mean that the armies of Czech-Slovakia and Jugoslavia would receive orders to march on the Hungarian frontier.

CHEAP MONEY, FOOD AND BEER SATISFY U. S. FORCES

COBLENZ, Oct. 26 (Associated Press).—Steps preparatory to a reduction in the American forces in Germany in conformity with the programme of the Washington Government already have been taken and the troops are ready to move as soon as definite orders arrive. The present American army consists of 421 officers and 11,000 men. Reports that the army is to be reduced by about one-half, which the Rhine army officers and enlisted men, a majority of whom are declared to be eager to remain here under the present conditions. To-day's exchange rate was 163 marks to the dollar. A good meal such as soldiers eat when away from barracks, costs from twenty to thirty marks, and beer is obtainable for four marks for a large glass.

\$567,666 FOR \$150 IN TEXAS POTASH, LATEST COX DREAM

He and Major Popp 'Find' Miles of It Richer Than Real Gold.

TOO GOOD TO BE TRUE

So Advertising Clubs Take Oath, Just From Reading the Circulars.

U. S. CANNOT FIND BEDS

Would-be Investors Warned Against Promises of Aviator-Promoter.

The Associated Advertising Clubs of the World maintains a national vigilance committee which does its best to make life uncomfortable for swindlers that besmear the honorable business—or is it an art?—of advertising. Their attention most recently has been called to a colorful and lively individual, habitat Houston, Texas, named S. E. J. Cox. It is the same Cox who got a lot of personal advertising more than a year ago by entering a machine in the James Gordon Bennett air race in France.

BRIAND COMES HERE TO DEFEND FRANCE

Wins Greatest Victory of His Career by Big Majority in Chamber.

A PROBLEM OF SECURITY

'Given Guarantees' Says 'Country Will Disarm on Land and Sea.'

Special Cable to THE NEW YORK HERALD, Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau, Oct. 26. Premier Briand will go to the Washington conference armed with a vote of confidence amounting to 391 out of a total of 547 Deputies who voted tonight in the French Chamber of Deputies. His victory is regarded as the greatest of his career. The vote is even greater than it was the last time his Ministry was questioned, and it is interesting as showing a new line in the Chamber of Deputies, seeming again to demonstrate M. Briand's cleverness as a politician.

Although Premier Briand lost many votes among President Millerand's Bloc National, he made up for these losses by skillfully acquiring the votes of the entire block of radical Socialists, as well as individual Deputies on the Extreme Left.

The attempt of his opponents, led by Andre Tardieu and M. Mandel, to defeat him on the question of interior rather than exterior policy failed chiefly because Briand, by his striking eloquence kept the importance of the Washington conference always before the Chamber of Deputies as the principal issue.

Thus to-night's vote is a direct mandate to him to defend France's interests at the Washington conference, with the assurance that he will represent his entire country at the conference.

Turning on this issue, to-night's vote is likely to protect Premier Briand's stay in Washington unless something unexpected happens.

Responding to certain questions Premier Briand was more specific than heretofore as to his policy in Washington, declaring:

"France intends to pursue a policy of mediation in the question of the Pacific as far as was concerned. It is largely a problem of our security to be obtained by moderation and without any arriere pensees. The minute France is given anything more than a verbal accord which will guarantee that security, she will be ready to unite with the rest of the world in disarmament, both on land and sea."

However, this guarantee will have to be along lines satisfactory to France's war allies, as Premier Briand's mandate to-night insists that he is, "with the aid of the Allies," to assure a realization of France's rights to continue to defend her prestige abroad, while maintaining a strict policy of peace and exterior and interior order by a broad policy of republicanism.

M. Herriot, leader of the new union of Left groups which rallied to Premier Briand's support to-day, declared that the treaty of Versailles, contrary to M. Tardieu's definition, does not give to France the right to remain on the Rhine, but that the expiration of fifteen years, and that, therefore, Premier Briand must seek something to replace this, as well as the unassigned Franco-Anglo-American guaranty.

Premier Briand, in closing, reiterated his intention to safeguard France's interests and recalled his severity in connection with the Ruhr incident and when Germany's Premier, Brüning, crossed the Polish frontier.

