

PREDICTS AIR SPEED 300 MILES AN HOUR

This Within Five Years, Says Gen. Mitchell, and 250 in Near Future.

PLANS A WORLD FLIGHT Likely to Take Six Planes in Trip Starting With a Hop to Iceland.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 23. Brig.-Gen. William Mitchell, Assistant Chief of the Army Air Service, predicts 250 miles an hour for airplanes very soon and 300 miles an hour within five years. Gen. Mitchell made the prediction on his return to-day from the international air races at Mount Clemens, Mich., where he attained the world's speed record of 224.38 miles an hour.

So enthusiastic is Gen. Mitchell over the result of the recent tests and the prospect of all speed records that he is thinking of launching a trip around the world with a squadron of six planes.

The first leg of the flight might be a "hop off" from New York to Iceland, from there to England, and thence around the globe. It is the desire of Gen. Mitchell to make a record for speed and efficiency with his squadron.

In the preliminary tests the remarkable speed record set by Gen. Mitchell is said unofficially to have been exceeded by Lieut. R. M. Maughan, also of the Army Air Service, 248.5 miles an hour having been his record. But since there was no official timing, the speed of 224.38 miles of Gen. Mitchell stands.

Gen. Mitchell said to-day that Lieut. Maughan would be permitted, with official timers, to make another attempt at the record, which, while it would not be international, would stand so far as the army is concerned. The previous official record held by the French after tests a year ago was 205 miles an hour.

What this speed of 224.38 miles an hour really means is obvious when the cannon balls traveled through the air at the time of the civil war. While the cannon balls started at 800 feet a second, they slowed up to 200 feet a second, whereas the speed traveled by Gen. Mitchell was at the rate of 363.07 feet a second.

The flying was done at about 156 feet from the ground," Gen. Mitchell explained, "this being desirable, so that accurate timing could be accomplished. The speed was attained at an altitude and then the plane was leveled off close to the ground in order to go over the course.

"The wind stream is terrific when flying at this speed. The first time I tried the wind was so strong that it blew off the top of my helmet. Then I hit on the idea of fastening on the helmet with adhesive tape, wrapping it around and around my head until it stayed. I found this a benefit rather than an inconvenience. It served as a support.

"Speed is everything when it comes to pursuit ships in the army. If you cannot catch the other fellow and make him fight you might as well walk. The army that has the fastest planes will in the next war have the superiority in the air. We are determined to hold the speed records if it is at all possible."

NEW YORK UNIVERSITY FREE OF DEBT AT LAST Chancellor Brown Says Next Big Step Is Research Work.

In his annual report submitted to the Council of New York University yesterday Chancellor Elmer Ellsworth Brown incorporated a message of thankfulness that the university for the first time in a generation, if not actually in the entire ninety-one years of its existence, has been freed of the burden of debt. The university's financial handicap had not been removed, Chancellor Brown said, but he pointed out that New York University "for the first time has this running start toward the financial goal of adequate endowment."

Discussing plans for the future, the chancellor laid great stress on a program for research work among the faculties, which he outlined. "In this direction," he said, "the next greatest advance that we are levelled upon to make. As the lifting of the fog of debt enables us to look about us we see clearly that to perform its normal function as a university this institution must be greatly strengthened on the side of research, with several forms of equipment that are contributory thereto."

POLICY VALID IN SPITE OF DEATH BED WAIVER Insurance Company Loses in \$14,250 Suit.

Mrs. Millie Smith of 17 Fifty-first street, Corona, widow of John Smith, who was killed in a railroad accident in 1919, received a verdict for \$14,250 against the Massachusetts Bonding and Insurance Company in the Queens Supreme Court yesterday. Smith carried a \$2,000 policy with the company. Accumulated interest amounted to \$2,250. Smith was a passenger on a Queens elevated train on October 14, 1919. The train was in collision with another and she suffered fatal injuries. Mrs. Smith testified that when her husband was on his death bed a representative of the insurance company advised him he could get a quick payment by signing a paper. After his death Mrs. Smith sought to collect the policy and was told her husband had signed a release for a cash consideration.

MOVES TO BAR KLAN FROM THE BAY STATE Proposed Bill Describes Order as Public Menace.

