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AIRIAL BOOTLEGGING FROM CANADA GROWS

Aviators of Class Backed by Solid Business Men Make Regular Trips.

SUPPLY AT MONTREAL

One Whisky Flier Says Officials Across Border Are Friendly.

ROUND TRIP IN A DAY

Dry Agent Here Describes Smooth Running and Profitable System.

Liquor running by airplanes from Montreal to Long Island points has become so profitable that many aviators, including one of the foremost fliers in America, have entered the bootlegging game, according to Frank J. Hale and James L. Kerrigan, Federal dry agents investigating liquor violations in New York and New Jersey coastal counties.

Aviators inclined toward the adventure of liquor running, said Kerrigan last night, are experiencing no difficulty in getting financial backing. With the demand for liquor exceeding the supply, he declared, "responsible business men are underwriting the purchase of flying machines."

"We know of one instance," asserted Kerrigan, "where a Wall Street broker made arrangements for an aviator to obtain cargoes of liquor in Montreal. The liquor was purchased by the broker. The full story of his operations has been told us by this particular aviator, but we cannot make an arrest until we have absolute evidence on which to build a case."

The aviator who conspired with the broker to bring liquor over the border went into the bootlegging game, he told writers of this article, as a money-making scheme. The profits were so large, however, that he continued to make trips to Montreal. Forty-five trips between Montreal and a Long Island landing field netted this aviator alone \$20,000 for a summer's work. The round trip from Montreal to his Long Island landing field, he said, was made in a day. The distance is about 700 miles.

\$20 a Case His Fee.

"This man was under a verbal contract, according to his story, to supply liquor to a group of wealthy men associated with the broker who had undertaken the flights. On each one of his trips he brought over the border thirty-five cases of whisky, for which he received \$20 a case as a transportation fee. The liquor previously had been purchased by the broker. After he had discharged his cargo without being apprehended there was no danger in his admitting that he had brought the stuff in because the evidence was well hidden.

"Rutland, Vt., is the stopping place of the air fleet engaged in bringing in the liquor. A field has been fixed up there so that the flyers can get fuel and other supplies."

"My route was from Long Island Sound across the Long Island Sound, the obliquely across the Long Island Sound, to have to land at Hale and Kerrigan, and then paralleling the Hudson to Albany, where I varied eastward to Rutland. From Rutland I kept her nose to the compass due north for about a hundred miles, then north by northwest to the northern edge of Lake Champlain. A few minutes later brought me to the airfield, outside of Rutland. One of the pilots of the semi-government field I was able to arrange for landings there.

"The Canadian inspectors whom I frequently met at the airfield, the aviator is quoted as saying, "treated me cordially once. In a while they would swoop around when I landed. One of them told me that as long as I was able to arrange for landings there, they would have a merry time smuggling silks and other merchandise into Canada and bring back liquor.

Dumps the Evidence.

"Through airfield gossip, which I heard at Montreal while waiting for my plane to be loaded, I learned of various schemes employed by pilots to preclude the possibility of getting evidence against them in the event of capture.

"I heard of one chap who had installed a trap door to the floor of his liquor compartment. In the event of threatened capture he could pull a string and dump his cargo. The liquor would be ruined, of course, but there would be no evidence of bootlegging. Another flier, I hear, always camouflages his machine by changing various markings before each trip and always leaves Canada by a different route from which he entered.

"The game of transporting wet goods from Canada to Long Island is safe enough. There seems only a remote possibility of arrest. In my neighborhood in Long Island there are many planes in the air throughout the day and the police would have a merry time stinging out one as being suspicious. I imagine the army fliers are overlooked and ordered to descend probably would flip a snoring wing at the sky cap and zoom elsewhere.

"The transportation of liquor by airplane is safe also, because there are few restrictions for airmen. No registration of machines is necessary, and here it is that the air smuggler has a decided advantage over his associates who travel overland. They must apply much greater care to trips from Canada and constantly are being doublecrossed, highjacked and defrauded by employees.

"Even if overhauled in the air there has always been for me the possibility of escape in my fast plane. But to reduce the chances of detection to the minimum I made a slight alteration in my machine by inserting a sliding panel painted the color of my fuselage over the aperture of the rear cockpit. I made my ship look like a one seater. It required knowledge of that panel to scrutinize the inside of my fuselage without tearing it to pieces.

