

GUARD NAVAL PACT BY 2 YEARS NOTICE

Treaty Overhauled; List of Ships Scrapped and Retained Is Given.

MAY DROP FORT STATUS

Pacific Defense Question Possibly a Subject for a Separate Agreement.

MODIFY AIRPLANE EDICT

Two Carriers of 33,000 Tons Each May Escape the Scrap Heap.

WASHINGTON, Jan. 19 (Associated Press).—The five Power treaty for limitation of naval armament has undergone further changes in the course of a final overhauling by experts and it is now complete except for the article establishing a fortifications status quo in the Pacific.

When a solution of the fortifications problem will be possible is regarded by some delegates as doubtful, but in other quarters there still is hope that a plenary session to announce publicly the conclusion of the treaty may be held by early next week.

By some delegations the proposal is put forward that the troublesome article be dropped from the treaty altogether and either attached to the four Power Pacific treaty, already signed, or embodied in a separate convention to be drawn later. Thus far, however, that suggestion has remained in an informal stage and conference leaders are going ahead on the assumption that the provision will remain in the naval treaty.

In the light of renewed instructions from Tokyo to the Japanese delegation, the naval drafting experts will meet again tomorrow to try to work out a new phrasing of the article. It was indicated to-night that the Japanese advice from home were not entirely conclusive, but hope was expressed for an early solution.

The preamble to the treaty with the exception of article 19, relating to fortifications, is as follows: "The United States of America, the British Empire, France, Italy and Japan, desiring to contribute to the maintenance of the general peace and reduce the competition in armament, have resolved with a view to accomplishing these purposes to conclude a treaty to limit their respective naval armaments and to that end have appointed as their plenipotentiaries (Here follows the names of the representatives of the powers in Washington)."

American Ships Retained.

One of the most important articles of the treaty is that naming capital ships of the Powers which are to be retained. The list of American vessels given in the treaty to be retained follows: Maryland, California, Tennessee, Idaho, New Mexico and Mississippi—all ranging around 32,000 tons.

Arizona and Pennsylvania—31,000 tons each. Oklahoma, Nevada, New York and Texas—27,000 to 27,500 tons.

Arkansas and Wyoming—25,000 tons each. Florida and Utah—21,225 tons each. North Dakota and Delaware—20,000 tons each.

The total tonnage of American capital ships retained is 560,850.

The British list follows:

Royal Sovereign, Royal Oak, Revenge, Resolution, Ramilles, Malaysia, Valiant, Barkham, Queen Elizabeth, Warspite, Benbow, Emperor of India, Iron Duke, Marlborough, Hood, Renown, Repulse, Tiger, Thunderer, King George V., Ajax, Centurion—the total British tonnage is 588,620.

The Hood ranks at 41,000 tons and all of the other British vessels are below the maximum of 35,000 tons hereafter to prevail in the case of capital ships.

The replacement charts of the five Power naval treaty, now complete, specify by name and ships that are to be scrapped and the date on which each is to go out of commission.

As they stand in the treaty draft the replacement charts of the United States, Great Britain and France are as follows:

The United States.

1921—Maine (20), Missouri (20), Virginia (17), Nebraska (17), Georgia (17), New Jersey (17), Rhode Island (17), Connecticut (17), Louisiana (17), Vermont (16), Kansas (15), Maine (16), New Hampshire (15), South Carolina (13), Michigan (13), Washington (6), South Dakota (6), Indiana (6), Montana (6), North Carolina (6), Iowa (6), Massachusetts (6), Lexington (6), Constellation (6), Saratoga (6), Ranger (6), United States (6).

1922—Delaware (12), North Dakota (12).

1924—Florida (25), Utah (25), Wyoming (22).

1925—Arkansas (23), New York (21), 1925—Nevada (20), Oklahoma (20), 1927—Arizona (21), Pennsylvania (21).

1928—Mississippi (21), 1929—New Mexico (21), Idaho (20), 1930—Tennessee (20), 1931—California (20), Maryland (20), 1932—Two ships of West Virginia class.

Great Britain.

