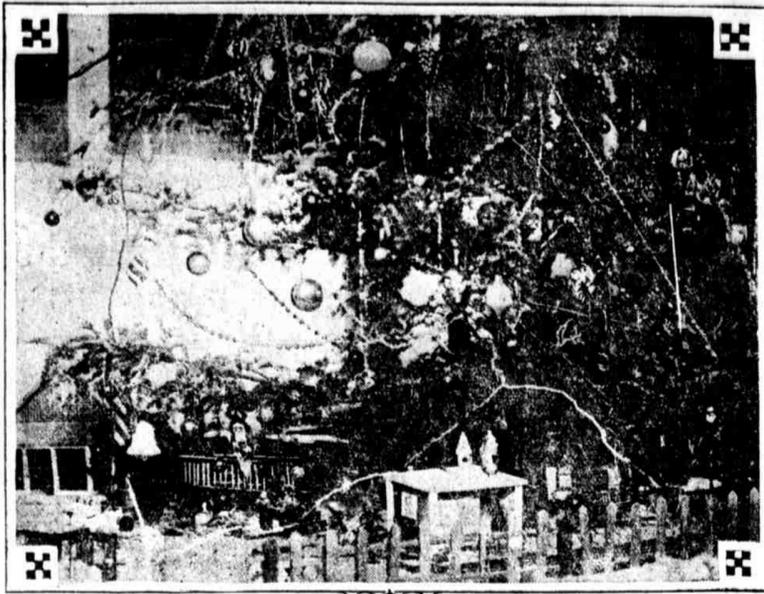


CHRISTMAS TOWN MADE BY BLIND MAN



Henry Eichenberger, blind for seventeen years, is the founder and builder of this tiny holiday village that nestles at the foot of his children's Christmas tree at their home, 1713 North Sixtieth street

BLIND MAN FOUNDS, BUILDS ENTIRE HOLIDAY VILLAGE

Hours of Patient Labor Bring Forth Tiny Hamlet Nestling Snugly at Foot of Gaudy Christmas Tree

The doors of the garage stood open, Traffic rushed by and through the tunnel. Forms in the store could be seen through the windows of the red brick building.

URGES TARIFF TO BREAK UP GERMAN POTASH MONOPOLY

Counsel for American Producers Addresses Senate Committee Washington, Dec. 30.—(By A. P.)—The thirty-four American fertilizer companies, which contracted to take 75 per cent of their potash requirements for this season from the German potash syndicate, have contracted with French agents in Alsace for the remaining 25 per cent, the Senate Finance Committee was told today by William La Rue of Washington, counsel for the United States Potash Producers' Association.

These thirty-four companies produce more than 60 per cent of the potash fertilizer turned out in this country, Mr. La Rue said.

The witness declared that if given protection for five years, as proposed, the American potash industry could supply the needs of the United States. Unless it is protected, he added, American farmers will be at the mercy of the German potash company.

BALFOUR MAY SAIL JAN. 14

Reserves Passage, but Will Remain Till Work is Completed Washington, Dec. 30.—(By A. P.)—Again Arthur J. Balfour, head of the British delegation to the Arms Conference, has received message on steamship sailing for England, this evening, to sail January 14.

FRENCH WIN ON PLANES

Successful in Fight Against Any Limitation on Strength Washington, Dec. 30.—(By A. P.)—Members of the Arms Conference Subcommittee on Aviation met today to consider their report to the Committee of Four, which is made up of the heads of the delegations of the five major Powers.

ROOT DELAYS CABINET

Meeting Held Up as Delegate Confers With Harding Washington, Dec. 30.—(By A. P.)—Elihu Root, of the American armament delegation, was an early visitor at the White House today and conferred with President Harding for nearly two hours.

State Road Work Goes to Varette

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Before letting contracts to Eisele, the State Highway Department required him to state, with proof, his ability to finance the job, to provide the equipment and to get the material, Eisele, said the officials, did all this. They say they did not hear until later of his connection with Varette.