BOSTON, Oct. 23.—Matthew W. Bullock, negro Republican candidate for the Massachusetts House of Representatives, filed with the Clerk of the House to-day a bill to prohibit the organization of the Ku Klux Klan in this State.

The Klan would be designated as "a menace to the public peace." The penalty for aiding, encouraging, organizing or affiliating with the organization would be a \$500 fine or imprisonment, or both.

\$400,000 FIRES IN BALTIMORE.

BALTIMORE, Oct. 23.—Two fires that entailed damage of more than \$400,000 occurred in East Baltimore this morning within a few hours. The business district was damaged by flames were the Parcelain Enameling Manufacturing Company, damage estimated at \$400,000, and Stewart, Son & Co., with an estimated loss of \$15,000.

DRIVERS CHARGE ARSON PLOT TO GET RID OF A BUS

Continued from First Page.

crisis. Teitler swore that Wyman told him he ought to "be a smart fellow."

Refused to Be "Smart."

"If you be a smart fellow," Wyman suggested, "I will have my money back, what I pay in, every cent, because the car was insured from the company, and Munchick will have his money and everything is going to be fine. You will not lose a cent and Munchick will not lose a cent."

The witness said he refused to have anything to do with the plan. Munchick, he went on, even brought to the home of the witness a chauffeur whom he presented as "the man from Philadelphia."

He asserted that Munchick urged him to take the Philadelphia to bus headquarters, so that he might get the necessary credentials to take out the car. The car would burn, apparently by accident. But, the witness said, Munchick first must have the note for \$200. Teitler repudiated the scheme and Munchick took judgment against him for the car.

David Teitler, a second son, corroborated his father and brother, including the conversation concerning burning the car and the visit of Munchick in company of the Philadelphia chauffeur, who was to do the job after being taken down to Delancey street headquarters, where he would receive his card and be assigned to the Staten Island route and to the Teitler-Munchick car.

Farley's Story.

A singular discrepancy in evidence was developed when the commission called Thomas M. Farley, formerly a member of the Board of Aldermen and now Deputy County Clerk and leader of the Thomas M. Farley Association, with a clubhouse in East Sixty-second street.

Mr. Farley testified that he went to Bridgeport, Conn., with a bus operator named Joseph Succa, and, with \$1,500 of Succa's money, bought a bus for Succa, pretending he was purchasing the vehicle for himself. He explained that Succa owed money to the Bridgeport man who owned the bus, and that if Succa himself tried to make the purchase the Bridgeport man, Herman Isaacs, might try to collect the obligation and also perhaps overcharge Succa for the bus.

The former Tammany Alderman declared that Succa gave him exactly \$1,500, "not a penny more or less." Succa, he said, had been a schoolmate and he did this entirely for friendship's sake. He also had spoken a good word for Succa to Commissioner Whalen in hope of getting his friend on a good line.

Mr. Shearn incredulously asked: "You took all this trouble, went to the Commissioner all these times, made two trips to Bridgeport, all just because this chap, whom you had not seen for

ten years or more, had been known to you when he was a youngster?"

"Why, yes," replied the district leader, "I am doing that every day in the week. I am at my clubhouse every night and I see from fifty to seventy-five people. It's every hour of the day. In fact, the day ain't long enough for me to do my work in. It is a pleasure."

"You really mean that you have not got any financial interest in the operation of Succa's bus?"

"Absolutely, not one penny." "You did all this just out of good fellowship?"

"Yes. His uncle, whose name is Lemon—Lemon and Succa. His uncle's name is Lemon and he lives at 347 East Sixtieth street. I have known him for twenty-five years or more. It is a pleasure to do something for him."

Farley Contradicted.

While the former Alderman had been testifying Joseph Succa was in the Transit Commission building, but he was kept in a distant apartment and was not permitted to hear Mr. Farley's evidence. He was sworn as the next witness. Succa gave his address as 347 East Fortieth street. He then, under Mr. Shearn's questioning, denied all the essential parts of Mr. Farley's narrative. He denied that he ever had given to the former Alderman \$1,500 to buy him a bus and that he ever had accompanied him to Bridgeport and been driven back to New York with him in the purchased car. He said he paid the money for the car himself—actually handed it to Isaacs. Both men agreed this transaction had occurred on Good Friday last, and Mr. Shearn had commented: "The better the day the better the deed."