1921—Dreadnought (15), Bellerophon (12), Collingwood (11), St. Vincent (11), Inflexible (13), Superb (12), Neptune (10), Hercules (10), Indomitable (13), Tonnant (12), Colossus (10), New Zealand (5), Lion (9), Conqueror (9), Monarch (9), Thunderer (9), Orion (9), Australia (8), Agincourt (7), Four in construction or projected.

1925—King George V. (13), Ajax (12), Centurion (12), Erin (11), 1934—Iron Duke (20), Marlborough (20), Empress of India (20), Benbow (20), 1935—Tiger (21), Queen Elizabeth (20), Warspite (20), Barkham (20), 1936—Malaya (20), Royal Sovereign (20), 1937—Revenge (21), Resolution (21), 1938—Royal Oak (22), 1939—Valiant (23), Repulse (23), 1940—Renown (21), 1941—Ramilles (24).

Japan.

1921—A Matsushima and seven other old battleships and eight bat-

Hishima and battle cruisers projected, 1924—Kongo (21), 1925—Hiei (21) and Haruna (20), 1926—Kirishima (21), 1927—Fuso (21), 1928—Yamashiro (21), 1929—Ise (22), 1930—Hoga (22), 1931—Mogami (21), 1932—Mutsu (21).

It was revealed to-day that in the final revision of other portions of the treaty modifications had been agreed to in the limitations on aircraft carriers and on methods of scrapping and that provision had been made which would require two years' notice from any power desiring to terminate the convention. The termination stipulation is applicable only after the initial fifteen year period of the treaty's duration, and it is provided that should one signatory desire to terminate the treaty after that period it will automatically become inoperative as among the others.

Other sections of the text remain virtually unchanged, the principal provisions for limiting capital ship strength and the size and armament of individual vessels being incorporated in individual articles. The restrictions for governing use of submarines, the prohibition against poison gas and the airplane resolution are not included, but will be embodied in a separate treaty.

For 33,000 Ton Carriers.

In the section dealing with airplane carriers the total tonnage limitations agreed to by the five Powers are retained in the final draft, but the proposal to limit individual carriers to 27,000 tons each is modified so as to permit each signatory to construct two of 33,000 tons each. It is provided specifically that these may be obtained by conversion of battle ships now under construction, but which would otherwise go to the scrap heap.

In addition, France and Italy each will be permitted to retain two of the capital ships listed for scrapping in 1931 for conversion into training ships. For the same purpose, the United States, Great Britain and Japan each is to be permitted to retain one capital ship each, but in all cases measures are provided to bring again active fighting units, among them being removal and destruction of conning towers.

The change in the airplane carrier section is understood to have been made at the instance of the British, who pointed out that under the original agreement the United States and Japan were permitted to retain two capital ships each for conversion into carriers and that to convert these vessels into craft of 27,000 tons would involve great difficulties. The proper way, it was suggested, would be to incorporate a flat authorization for each of the Powers to acquire, either by conversion or building, two carriers of a larger tonnage.

Modification of the size of airplane carriers leaves unaffected the limitation as to the armament they can carry and consequently it is said to have been regarded by the experts as involving no abridgment of the restrictions framed originally to prevent carriers from functioning in any way as capital ships.

WILL EXTEND TRAINING WITH FRENCH 75s

Regular Troops to Discard the American Model.

WASHINGTON, Jan. 19 (Associated Press).—Training of regular army troops with American modeled 75 millimeter guns will be discontinued, and training with the French 75s will be extended to artillery units of the regular establishment, the National Guard and officers of the organized reserves.

It is the policy of the field artillery chief to equip all field artillery brigades stationed in the United States with the French guns. They have been accepted as the standard light gun for the regular army and the National Guard, and in time of national emergency would be issued to the organized reserves.

M'ANENY SEES END OF TRACTION ILLS

Overcoming Old Fashioned Finance and New Fashioned City Politics, He Says.

George McAneny, chairman of the Transit Commission, who was a speaker last evening at the thirty-seventh annual dinner of the Traction Society of New York, held in the Waldorf-Astoria, touched lightly upon the commission's recent troubles and upon Mayor Hylan's concept of home rule.