Federal Prisoner List is More Than 1,000 Higher

WASHINGTON, Nov. 26.—An increase of more than 1,000 in the number of prisoners in the Federal penal institutions during the year which ended last June 30 was attributed by Superintendent of Prisons Votaw in a report to Attorney-General Daugherty to-day to the large number received for violations of the anti-narcotic, postal and counterfeiting laws and the recently enacted motor vehicle theft act.

The total number of Federal prisoners in Federal penal institutions and in State institutions other than county jails on last June 30 was placed by Superintendent Votaw at 6,395, as compared with 5,368 on June 30, 1921. The Government expended \$1,313,629 in maintaining the prisoners in Federal institutions last year, as compared with an expenditure of \$1,285,659 for the previous fiscal year.

DRYS RULE CONGRESS AND HOLD OFF WETS

Continued from First Page.

Mr. Wheeler, Dill and Franzler will line up with them and they are probably right about several of them. It seems certain the new Senate will be decidedly dry.

Here is the lineup by States of the present House on the question of modifying the Volstead law:

Table with columns: State, Wet, Dry, State, Wet, Dry. Lists various states and their respective counts for wet and dry members.

The present House is divided by parties on the prohibition issue as follows: Wet Republicans, 30; Dry Republicans, 204; Wet Democrats, 103; Dry Democrats, 103.

CHIEF OF CREDIT MEN SEES DRY LAW MENACE

Tregoe Fears It Is Undermining Ethics of Nation.

Asserting that the character of the nation breaks down when the laws are disobeyed constantly, J. H. Tregoe, executive manager of the National Association of Credit Men, today appealed to the organized credit men of the country to urge repeal or modification of the Volstead law. In a letter mailed to the credit men, Mr. Tregoe said that the law is not only for our commerce, but for the stability of the state and the moral sense of the people.

"We have been proud of our moral standards," said Mr. Tregoe in his letter. "We are conducting an immense commerce on confidence and honor. The credit system which is the life of our commerce, is founded on character. Character cannot prevail where laws are broken. For a while the breaking of the law may seem to be a small thing, but soon the effect will be felt in a lowering of ethical standards.

"Are we, then, becoming a nation of lawbreakers? This question leads to the further question whether we may not have committed a great harm to have made the Volstead act the fundamental law of the nation—a law that appears to be observed more in the breaking than in the obeying of its provisions. It favored a more gradual or liberal legislation under the Eighteenth Amendment, but the Volstead act became a law by virtue of our representative government, and as a law it should be respected. Not to respect it will affect our moral fiber and breed discontent among those who are forced by circumstances to obey it.

"I am interested in preserving the stability and sturdiness of character. I am interested, indeed, because on stability and character rests credit confidence. Its determination will limit our commercial opportunities. The Volstead law should be obeyed or modified. There is no compromise in such a question."

REED SAYS POLITICIANS ARE HYPOCRITICAL DRYS

Pennsylvania Senator Calls for Honesty.

PHILADELPHIA, Nov. 26.—Lack of good faith in the support given by politicians to prohibition was charged to-day by Senator David A. Reed in a discussion elaborating on the remarks he made Saturday night in a speech in the United States Senate.

The Senator showed no hesitation about applying his charge of "hypocrisy." He asserted there was not the same manliness in politics with relation to prohibition as there is in sports and business.

"We ought to be as manly about this matter as we are in sporting and business matters," said Senator Reed. "We ought to quit being hypocritical and get a little fair play into our attitude on prohibition.

TIDEWATER BOATMEN TO CONFER ON WAGES

\$90 a Month Schedule Will Be Discussed With Owners.

The Tidewater Boatmen, Local 87, yesterday appointed a committee to confer with representatives of the New York Boat Owners Association on the question of adopting the \$90 a month wage schedule which recently was agreed to by the Coal Merchants Association. John Brennan, who retired as treasurer of the union eight years ago, and who has just been nominated for another term, heads the union committee. It is expected that the conference will be held early this week.

At the meeting of the union held yesterday it was said that the Coal Merchants Association has agreed to pay a dollar a night extra for night workers.

MAY CUT PAY CLAUSE FROM SHIPPING BILL

Efforts to Be Made To-day in House to Provide Indirect Aid.

