

WEATHER FORECAST.

Unsettled and warmer to-day, with rain or snow this afternoon or night.

THE SUN

NEW YORK, SATURDAY, DECEMBER 31, 1921.

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, SATURDAY, DECEMBER 31, 1921.

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

PRICE TWO CENTS

THREE CENTS WITHIN 300 MILES, FOUR CENTS ELSEWHERE.

FLIERS TOP 25 HOURS SET WORLD RECORD

Americans by Two Hours Excel Former Endurance Mark Made in France.

HELPLESS AT FINISH

Stinson and Bertrand Suffer in 70 Mile Gale and Weather Below Zero.

FOUR HOURS IN BIG STORM

Have to Keep Near Earth Part of Time Because of Falling Snow.

The world's endurance record, held only once by an American, and he Wilbur Wright, away back in the dawn of aviation, returned yesterday to the country that gave the airplane to the world.

The men who brought it back—Edward Stinson and Lloyd Bertrand—frosted, exhausted, almost paralyzed, but ever so happy men they were—scudded their silver gray monoplane along the sparkling snow of Roosevelt Field (now the Colonel would have liked to be there to give them the ript) and brought it to rest a little after 11 o'clock in the morning.

They had to be helped out of their cockpit, where through a day and a night and part of another day they had battled with a snowstorm, with cold below zero, with a seventy mile gale, with all that splashed in their faces and blinded them, hot, stinging oil, and they couldn't hear the words of congratulation shouted into their ears by many voices, for the roar of the motor had deafened them. But they had the record, and you could tell from the way they grinned, though they couldn't speak, that they knew it.

Circled Over Long Island.

They were up in the air, incessantly circling over Long Island, for 26 hours 19 minutes 35 seconds. This was better by 2 hours 28 minutes than had ever been done before.

The men who performed their feat in the favorable month of June, when days are longest and nights are shortest and the atmosphere most kindly, while Stinson and Bertrand flew in mid-winter in weather and temperature that made them seem fools for the attempt.

The Frenchmen last year flew a Farman Goliath, the Americans yesterday a J-6. Americans generally will pay more attention to this kind of plane hereafter. J stands for Junker and L for Larsen, which means that the ship, as pilots call it, is the one developed by Germany at the close of the war and perfected and built in this country by John M. Larsen, an American of Danish descent. It is all metal.

The motor—the facts must be told—is a German Bavarian, its horse-power 185. It is powered by four cylinders, 100-horse-power Liberty motor, but in this record-smashing flight it kept aloft, without skipping a beat, so both pilots testify, not only the weight of the plane, 2,300 pounds, but a load of 3,000 pounds besides, or nearly one and a half times the weight of the airplane itself.

Builder Embraces Fliers.

No wonder Mr. Larsen, who was on the field through the flight, patted the motor and the shining flanks of the fuselage almost at the same moment that he embraced Eddie Stinson and Lloyd Bertrand. Some time ago the United States Mail Service because of accidents. Since then Mr. Larsen has improved it, and he as well as the two pilots who have made all sorts of birds, regard this new triumph as a vindication of the J-L type.

The feat is all the more noteworthy because the United States Government has been doing its best for a year to capture the endurance record. It has made four attempts to do it with the Curtiss Eagle.

Some folk regard an endurance test as nothing more than a test of the endurance of the ground and plunging around with eye on the clock until it tells you that the record is yours and you may come down. It is a far different story as read between the modest words that were drawn from Stinson and Bertrand last evening by a reporter for THE NEW YORK HERALD when they were up after a few hours of dreamless sleep.

Snow Clogs Radiator.

To begin with, through four hours of snowstorm they had to keep close to the ground, only fifty or seventy feet up. If they should lose their previous bearing, there was the ocean only a few miles away and the sound a few miles on the other side. The snow clogged the shutters of the radiator, which must have air, just like the radiator of an automobile engine and gave them something to worry about early in the sport. When the snowstorm ceased they went higher; the highest was 3,000 feet. It was away below zero up there. How much below they couldn't tell.