At the close of an address devoted chiefly to a sketch of the history and topography of old New York Mr. McAneny said that down to 1811 the Mayor of New York was appointed by the Governor. "Home rule as we know it to-day," he commented, "was very much in its infancy."

Touching upon the plan the Transit Commission is working out for the unification and rehabilitation of the city's rail facilities the speaker said: "And in spite of those twin devils the old fashioned traction finance and the new fashioned city politics I trust our work now is rapidly approaching fruition." Side by side with the traction plan, he told his hearers, stood the plan for the improvement and development of the port of New York.

He invoked public support of both great enterprises, saying: "The Port Authority has worked out an admirable plan, worthy of the great task committed to it. We hope that this enterprise, monumental alike in its scope and merit, will also find its fruition together with the plan for transit reorganization."

Arthur H. Van Brunt, president of the Hylan administration, who spoke before the speaker, said: "The Port Authority has worked out an admirable plan, worthy of the great task committed to it. We hope that this enterprise, monumental alike in its scope and merit, will also find its fruition together with the plan for transit reorganization."

It is expected the Board of Estimate in regular meeting to-day will bow to the court order emanating from the Appellate Division and will vote funds to meet the Transit Commission expenses, amounting to \$570,000. Should it fail to do so it would place itself in contempt of court.

This does not mean, however, that Mayor Hylan and his associates have abandoned their fight against the commission created by the State. It means only that the fight will be concentrated along somewhat different lines. Mayor Hylan believes that in the "home rule" slogan he has found a political ship-bolt which he and his followers may use as effectively as they used the five cent fare issue in the last municipal campaign.

It is to be made their rallying cry, as was indicated by THE NEW YORK HERALD yesterday, in an intensive State-wide crusade the keynote for which was struck in the recent conference of Mayors of the State held in Buffalo and in the statement issued in New York city's behalf on Wednesday by Senator Hiram W. Johnson. The purpose of this drive, in which it is intended that the Hylan and Hearst forces shall exert every atom of their strength, is twofold.

The immediate purpose is to make the campaign cry so effective throughout the State as to elect to the Legislature next autumn a working majority of "home rule" partisans. Should that plan succeed instant effort will be made through new legislation either to repeal or to modify materially the Transit Commission law in such a way as to harmonize it with the aspirations of the Mayor and his political confederates.

About three hundred members and guests attended the dinner.

GERMAN SHIPBUILDING SECOND ONLY TO BRITISH

Production of 400,000 Tons Gross During 1921, Representing Ninety-nine Vessels, Is Double Capacity of Her Yards Before the War.

German shipyards turned out ninety-nine vessels of approximately 400,000 gross tons during 1921, according to records of the American Bureau of Shipping, published in the current issue of its Bulletin. A complete list of ships built in Germany during the last year is published, but tonnage figures are lacking in a few instances. The record is complete enough to show, however, that German shipbuilding is at present second only to British, and is at least double the

utmost capacity of German yards before the war. Only one of the ships completed in 1921 was as large as 10,000 tons. Six motorships of an aggregate tonnage of 30,384 were built. It is shown that the proportion of Diesel engine vessels to the total construction is only slightly greater than that shown in American yards, which is taken to dispose of the assertion frequently made that Germany is assuming the lead in the adoption of the motor ship.

MAY VOTE \$570,000 FOR TRANSIT BOARD

Estimate Board Said to Be Ready to Obey Court at To-day's Meeting.

The Hylan administration has concluded that any attempt to appeal the recent Transit Commission ruling of the State Court of Appeals to the United States Supreme Court would be hopeless. That fact was learned yesterday from a source close to the Mayor.

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BABA'S GRANDSON HEADS AMITY PLAN

International Committee Will Have Charge of Movement, Says Dead Leader's Will.