SUBSTITUTE PROPOSED

Davis, Tenn., Asks \$20,000,000 Corporation With Bond Issue of \$3,000,000,000.

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Nov. 26.—The Administration's ship subsidy bill when it comes up in the House to-morrow for amendments under the five-minute rule, may be changed. Many Representatives who do not like the bill in its present form but who will vote for the finished product will have the support of Democrats and middle Western Republicans in making it over to suit themselves.

Most Republicans from other than seaboard States are, as a Democratic leader said to-day, "between the devil and the deep sea." On the one hand is the conviction that if they vote for the subsidy their constituents will resent it. On the other is the insistence of President Harding that the pending bill be enacted so that a merchant marine, privately owned and operated, "may be established and maintained."

Enough Republicans will follow the President's titular leader of the party, to narrow the margin of about thirty votes, to pass the bill in the House, but by a direct vote. Efforts will be made to have this stricken out and indirect aid extended, such as "American mail on American ships," requiring American officials to sail on American ships and the lowering of the forty-eight-hour limit on the coastwise trade.

Representative Davis (Tenn.), ranking Democrat on the Merchant Marine Committee, will propose a substitute which would create an American Terminal and Ship Corporation, with authority for a capital stock issue of \$20,000,000 and a bond issue of \$3,000,000,000 with a governmental guarantee. Separate international agreements would be made with the executive committee, as the President of the Senate, the Speaker of the House, the Cabinet, the Shipping Board, the Interstate Commerce Commission, the Federal Reserve Board, shipping interests, the American Federation of Labor, various farm organizations, etc.

The first purpose of the corporation would be to convert valuable obsolete iron menaces to navigation, into efficient ocean freight and passenger ferries. The steel known as "Baker's Flats," between Bedloe's and Liberty Islands in New York harbor, could, it is contended, be converted into a terminal.

The second purpose of the corporation would be to convert the cost of ocean transportation of coarse freights between terminals and cars at less than one-half the cost of any other means. The ships could be converted into unsinkable military auxiliaries.

Mr. Davis believes the improved facilities will reduce the cost of ocean transportation and that the corporation ships would have an equal chance with British and Japanese.

FIFTEEN ESCAPE JAIL UNDER THREE WALLS

Michigan Convicts Tunnel to Warden's House and Liberty.

MARQUETTE, Mich., Nov. 26.—Fifteen convicts, four of them serving life terms, escaped from the Marquette branch prison to-day. Two of the convicts were caught. The searchers are being impeded by a heavy snowstorm.

Crawling through a tunnel under the prison walls and digging under three concrete walls, the fugitives made their way into the basement under the warden's residence and through a window.

One of the fugitives is Eddie Weisman of Detroit, who recently had been assaulted a deputy sheriff in the railroad station at Bay City last summer while being transferred to Jackson from Marquette. He was caught in Detroit, Weisman was caught in Detroit and returned to prison under a sentence of twenty to forty years.

TCHITCHERIN DECLARES RUSSIA WILL BE HEARD

Says He Will Not Stay Outside During Secret Sessions.

Moscow, Nov. 26 (Associated Press).—Tchitcherin, the Soviet Foreign Minister, prior to starting for Lausanne to-day said: "Only through press dispatches did we ascertain that the commission to consider the question of the straits had already been appointed. But Russia will not remain outside the doors when we arrive, while others are holding secret sessions. Russia will refuse to sign any agreement contrary to the Soviets' program."

M. Tchitcherin declared Russia would stand for the freedom of the straits for the merchant ships of all nations and the closing of the straits to all foreign warships. "This policy," he said, "is dictated by Russia's own interests and the safety of the Black Sea ports."

BACKERS AGAIN DELAY DINNER FOR SMOOT

Senator Requests Testimonial Be Postponed Third Time.

The testimonial dinner to United States Senator Reed Smoot of Utah, which was to be held last night in the Hotel Astor, has been postponed indefinitely at the request of Senator Smoot. This dinner, originally planned for early in the summer, is a tribute to men prominent in industrial and business affairs, was set for October 8, and then was moved up until last night.

George H. Payne, executive director of the committee in charge, and also a Republican member of the Board of Taxes and Assessments, said last night that Senator Smoot advised the committee that it would be more convenient for him if the dinner could be postponed until after the holidays.