"We didn't take a thermometer along because it would add to the load," said the cheerful Stinson later, lying in his bed at Hempstead, nursing over three fingers of his right hand and one of his left and wondering if the pain meant that they had been frozen or merely frost bitten.

"Lucky we didn't take a thermometer," said the equally serene Bertrand, lying in his bed at Mineola. "If we'd

Chicago as "Open Town" Calls Outside Plumbers.

CHICAGO, Dec. 30.—Plumbing contractors from half a dozen adjacent cities will be brought into Chicago to operate under the terms of the Landis building trades award, the citizens' committee to enforce the award announced to-night after the Chicago Master Plumbers Association had refused to declare its stand.

DAUGHERTY EXPLAINS WHY DEBS IS FREE

Solely an Act of Grace to Commute Sentence, Says Attorney-General.

HIS AGE ONE FACTOR

Another His Position as Foremost Leader in Socialist Organization.

WASHINGTON, Dec. 30.—With small hope that Eugene V. Debs, upon being released from Atlanta prison, would drop from his position as "one of the greatest Socialist leaders of the world," Attorney-General Daugherty recommended the commutation of his sentence to President Harding.

That became known to-night when the Attorney-General made public his letter to the President in Debs's case. The Attorney-General admitted that Debs himself had made no effort to get out of prison, but in what apparently was the most significant passage of the entire letter, stated that thousands of communications had been received by his office from persons who apparently regarded Debs as a martyr, and his continued imprisonment unjustifiable.

The Attorney-General set forth as other considerations Debs's age (which is 65); and that because of his position of leadership, and probably the foremost thinker in the Socialist organization, a heavier sentence had been imposed on him than would have been fixed on a less important citizen.

Regard Debs as Sincere.

"Commutation of sentence," the Attorney-General said, "would be an act of grace, and would not in any sense indicate that the Government condoned Debs's Canton speech, which led to his conviction under the Espionage act. "Debs's gratitude," he said, "will be measured by his conduct in the future."

Many of the arguments that were presented to him in Debs's behalf, Mr. Daugherty admitted, were specious or illogical, one being that Debs was a political prisoner and should have been released at the end of the war. But some of the "political prisoners," he added, were sincere.

"I have no hesitation in saying," said the Attorney-General, "that I regard Debs as sincere in the attitude he has taken, but that fact does not justify the belief that an extension of clemency will alter the views he entertains, although it may be that his experience in the penitentiary will cause him to restrain his utterances in the future."

And he continued: "If the theories of government advocated by the defendant were to be substituted for our sound and established principles, to which we as a nation must adhere, we would have no country."

Against these considerations the Attorney-General placed those already mentioned and expressed belief that Debs is not "a normal man mentally" on the subject of free speech, which is an "obsession" with him. He said he had recommended that the commutation be not effective until December 31.

The Attorney-General reviewed Debs's Canton speech, which he found full of "innuendo" and invitation to his followers to defy the law, and even to be "revolutionists." He quoted Debs's statement following the conviction of Rose Pastor Stokes for obstructing the recruiting and enlistment service of the United States, that he was in "perfect sympathy" with her, and "if she ought to be in the penitentiary he ought to be there."

As to the fairness of Debs's trial, Debs himself admitted it was fair, only the act was unconstitutional, and the act was upheld by the Supreme Court.

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4 CRASH KILLS MAN, 20 INJURED IN PANIC IN TELESCOPED CARS

Wooden Coach Dashes Into Rear of Stalled Steel Train in 9th Avenue.

HUMAN FOOT IN WRECK

Police Fail to Find Owner for Fragment—Firemen Rescue Passengers.

MOTORMAN IS ARRESTED

Could Not Stop in Time When Defective Motor Halted Preceding Train.

An unidentified man, apparently a laborer, was killed and twenty other persons were injured last night at 7 o'clock when a southbound four car train of the Ninth avenue elevated line crashed into the rear of a four car train which had stopped at Fortieth street, just south of the Forty-second street station.