"I have been accused of carrying on a 'dead dog policy' of inactivity," said the Premier, "but were Dülberg and Brüning dead dog policies? With the Germans professed their intention to

CURRANGIVESHYLAN NINE DIRECT QUERIES ON SEVEN CENT FARE

Demands That Mayor Tell if He Invited Shonts to Conference.

TESTIMONY IS DUG UP

Man Who Put 10 Cent Rate Into Boston Called to Meeting Here.

KEPT SECRET LONG TIME

Coalition Nominee Asks Why City Executive Tried to Sell Out People in 1918.

Henry H. Curran, coalition candidate for Mayor, in six addresses in Brooklyn last night asked Mayor Hylan nine questions concerning the Mayor's asserted secret dicker with the late Theodore P. Shonts, then president of the Interborough Rapid Transit Company, to establish a seven cent fare on the traction lines of New York city. Mr. Curran read from the sworn testimony of Mr. Shonts regarding a conference he had in City Hall with the Mayor and with G. S. R. MacFarland, attorney in Boston for William Randolph Hearst, and the man who put a ten cent fare into effect in that city.

Then he demanded that the Mayor answer these questions:

1. If you did not invite Mr. Shonts to your office, how did it happen that when he came there he met Mr. MacFarland, Mr. Hearst's traction expert in Boston?

2. Who told you to call in Mr. MacFarland, and who certified to his knowledge of New York traction matters?

3. When you called in Mr. MacFarland, did you know that he, through Mr. Hearst's newspaper, the Boston American, was largely responsible for the adoption of the so-called Boston trusteeship plan?

4. When you introduced Mr. MacFarland to Mr. Shonts in August, 1918, did you know that under the MacFarland trusteeship plan car fares in Boston had already been raised to 7 cents?

5. What inducement did you hold out to Mr. Shonts that he should keep calling you up on the telephone, speeding action on the plan you and Mr. MacFarland were working out?

6. What did you mean when you said: "I did therefore make a counter suggestion to Mr. Shonts that some temporary relief plan might be worked out?"

7. If there was no desire for secrecy on your part when these conferences were on, why was it that Mr. Shonts's testimony under oath, five months later, was the first information the people of this city had of your dicker with the traction promoters?

8. Are you still convinced that the traction lines of the city should be in the hands of trustees appointed by the Governor or the Mayor?

9. These questions are based upon published records of the deal," said Mr. Curran. "They require specific answers. The people have a right to know just what was going on in the City Hall three years ago."

"Will Mr. Hylan tell why he attempted to sell out the people of New York in a secret conference held at the City Hall with Shonts and Boston Mac, who handled his own city a ten cent fare gold brick?"

Mr. Curran said that he hoped Mr. Hylan would help clear the minds of the people of New York on his dicker with Mr. Shonts regarding a seven cent fare.

"Since I made the whole thing public several days ago," he said, "Mr. Hylan has berated me as usual. That won't do. He has to be more specific. This is a serious business when the head of this great city of ours is held up as having attempted to put over, in secret, some sort of a deal with those whom he would have us believe were his dearest enemies, the traction companies, each."

"Here is the story that I brought to your attention, and which I have declared, and do continue to declare, absolutely refutes Mr. Hylan's claims that he never considered anything but a five cent fare."

"On January 8, 1919, the people of the city were astonished to read in the morning papers that the late Theodore P. Shonts had appeared before the Public Service Commission on January 7, and had testified that more than four months before he had been in secret conference with Mayor Hylan in an effort to work out some plan of relief for the traction company. Mr. Shonts asserted that 'some time in August, 1918,' Mr. Hylan had invited him to his office, and that he had met there a Mr. MacFarland, to whom the Mayor had

Continued on Page Seven.

RAIL STRIKE HINGES TO-DAY ON LABOR BOARD MEETING WITH DEFIANT UNION MEN

TRAINMEN ON 14, CONDUCTORS ON 24 LINES AGAINST STRIKE

CHICAGO, Oct. 26 (Associated Press).—At the rail conference to-day President Lee of the trainmen admitted, under questioning, that the trainmen on the following fourteen roads had voted against a strike.