The movement for world social and economic amity founded by the late Abdul Baha of Haifa, Palestine, will be carried on by an international committee headed by his grandson, Shoghi Effendi, according to the terms of his will, the first details of which were contained in a cable message received yesterday by R. C. Wilhelm, a coffee merchant of 104 Wall street. Abdul Baha died in Haifa on November 28 last, and his followers since then have keenly looked forward to the opening of the will. Shoghi Effendi is a graduate of the American College at Beirut.

Montfort Mills, a lawyer, of 2211 Broadway, who is chairman of the Bahain national committee in this country, said that the cable message contained no intimation as to how the members of the international committee should be selected. It was the opinion of Mr. Mills that every country would be represented and that if not selected by the leader they probably would be elected by a vote of Baha's followers throughout the world.

It was to follow in the footsteps of Abdul Baha that Dr. Florian Krug, a surgeon of this city, surrendered a wide practice last spring to migrate to Haifa. The surgeon and his wife were in the Palestine city when the leader died and a message received also yesterday from Mrs. Krug said she and her husband would sail for the United States soon.

Dr. Krug was held in high regard by Abdul Baha. Mr. Mills said, and he probably will bring to this country the deathbed plans of the leader for furthering the movement. That Dr. Krug might be the American member of the international committee is considered probable. The surgeon's high regard for the doctrines of the leader culminated in his determination at sixty-two years of age to give up a lucrative practice and to get to the Holy Land to be in closest touch with his leader.

AMOS PINCHOT LIKED BY ENO, SAYS DOCTOR

Witness Tells How His Patient Was Under Valet's Thumb at Saratoga.

Amos F. Eno's mental state in the year in which he made the will by which he left half of his estate of \$13,000,000 to Columbia University instead of to his relatives was described in the Surrogate's Court yesterday as so abject that he used to permit his valet to manage him.

Dr. Robert H. Wylie, a close friend of Eno's for forty years and his physician for most of that time, described Eno's condition in the last few months of his life. Eno, who died in the autumn of 1915, spent the preceding summer at Saratoga and Dr. Wylie was with him much of the time. Dr. Wylie said: "Mr. Eno was so infirm physically that he had to have a valet, and the man, an Italian named Rigio, was most peremptory with him and showed him scant respect. He used to address him as 'baby,' and frequently when it came bedtime would walk over to him, interrupting him if he was talking, and take him by the ear and lead him to bed."

Dr. Wylie told how a woman friend of Eno's suggested dining at the latter's home on a certain night, but he put her off, explaining that on the night she named a man he knew was giving a dinner party and might ask him, in which case he would not need to have dinner prepared in his own house.

Amos F. Pinchot, a nephew of Eno's and one of the contestants of his will, was described by Dr. Wylie as having a strong place in Eno's respect if not in his affection. He said that whenever Eno felt especially badly he always went first to Pinchot's apartment. They disagreed only on a single point, Mr. Pinchot's affiliation politically with Theodore Roosevelt and the Progressive party. Dr. Wylie added:

"Mr. Eno had a great deal of respect for Mr. Pinchot's ability, even though he disagreed with him politically, and he was very fond of calling him a 'parlor politician,' and giving him credit for making his parlor politics worth while. He had a strong regard for him also for his father's sake, and used to tell him often how the elder Pinchot had come to the assistance of Eno's older brother John with \$1,000,000 on the collapse of the Second National Bank, which John C. Eno controlled."

SAVES 3 BOYS ADRIFT ON ICE.

Boston, Jan. 19.—Three small boys were rescued from an ice cake adrift in the harbor to-day after they had floated a considerable distance from the shore. They had embarked on the cake in play, and were taken off by a man who put out in a skiff.

BOOK SALE

AN OPPORTUNITY TO SAVE MONEY. Late Books at Reduced Prices. USED BY A FEW—GOOD AS NEW.

Table listing various books and their prices, including titles like 'The Lone Wolf', 'Alice Adams', 'Almond Blossom', etc.

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These articles are based on his many years of personal experience with war spies, foreign Government agents and clever criminals of every type. You will find them interesting, thrilling and exciting. They let you in on many old time secrets which could not be previously divulged.

Written exclusively for The New York Herald, these articles will appear every Sunday, beginning

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