Three persons were taken to Bellevue Hospital, but none was seriously hurt. One of them was Anthony G. Abernethy, 10 Maple avenue, The Bronx, motorman of the moving train, who suffered two fractured ribs and possibly other internal injuries. He also was placed under arrest charged with homicide. The others went to their homes after they had been treated by an ambulance surgeon.

In an hour after the wreck, while members of the Fire Department were working in the wreckage on the elevated structure and in the street, Patrolman Michael O'Donnell found a human foot buried in the debris underneath the elevated structure at Fortieth street. It was a right foot, with two toes missing, but the police have not been able to find the person who lost it. None of the persons in the hospitals had a foot cut off. The police believe that whoever it belonged to must have been sent in a taxicab to another hospital and no report made of the case.

Three Cars Are Damaged.

When the firemen reached the place they found that the first car of the train driven by Abernethy had telescoped the last car of the other train, and that this first car in turn had telescoped by the second car of the same train. The last car of the stationary train, of which Patrick Garrigan of 529 West 123rd street was motorman, was of steel construction and withstood the shock, the wooden car of the second train being crushed about six feet. But the jar locked the doors in the steel car and the passengers, after they had regained their feet, could not escape except by the windows.

Most of them were foreigners and became excited. They began to scream and smash about the windows, and their fists and elbows. Their excitement spread to the other cars, and when the firemen reached the platform they found the passenger fighting among themselves for places at the windows and smashing the glass all along the two trains. Some tried to climb out of the windows, carried them down the ladders to the street and hurried with them into drug stores, where surgeons from Flower Hospital and New York Hospital treated their injuries.

Body Found Under Debris.

The dead man was found beneath a pile of wreckage in the rear end of the first car of the train driven by Abernethy. He was dressed cheaply and plainly in a brown sweater, old trousers and heavy shoes. He had the gnarled, callous hands of a laborer. The only bit of identification about him was a signet ring on the index finger of his right hand. He was identified as "W. J. P." His body was sent to the Morgue.

Motorman Abernethy, who was arrested by Detective Hoppe Jenkins, said he was driving his train down at the rate of about eighteen miles an hour, when Garrigan's train, ahead of him, suddenly stopped. At that time, he said, he was too close on the first train to prevent the crash.

Abernethy was trapped in his control box, but got out through a window and was carried down a ladder by a fireman. He said he had been an experienced motorman for seventeen years and never before had been in an accident.

Motorman Garrigan said that he left Forty-second street on time, and had driven his train about two blocks when one of the motors grounded and the train stopped. The last car was then across Fortieth street. Garrigan went back through the train looking for the trouble. He failed to find it, he said, and was returning to his control box to try again to start the train when the crash occurred.

Traffic was tied up on the Ninth avenue elevated and surface lines for several hours, but the elevated trains were routed through Fifty-third street and down to South Ferry on the Sixth avenue lines.

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4 ARRESTS IN BOGUS DIRECTORY SCHEME THAT NETS MILLION

Prominent Men Indicted in Alleged Revival of Ancient Fraud.

QUEER ORDER BLANKS

Firms Sign for Advertising and Find Slips Become Cash Demands.

VICTIMS RATED AS 'SOFT'

Fluttering Piece of Paper in Business Office Starts Detectives at Work.

Fifteen years ago the Pinkerton agency sent out the confidential warning that a gang was swindling business houses throughout the country for advertisements and other services in business directories which never were published.

Since then a business house here and there in the United States, Canada and Mexico has awakened occasionally to the fact that it was out a few hundred dollars, or perhaps a thousand, for some sort of a directory, and detectives busted themselves for a few weeks. Several years ago an arrest was actually made in California, and the directory agent was sent to San Quentin.

About a year ago a dapper young man representing a business directory publishing house called upon a big business concern of New York and accidentally dropped a queer looking order blank, which a member of that firm picked up. The little slip of white paper fluttering to the floor grew into a nation wide investigation by the Vigilance Committee of the Associated Advertising Clubs of the World, assisted in New York by the District Attorney and city detectives.