Belt Line of Chicago, Central of Indiana, Chicago Junction, Chicago River and Indiana, Chicago and Western, Elgin, Joliet and Eastern, Indianapolis Union Railway, Louisville and Jefferson, Pennsylvania Lines East, Pittsburgh and Erie, East St. Louis Junction, Lake Erie and Eastern, Wiggins Ferry and Minneapolis Union Railway.

L. E. Sheppard of the conductors said conductors on twenty-four roads voted against a strike. The roads named by Mr. Sheppard follow:

Bangor and Aroostook, Central of New Jersey, Cincinnati and Northern, Detroit and Mackinac, New York, Susquehanna and Western; Peoria and Pekin Union, Philadelphia and Reading, Toledo, Peoria and Western; Dayton and Union, Pennsylvania Lines East, Pennsylvania Lines West, Duluth and Iron Range, St. Louis Terminal, Duluth, South Shore and Atlantic; Peoria Railway, Texas Midland, Trinity and Brazos Valley, Washington and Maine, Evansville, Indianapolis and Terre Haute; Zanesville and Western, Pittsburgh and Lake Erie, Duluth and Messaba and the Arizona and Eastern.

SCHULTE AND UNITED COMPANIES TO MERGE

Tobacco Interests, for Years Competitors, to Merge by Exchange of Shares.

STOCK REFLECTS MOVE

D. A. Schulte, Head of Concern Owning 200 Stores, Admits Deal Is On.

Negotiations are under way for the consolidation of the Schulte Retail Stores Corporation and affiliated companies and the United Retail Stores Corporation, which controls the United Cigar Stores Company and the United Retail Candy Stores, Inc. D. A. Schulte, head of the Schulte corporation, which is a holding company owning all the stock of D. A. Schulte, Inc., the Mutual Profit Sharing Corporation and the Schulte Realty Company, confirmed last night the report that such a transaction is being discussed.

The consolidation, if agreed on, will involve, it is said, the merging of the two interests on an exchange of stock. Mr. Schulte will remain with the combination of interests, and he said last night that the Schulte companies will retain their identity and continue to handle the same merchandise now being sold over their counters.

The Schulte cigar store chain is the United's strongest rival in the retail tobacco field. For many years the two concerns have been in keen competition. The Schulte company, organized in 1882, operates about two hundred stores in the large cities of the United States.

The Schulte Retail Stores Corporation has 244,889 shares of common stock and \$500,000 in preferred stock outstanding. The recent strength of the stock prompted the report several weeks ago that the merger was contemplated.

The United Retail Stores Corporation was organized in 1912. Since that time it has acquired control of a considerable interest in the United Cigar Stores, Inc., Montgomery Ward & Co., Inc., the R. J. Reynolds Tobacco Company, and the Furgut & Graener Company.

MILK WAGON DRIVERS CONSIDER A STRIKE

Employers Offer Arbitration of Controversy.

Whether 11,000 milk wagon drivers will go on strike November 1 will be decided at a mass meeting to be held in a day or so. The milk conference board offered arbitration yesterday to the union leaders of the unions, proposing a \$2 rate and two weeks' vacation a year, and of the companies' counter-proposal of a part commission basis, which would leave wages about where they are, or a reduction.

The union leaders agreed to submit the arbitration offer to the men. The letter in which the offer was made spoke of "the discomfort which would follow upon a failure to agree."

A statement that although forty clerks were busy at the City Hall station all day tabulating losses, no complete list had been compiled. A statement of individual losses was refused, as was a list of banks and other parties suffering from the robbery. On the other hand, many of the banks and brokerage houses in the financial district were quick to give the widest possible publicity to the amount that although forty clerks were busy at the City Hall station all day tabulating losses, no complete list had been compiled.

ENVOYS OF 5 LANDS BOARD THE OLYMPIC

Lord Lee and Mr. Koo Leave London for Washington.

CHESTER, Oct. 26.—The Inter Olympic board for New York, put in here this evening and picked up the largest number of first class passengers to board a transatlantic steamer at Chester on 1921. Among the passengers are the Italian delegates to the Washington conference.