"The idea of giving the dinner to the Senator has been abandoned," said Mr. Payne. "No definite date is set, but the dinner probably will be held in January or February."

FRANKLIN CANNOT SEE EUROPE IMPROVE MUCH

English Trade Looks Up—Shipping Still in Dumps.

F. A. S. Franklin, president of the International Mercantile Marine Company, who arrived last night by the White Star liner Cedric, delayed by more than half a day by heavy weather, said that he had noted while abroad that conditions had changed little except in England, where business was slightly better.

"Unfortunately," he continued, "there is no improvement in the shipping situation and none is likely to occur until conditions on the continent become better. The United States should help to bring about improvement, as the European countries are our best customers. Unless we take a helpful position toward Europe, we are going to buy our tremendous grain and other crops."

Mr. Franklin received a radio from Sir Bertram Hayes, commander of the largest ship on the seas, which sailed Saturday for Cherbourg and Southampton recently groomed and fitted with new propellers, saying that she was averaging 24.57 knots.

FIRE TRAPS TENANTS; ONE WOMAN INJURED

Many Rescued When Blaze Starts on Ground Floor.

A woman was injured and the lives of thirty-five families endangered last night in a fire that started in the apartment of Morris Delansky on the ground floor of the six-story tenement at 179-181 East 109th street, when Delansky's son, Morris, Jr., set fire to a mattress while searching with a lighted match for a penny he had lost.

Louis Shankin of 159 Hayview avenue, Jersey City, was passing and ran through the hallways of the building, pounding on the doors and ordering the tenants to get out.

Rose Kaimil, 46, who lives on the top floor with her daughter, Mrs. Rachel Berman, went to the roof and leaped off a drop of eight feet. She was attended for injuries which may be serious.

GERMANY HEAVY BUYER OF ARGENTINE WOOL

French Price Cites Purchases a Prime Bad Faith.

PARIS, Nov. 26.—Statistics of export of Argentine wool to Europe are quoted by the Matin to-day as proof of Germany's bad faith in pleading impossibility of meeting reparations payments. According to the Matin during the year 1921-1922 Argentina exported 472,000 bales of wool, of which Germany took 100,000 bales. The value of the wool was \$4,000,000, at an average cost of 2,000 francs per bale, so that Germany paid Argentina 318,000,000 francs during the year.

PARIS BREAD BAKERS DEFY EMPLOYERS

Will Work for Municipality to Defeat Rise in Price.

PARIS, Nov. 26.—Indignant over the official refusal to permit an increase in the price of bread, Paris bakers have called a general meeting for to-morrow at which will be considered the question of shutting down all bakeries until authorization is given for higher prices.

The workers in the bakeries, however, have passed a resolution against any increase and have offered to work for the public authorities, who assert that they are prepared to furnish the people with an adequate amount of plain bread.

QUAKES AGAIN SHAKE CHILEAN COASTLINE

Series of Tremors Does but Slight Damage.

SANTIAGO, Chile, Nov. 26 (Associated Press).—Another series of earth tremors has shaken a large area along the Chilean coast covering largely the zone which suffered most from the earthquake of two weeks ago.

At Valparaiso the walls of several houses fell. The residents were panic stricken, but so far as known there were no casualties.

Advices from Huasco reported the sea coming in over the lowlands slowly, but later advices reported that it had subsided to normal level. Slight damage was reported from other places.

ATTACKS BY BRITISH ON SUBSIDY DENIED

Embassy Formally Declares Statements in Hearst Papers Are Untrue.

WASHINGTON, Nov. 26.—The British Embassy, taking formal notice of the published reports that the British Government was attempting to influence Congress or the American people regarding the Administration shipping bill, issued a statement to-night declaring no such attempt had taken place. A similar assurance is understood to have been given to Secretary Hughes informally during the day by Sir Auckland Geddes, the British Ambassador. The Embassy's statement follows:

"The attention of the British Embassy has been called to articles printed in to-day's issue of certain organs of the Hearst press which seek to convey the impression that the British Government is carrying on a propaganda for the purpose of influencing the decision of the American Congress and people with regard to measures under discussion relating to the American merchant marine. The Embassy denies emphatically that there is any truth in this allegation.