Two Indictments Found.

Quietly for a year they worked, and yesterday the Grand Jury of New York county returned two indictments for second degree larceny of \$75 against four men. But according to Joab H. Bantion, Acting District Attorney, these rather insignificant looking indictments are going to reveal ultimately that four men, and possibly one more, have cleaned up not less than \$1,000,000 in New York during thirty years of virtually un molested alleged swindling, in addition to vast sums collected in small amounts from business concerns in nearly every large city in North America.

The men indicted, all said to be wealthy and to have associated in high class business and social circles, are James H. White, 617 West 142d street; John F. White, 309 Bedford Park Boulevard, The Bronx; Michael White, 156 Fifth avenue, all brothers, and William B. Orr, 1715 Seventh street, Brooklyn. They were arrested yesterday and taken to the District Attorney's office for arraignment to-day.

The fifth man involved is Arthur A. Bowen, 595 West End avenue, who was indicted on a forgery charge a week ago. The little white slip of paper which started the inquiry, according to Jerome Simmons, Assistant District Attorney, was presented to the matter to the Grand Jury and Detective Joseph A. Daly of Police Headquarters, in charge of the detectives who worked on the case, was given a hunch by a negro in a job printing shop in Harlem.

It simply requested that a copy of a certain kind of business directory be sent free to the person whose name was signed at the bottom. The agent of the "directory" company presented this slip to the head of a business house and obtained the signature. Then the little slip of paper with the signature went back to the print shop of the Harlem hunch-back. The top was cut off and the genuine signature of the head of a business, according to Mr. Simmons, was a simple matter to insert a figure and to get the money at the cashier's office.

Agent Appraises "Easy Marks."

Amounts obtained, it is said, varied according to the appraisal by the agent of what he thought could be collected from "clients" or other fake services. Some "clients" got off as lightly as \$5, while others were said to have lost \$5,000 or more in sums running to \$200 or \$1,000 at a time.

That the operators found the graft easy is shown by marginal notations upon some of the used "order blanks" in the possession of the District Attorney.

A series of these bear the rubber stamp of a New Orleans lumber merchant, with the signature of his secretary. The slips bear dates of February, 1907, and call for amounts of \$700, \$640, \$510 and \$1,000.

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10,000 TON CRUISERS, 8 INCH GUNS, AND PLANE CARRIERS' LIMIT FIXED; BRITISH OFFER PLAN TO AID EUROPE

THREE POWERS BAN SUBMARINE PIRACY

French and Japanese Delegates Await Instructions on Root Resolution.

LIMIT PLANE CARRIERS

Reach Unanimous Agreement on Ratio—Naval Committee to Take a Rest.

WASHINGTON, Dec. 30 (Associated Press).—Agreements reached to-day by the naval committee of the arms conference included size and aggregate tonnage limitations on aircraft carriers, and subject only to French Government confirmation, on size and armament of auxiliary craft.

That cleared the committee's decks, pending replies from the French and Japanese Governments on the Root resolution to initiate the banning entirely of submarine warfare against commercial craft. Adjournment was taken indefinitely, but probably only until next week, when these communications are expected to have been received and completion of the naval limitation agreement in committee made possible.

The Root submarine-to-morrow will take up the question of the Root proposal to reaffirm existing rules on naval warfare against merchant craft and declare their application to submarines and invite adherence of all Powers.

Simultaneously the committee of naval experts will work out a replacement chart for capital ships to complete that section of the limitation agreement.

Ratio for Plane Carriers.

The American proposal to limit aircraft carriers to a maximum of 27,000 tons displacement was unanimously accepted, the basis of relative aggregate tonnage being set at 100 to 100 for the United States, 125,000 tons each, or five carriers of the maximum size; Japan, 51,000 tons, or three ships of the maximum tonnage; France and Italy, 50,000 tons each, or a little more than would be required for two maximum size ships.