"You hadn't obtained any permit to operate a bus at that time, had you?" asked the examiner. The witness said: "I took a chance, that is all."

"I presume you are not a rich man and that it is not an easy matter for you to hand out \$1,500 for a car and incur a liability of \$3,500 more, is it, unless you know where you are going to get off?"

"No, sir, but I had filed my written application." "Nobody had guaranteed you a permit?"

"No, sir; I just took a chance of getting it." "Before you got your permit hadn't you been to see Alderman Farley?"

"Yes; I asked him if there was any chance, and he thought there would be. He said he would speak a good word for me; that is all."

When Mr. Shearn finally disclosed to Succa what Mr. Farley had testified the witness, as though much surprised, replied: "Nothing of that sort ever happened." Replying to further questions, he denied categorically that he ever had asked Mr. Farley to go to Bridgeport for

him and that he ever had given the former Alderman any sum of money for the purchase of a car or for any other purpose. Finally Succa said he has a brother, John G. Succa, who has been interested with himself in the bus business. He ventured the suggestion that Mr. Farley might have had with the brother, John, some such transactions as those described. He had no knowledge of the matter, however.

The Man Who Saw Farley.

"Do you claim that your brother bought a bus in Bridgeport through Alderman Farley?"

"He may have; I don't know, sir. I don't interfere in my brother's business."

"You were not present in Bridgeport when \$1,500 was handed to Alderman Farley and by him to this man Isaacs?"

"No, sir; I was not present." "And you don't know anything about any such transaction?"

"No, sir; I'm sure I do not. All I know is that my brother was thinking about buying a bus, but he didn't have the money."

"Did he get the money from Farley?"

"I couldn't say, sir. I don't know that he ever actually bought a bus." "Well, it wasn't your brother who got the permit on the bus line, was it?"

"No, sir; I got the permit." "You are the man who saw Farley at his club and told him you were thinking of trying to get a permit?"

"Yes, sir." "And asked him to intercede?" The witness admitted it.

"Don't you know that you yourself had a money transaction with Farley growing out of the purchase of an automobile in Bridgeport?"

"No, sir; not I. I was not there, sir." "Where were you on Good Friday?"

"In the city here, some place." "Are you trying to hide this all behind your brother's identity?"

"No, sir; I'm just telling you."

W. J. Flynn's Defense.

William J. Flynn, Commissioner of Public Works of the Bronx, was the first witness called yesterday. Mr. Shearn questioned him concerning the permit granted to Emile Leindorf to operate the first bus line over the Grand Concourse and also concerning the arrangement by which Leindorf paid to Commissioner Flynn a rental of \$10,000 for the privilege of storing his buses for four months in the Commissioner's newly completed garage at 107th street and Cromwell avenue.

Commissioner Flynn defended these transactions as quite proper. He said he never had seen Leindorf before he met him on the day Leindorf received his permit, July 1, 1921. The arrangement for the use of the Flynn garage followed naturally and was a mutually advantageous one during the period when Leindorf was reconstructing his own garage so that it would have sufficient clearance for his high top buses.

The Commissioner admitted that he had been the acting Borough President of the Bronx who signed the permit issued in accordance with an ordinance passed by the Board of Aldermen authorizing the bus operation on the

Concourse. He admitted that, as a member of the Board of Estimate as well as of the local improvement board of the borough, he had favored and voted for the paving of the Concourse, and also for the paving of the streets directly leading to his garage.

Mr. Flynn said that before the paving the streets had been almost impassable and among the worst in the city. As for the paving leading to the garage, it was done at the expense of the property owners, of whom he is one of the largest, and was done at the wish of twenty-one of the immediate owners out of twenty-three. The Commissioner admitted that he had been active in circulating among his neighbors the petition for the improvement, which petition finally was signed by all but two of those most directly concerned.

"Did you not feel some delicacy in stating in the local board of public improvement and voting for an improvement which meant a pecuniary gain to you?" asked Mr. Shearn.

"None whatever," the Commissioner replied. "As a public officer did you not feel that you were a trustee and yet that you were voting in favor of a plan which was for your own benefit?"

"I owned property and paid my share." "I owned property and paid my share," replied the witness. "The other property

owners wanted it and had been clamoring for the improvement."