LONDON, Oct. 26.—Lord and Lady Lee of Fareham, with an advance party of the British delegation to the Washington conference, including Admiral Chatfield and other naval officers and Srinawasa Sastri, the Indian delegate, sailed to-day on board the steamship Olympic. Wellington Koo, the Chinese delegate, and a staff of Japanese military representatives also left to board the Olympic.

Before leaving Lord Lee said: "I'm going to Washington in a spirit of confidence. I'm not prepared to contem-

Five Transportation Chiefs Put End to Inquiry at Chicago.

FIRM FOR JUNE SCALE

Want July 1 Cut Revoked as Their Conception of Fair Settlement.

FEAR FUTURE DECREASE

Leaders Do Not Believe Their Members Would Accept Unfavorable Ruling.

CHICAGO, Oct. 26 (Associated Press).—The Government will make its final attempt to prevent the threatened general railroad strike to-morrow morning at 9 o'clock, when presidents, general chairman and executive committees of the five train service unions meet here at a conference said to have been arranged at the instigation of the railroad labor board.

The board's investigation of the causes of the strike threatened to end abruptly at 8:30 to-night, when the five union leaders asked permission to make an announcement to their men.

Union leaders said the meeting to-morrow had been called at the suggestion of Ben W. Hooper, vice-chairman of the board, and that they expected him to present in person a final proposal from the board. Mr. Hooper refused to confirm or deny this. Judge R. M. Barton, chairman of the board, said that its decision on to-day's hearing might be rendered to-morrow, and certainly would be forthcoming by the next day.

Two See Clouds Darkening.

Each of the presidents of the five transportation group unions said, however, that the prospects for a settlement "certainly were no better than they were this morning." Two went further, declaring that "the clouds were darker than ever."

It was understood that the board would make the following proposals to the unions to-morrow:

That the unions suspend or call off the strike ordered for next Sunday, and based on the wage cut made last July, pending decisions by the board on further wage cuts or on any revision of rules which the employees fear the roads will ask.

The roads already have announced their intention of seeking a 10 per cent. wage cut for the train service men in addition to the 12 per cent. slash of last July. Many roads have indicated a desire to abrogate time and a half for overtime also.

Throughout the hearing to-day the union leaders insisted fear of changes in rules and fear of further wage reductions had influenced their men in voting to strike. The board is understood to be prepared to urge that this fear of something which may happen in the future is not sufficient grounds for a strike, and that the men cannot lose anything by waiting for those decisions to be rendered.

Unions Break Up Meeting.

The unexpected ending of the board's hearing after little more than an hour had been devoted to taking testimony of the railroad's side followed a series of whispered conferences among the union leaders.

W. G. Lee, president of the trainmen, asked permission to make an announcement to his general chairman, 150 of whom were present. He called them to meet here at 8 o'clock to-morrow. Warren S. Stone of the engineers, L. E. Sheppard of the conductors, W. S. Carter of the firemen and T. C. Cashen of the switchmen made similar announcements.

After a brief statement from Judge R. M. Barton, chairman of the labor board, to the effect that the board's decision whether the unions had violated the July 1 wage cut order would be handed down either to-morrow or Friday, the meeting was adjourned.

Whether the proposal which the board is expected to make to-morrow can prevent the strike was a question on which no union official would comment. Throughout the hearing to-day they reiterated their previous declarations that they could not call off the strike unless a "satisfactory settlement" was reached, and they defined such a settlement as revocation of the wage cut of July 1, payment to the men of the wages they have lost as a result of that cut, and a promise by the roads not to seek further wage reductions or changes in rules for a stated period.

Board members declined to comment on to-morrow's meeting, but others

During the day several new clues which may possibly lead to the three or four men who took part in the robbery were uncovered. One of these was a black automobile which Frank Havranek, the mail truck driver, recalled as having seemed to aid the green car in stopping him; another was a white mailman laundress who had been at the Olympic.

Before leaving Lord Lee said: "I'm going to Washington in a spirit of confidence. I'm not prepared to contem-

Continued on Page Five

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Theatrical and Hotel and Restaurant Advertising will be found on Page 10—Adv.

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