The French tonnage resulted from the statement of French experts that on examination of the Root proposal they prefer to have three 20,000 ton carriers to 27,000 ton craft.

When the naval committee met to-day Senator Schwaner of France introduced a plan to ban submarine warfare against merchant ships entirely, as amended by Mr. Balfour for the British, to be immediately effective as between the five signatory Powers pending its ratification as a new statement of international law, had been communicated to the Rome Government, which prevented further debate by the Italians.

Lord Lee, for the British group, said he felt there was a "misunderstanding" in the French group as to the British attitude on the submarine question.

"I don't wish to say," he said, "that here we have a unique opportunity for the French delegation and Government to measure the British Admiralty and public opinion in regard to this matter of which I hope they will avail themselves."

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10,000 TON CRUISERS, 8 INCH GUNS, AND PLANE CARRIERS' LIMIT FIXED; BRITISH OFFER PLAN TO AID EUROPE

ECONOMIC PROGRAM FOR REBUILDING CALLS ON U. S. TO PARTICIPATE

Paris Conference of Experts Outlines Vast Consortium Under Government Auspices to Revive Trade by System of International Barter and the Stabilizing of Exchange.

By LAURENCE HILLS.

The British scheme for an economic reorganization of Europe proposed at the meeting of industrial leaders and statesmen of five European countries here to-day was adopted in principle by all of them. The scheme deserves to be studied carefully by American business interests, to whom participation is to be reserved, as vitally affecting the future of American business relations with Europe, should the scheme be adopted by the Allied Supreme Council, when it meets in Cannes next week and at the following conference of representatives of the European States, which is likely to be called by the Cannes conference.

FRENCH AND BRITISH DISCORD CLEARED UP

Sarraut Glad of Opportunity to End Misunderstanding, He Says.

HARMONY IS EXPECTED

Trouble Caused by Articles Defending Subsea Warfare Believed to Be Over.

By RALPH COURTNEY.

The frank explanation which took place to-day between the French and the British is expected in French circles this evening to be the means of preserving the harmony of the Washington conference. The French are so disturbed at the criticism directed against them recently from many quarters that M. Sarraut is understood to have gone so far as to notify Paris that his position was becoming very uncomfortable here.

Almost in so many words, M. Sarraut stated to-day that rather than have the conference continue in this way he would prefer it terminated.

"I have only one regret," said M. Sarraut, "and that is that this has not happened before. The British until now had not given the reasons for their mistrust; our experts had been in contact with theirs, and nothing was said about the accusations they now make."

"It develops that the British base their mistrust on an article in a paper which neither represents France's policy nor in any way involves the opinion of the French Government or the Admiralty."

"In France any one can write whatever he likes, and you cannot attribute opinions given in magazines to the Government. I am, for instance, Minister of Colonies, and there is one colonial writer who continually writes for the liberal and that I don't know how to administer our possessions. It is obvious at any rate this is not my opinion as a member of the Government."

"I am very pleased that the present occasion has offered itself in order that these misunderstandings may be dispelled. I hope that in the future discussions do not always by any means determined the action of governments; if they do not we should some day be placed in a position to make a Salisbury once described when he said: "If we listened to the experts we should have to put a garrison on the moon to protect it against invasion from Mars."

Lord Lee then referred to recent articles on submarine warfare in the French Revue Maritime, signed by Captain de la Roche, and said that "at that time chief of one of the important bureaus of the French naval staff," which also directed public attention to the Revue, he said: "I have seen nothing in the attitude of the Germans which, militarily speaking, is not absolutely correct. The failure to give notice before torpedoing has raised a storm of protest, but it is not so inadmissible as at first sight appears."

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HARDING PLEASSED

Completion of Sea Program Hastened in Two Meetings of Powers' Delegates

HOLIDAY PLAN IS UP

French Replacement Request Referred to Committee of Experts.

ROOT RULES CONSIDERED

Public Session of Conference May Be Held Wednesday or Thursday.