"At any rate," commented Mr. Shearn, "twenty days before you gave him the permit, without which he could not legally operate, you closed this deal with him to rent your entire garage of 26,000 square feet for these twenty buses of his?"

"Absolutely not. You keep injecting about twenty buses. I don't know whether he wanted to store twenty or forty or a hundred buses."

"You were not holding him up for a huge price simply because yours was the only place he could get his buses in?"

"I very much resent your term, 'holding him up.' I rented the garage on a reasonable basis. Mr. Leindorf had the right to rent it. He could store what he liked; he could store what he liked in it, for he rented the whole 26,000 square feet."

"The examination will be continued this afternoon."

EXTRADITE CHILD DESERTERS.

OTTAWA, Ont., Oct. 23.—Under the terms of the convention concluded legally between the British and American Governments in May willful deserters or willful non-supporters of minor or dependent children are, beginning to-morrow, subject to extradition between the United States and Canada.

B. Altman & Co. The Department for Little Children's Coats and Hats has just received an importation of Fur Coats and Hats (to match) in exclusive models that embody the latest ideas of the foreign designers. Some of these little novelty coats are in pretty combinations that are irresistible. Coats . . . \$32.00 to 55.00 Hats . . . 5.75 to 11.50 (Second Floor) For Older Children (6 to 14 years) there is an interesting selection of Fur Coats (many with Hats to match) in all the fashionable pelts of the season. A number of these, too, are in combination with other furs, adding to their attractiveness. Prices: . . . \$45.00 to 165.00 (Third Floor) Madison Avenue - Fifth Avenue 34th and 35th Streets New York

EDISON MAZDA LAMPS Why Broadway is Popular In the evening you can hardly get through the crowds on Broadway, ablaze with light. There are more Edison Mazda Lamps on Broadway than there are people. Wherever your place of business may be you can make it as prominent and profitable as a Broadway location with Edison Mazda Lamps—all types for every purpose. "His Only Rival" trademark and Mazda girl identify our dealers. Retail prices effective October 1st WHOLESALE DISTRIBUTOR Sibley-Pitman Electric Corp. 66 Avenue at 13th St. New York City

English Bedford Cord OVERCOAT Town and Country Model A material never used in overcoats until we introduced it three years ago. It is very distinctive and different, rainproof, windproof and warm. The only coat made that can be guaranteed for long wear. Some of our customers who bought this style coat three years ago are still wearing them. \$100.00 Brill Brothers Broadway, at 49th Street

J. & T. Cousins SHOEMAKERS, TO WOMEN 57th Street Store At No. 17 West THE MODEASE SHOP 22 East 48th "The Modese Shop specializes on Comfort Shoes that are also smart!"

Good Taste and Good Value Flint's Fine Furniture WHY NOT BE as certain of the quality of your furniture as you are of its looks? Good taste will take care of the appearance, but only an expert furniture man can speak with authority on the construction. By coming to a dependable specialist, you can be as sure of the construction as you are of the appearance, and very sure of the best in values, too. FLINT & HORNER CO., INC. 20-26 WEST 36TH STREET A few yards from Fifth Avenue

YOUNG MEN have come to know Dunlap for style as their fathers have always known Dunlap for quality. You can get both in a Dunlap hat. Seven dollars to Forty dollars EXTRA QUALITY DUNLAP & CO. 431 Fifth Avenue, near 38th Street 16 Maiden Lane

BATTEN How long should this advertisement be? FOR every kind of advertisement there is a proper length, and this length can be determined in advance. For instance, the thought that this advertisement is designed to convey will require about two hundred and fifty words, and set in twelve-point Caslon type, will, with its heading, signature, etc., occupy about twelve inches on three columns. We know this because we have done work of this sort for years. Also, we know it for another reason that is not empiric. There are certain facts that can be established about every advertising campaign before a line of copy is written. Advertising is usually based on the qualities of the thing advertised, the results of using it, or the results of lacking it. Different articles need to be presented in different ways. ONCE a month, or more frequently, we issue a publication called Batten's Wedge. Each issue is devoted to a single editorial on some phase of business. If you are a business executive and would like to receive copies, write us. George Batten Company, Inc. Advertising 381 Fourth Avenue New York Moulding favorable public opinion for articles or services that deserve it