"Amongst the articles printed by the Washington Times-Herald there is included what purports to be an affidavit said to have been made by a certain Matthew Quay Glaser, described as vice-editor and vice-president of a publication called the Masonic Review, who appears to claim that an offer was made to him on behalf of the British Embassy involving the publication of a series of paid articles against the passage of the ship subsidy measure. It is not true that any such offer was ever made on behalf of the British Embassy or with the knowledge of any British Government official.

"No member of the British Embassy staff has any acquaintance whatever with the individual describing himself as Matthew Quay Glaser. On Friday morning last about 9 o'clock two men appeared in the neighborhood of the Embassy, waited about for a considerable length of time and finally entered, claiming that they were acquainted with Mr. Lawrence, the Vice-Consul attached to the Embassy. Mr. Lawrence had never seen the men before and so informed them.

"He never at any time made to either of these men any offer whatever or had any conversation with either of them on the shipping measures or any other matter.

"The measures taken by the allied and associate governments for the control and conservation of tonnage during the late war, which are also referred to in the press articles, were adopted in the general interest and their details were arranged largely on the initiative of the United States Government itself."

UNIONS END STRIKE IN AMOSKEAG MILLS

Textile Workers Vote to Return Under Protest.

MANCHESTER, N. H., Nov. 26.—The strike in the Amoskeag Mills, whose units comprise the largest textile plant in the world, was declared off to-night by twenty-two local unions of the United Textile Workers of America on the recommendations of international officers that the operatives return under protest. Seventy-five per cent of the voters favored the recommendation.

Agent W. Parker Strawn of the Amoskeag Mills said as many workers as possible would be taken back, but that it would be some time before the mills would be operating on a 100 per cent basis.

The strike was called February 13 following a 20 per cent wage cut, and the establishment of a fifty-four hour week affecting 16,000 employees.

NEGRO SAYS FREEDOM LIES THROUGH MOSCOW

Internationale Proposes a World Congress of Blacks.

Moscow, Nov. 26 (Associated Press).—A congress of negroes of the world, either in Moscow or somewhere in the United States, to better themselves and assert their rights, was proposed before the Third Internationale, which has devoted several days to the question of the negroes.

Two negroes, one of them an American delegate, addressed the Internationale. The latter asserted that a form of slavery actually exists to-day in the Southern States, and that American negroes are in a most unhappy condition, and instinctively feel their route to liberation lies with Moscow.

1,100 COTTON BALES BURN

Lighters Josephine and Temple, Laden with 1,100 Bales of Cotton and Moored at the Foot of Charlton Street, Hudson River, Caught Fire Yesterday and Were Towed Ablaze into Midstream by the Fireboats John Purroy Mitchell and Thomas Willett. Before it was put out the fire had burned most of the cotton.

The Protection of the Tecla Name. WHERE it is not possible to buy Oriental Pearls, or where it is considered inadvisable to tie up so much money as their purchase involves, Tecla Pearls still remain the only pearls in the world, which it is safe to buy by name alone. Tecla Pearl Necklaces with Genuine Diamond Clasps \$100 to \$350. Tecla 398 Fifth Avenue New York 10 Rue de la Paix Paris 7 Old Bond Street London

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"The greatest car I have ever driven" says famous race driver. "I have driven twenty-one times across the American continent in cars ranging in price from \$600 to \$16,000. My last trip from Indianapolis to Los Angeles in less than six days in a Marmon Speedster permits me to state, without qualification, that it is the greatest car I have ever driven. To any one willing to secure, in my opinion, the nearest to perfection in motor cars, I recommend the Marmon." (Signed) R. C. DURANT. OWNERS of the Marmon—the Foremost Fine Car—obtain the finest form of transportation at the lowest cost per mile. A certified audit shows the average cost to owners of 1922 series Marmons in New York and vicinity to be \$4.35 per month per car. We will be glad to show these figures to anyone interested. The recent introduction of Standardized Service, a revolutionary feature, should still further lower these figures. And it enables the owner in advance exactly how much time and expense any repair will require. Marmon Automobile Co. of New York, Inc. 1880 Broadway at 62nd Street. GENUINE ORANGE PEKOE. HIGHEST HONORS OBTAINABLE. GOLD MEDAL GRAND PRIZE. Ridgways Tea