By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD. The British scheme for an economic reorganization of Europe proposed at the meeting of industrial leaders and statesmen of five European countries here to-day was adopted in principle by all of them. The scheme deserves to be studied carefully by American business interests, to whom participation is to be reserved, as vitally affecting the future of American business relations with Europe, should the scheme be adopted by the Allied Supreme Council, when it meets in Cannes next week and at the following conference of representatives of the European States, which is likely to be called by the Cannes conference.

In its outline the scheme embraces the following points: 1. The promotion of a vast international consortium, under Government auspices, of private commercial, financial and industrial interests of each country for making possible the exchange of commodities between producing and semi-pauper countries.

2. There will be the principle of equal participation in this consortium by every country so wishing, regardless of its exchange position or financial strength, provided—and this principle was unanimously adopted to-day—it agrees to respect private property enterprises and to establish laws to that effect, this being particularly directed against Russia and Germany.

3. The right to be reserved to the United States to come in on an equal participation basis if it so desires, and also to Japan and other non-European countries.

4. The individual commercial interests of these countries having subscribed to the full extent of their participation in this gigantic international combine, orders are to be taken from consuming countries and allotted by countries according to their participation, payment to be made to the syndicate either in securities or commodities, which, in turn, are to be allotted according to the extent of participation.

5. It was suggested that the capital be one billion pounds sterling. A significant point in the deliberations to-day was the evident anxiety of the participants for American cooperation, with the implied suggestion that if American interests refuse to profit by the opportunity America possibly may be shut out from participation in the European reconstruction trade. It is proposed that Great Britain, France, Italy, the United States and Germany, and to a lesser degree, Belgium and Holland participate.

The plan, in short, contemplates that should Rumania, for instance, need railroad equipment for which she was unable to pay in cash owing to her depreciated exchange, the order for the equipment would include conditions for payment to be made, first, in such a commodity as oil, of which Rumania has large stocks, and secondly, by handing over control in the railroad system until the debt was either paid out of the profits of operation or bonds were given, by an increased value given them by the improved conditions of the railroad. Thus the plan provides rather for barter than for interchange of Europe's depreciated currencies.

All this would be under the official auspices of the European Government, approved to be given formally at the projected European economic conference, thus differentiating the scheme from the so-called Ter-meulen and other plans heretofore adopted. In fact, this consortium which is practically the offshoot of the European Governments which are in control of the continent's destinies, would insure against competition by outside private firms. If, for instance, an American firm endeavored to compete, even offering better terms than a firm in the consortium, there would be needed only one word from the sponsors of the combine to render a deal impossible.

Accepted by All. Two points stand out to-day. First that the plan was conceived originally by Sir Robert Kindersley, governor of the Bank of England, under the inspiration of the British Prime Minister, Mr. Lloyd George, and was accepted in principle by delegates from all European countries, including France, as a practical suggestion for the reorganization of Europe. This suggests that the plan will be strongly recommended to the Premier when they meet at Cannes next week. Second, that the delegates unanimously favored welcoming Russia into the plan if she will only agree to the principles of private property rights demanded.

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Theatrical and Hotel and Restaurants. Operating will be found on Page 9.

FLORIDA—ATLANTIC COAST LINE. 4 train daily. Best service. Office, 1240 Broadway, N. Y. Longacre 3664.

When You Think of Writing Think of Writing—Ado.

Continued on Page Four.

"AILY" Mat. To-day, 5c to \$2.50. No higher. Ziegfeld Production—Marilyn Miller, Light Opera, at New Production Theatre—Ado.

ROJIN—The Genius of Escape. Next Week—Keith's Palace—Ado.

WILLIE BURKE in BOOTH TALKINGTON'S most delightful laughing comedy. Pop. price Mat. to-day, Henry Miller's Theatre—Ado.

HOTEL IMPERIAL. RWAY AT 32ND St. New Year's Eve Supper, \$1 per person. Dancing. Telephone Longacre 3100—Ado.