One of the requirements of the department is that the contractor, in this case Eisele, shall be able to show that he has cash resources of 20 per cent of the amount of the contract. This means that Eisele must show cash resources of \$20,000. Failing that, he had to show cash resources of at least \$100,000 (10 per cent of the contract) and a letter from a bank showing that he had credit and backing for the rest.

Bank Backs Varette Therefore Eisele had the American Bank and Trust Company, Broad street and Passyunk avenue, South Philadelphia, to act as a surety for the work. S. Boyle, president of the institution, Mr. Boyle is a personal friend of Ed Varette and it is generally understood that he was with the approval and recommendation of Varette.

For some reason or other, the letter from Mr. Boyle is not dated. There is nothing on the front or back of the letter to show when it was received by the department. The letter, addressed to Commissioner Sadler, follows: "This will certify that Philip C. Eisele has the backing that will justify this bank in financing him to the extent of the sum of \$200,000 or more. I look upon Eisele as absolutely responsible and able to carry out any agreement he makes with the State, because of those that I know are backing him."

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In fact there is a constitutional inhibition which prevents a member from voting on a bill in which he is interested. Further he is required to disclose, on the floor of the Legislature, his interest in such a bill.

It is pointed out here that this constitutional inhibition would extend to political contractors who are members of the Legislature, for the reason that they vote to supply the Highway Department funds.

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"NOBODY'S BUSINESS" WHO FINANCES EISELE

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This was his answer to inquiries concerning the State road contracts, exceeding \$1,600,000 which he, a protégé of Senator Varette, was awarded.

"Who is your financial backer in this road contract?" he was asked.

"So long as I have got good financial backing, it is perfectly satisfactory to the State," he replied. "My backer is the American Bank and Trust Company, Broad street and Passyunk avenue, this city. It is back of me and cover it all. I'll say about it. It does not concern the public as long as I do the work to the satisfaction of the State Highway Department."

"Are the Vares backing you?" "I positively refuse to answer. To be candid—it's nobody's business. The bank backs me, and who backs the bank is nobody's business."

"What is the name of your company?" "This is my contract. It is not a company."

"What has been your experience in road work?" "I have been with the Vares many years and when the late Senator George A. Varette was living, he did many miles of waterfront macadam for the city. I was the first man to put down one of the new dustless roads this year."

"Are you on the Vares' payroll now?" "I am not on the Vares' payroll. My road contract began last April and I expect to go back to Sharon, Pa., in about a week. I have a suite of offices at 414 Dollar, Title and Trust Building in Sharon."

When Eisele appeared for the contracts, he gave his business address as 712 Lincoln Building, this city. This office is a part of Senator "Ed" Varette's suite.

Thomas S. Boyle, president of the American Bank and Trust Company, to which Mr. Eisele referred, admitted that his bank stood back of the contractor.

"Then who stands back of the bank in this matter?" "I have no more right to tell you that

than a priest would have to retail a confession."

"Is Senator Varette back of Eisele?" "I don't think it is a public affair who is back of him."

"Is Senator Varette a stockholder in this bank?" "Senator Varette is not in this bank."

"He doesn't own a share of stock and has no larger deposit here than hundreds of others."

James M. Hallett, Varette Recorder of Deeds, is a director of the bank. Former Councilman John H. Baileys, a strong Varette supporter, is a vice president, while several of the directors are included in the ranks of the downtown political leaders.

Other officials are George W. Young, vice president; Frank H. Tuft, secretary and treasurer; William S. Baum, assistant secretary; William T. Coventry, assistant treasurer; Fred A. Wheeler, title officer; and G. Von Phul Jones, solicitor.

Other directors are Charles W. H. Kropp, William M. Lindale, Harry M. Miller, Charles W. Pennington, Burton Paul, Franklin C. Scheldt, David C. Simon, William H. Chapman, Jr., Frank H. Tuft and Robert Killough.

Observers pointed out that, whereas a record had been made in an earlier favorable season, this flight was made with the mercury near the zero mark, to the accompaniment of strong winds and snow flurries.

The Aeronautical Chamber of Commerce hailed the flight as a fitting climax to the achievements of American aviation in 1921, when four world records were made by Yankee aviators. The other three were:

August 16—A Leaning monoplane flying boat, riding to 19,000 feet with four passengers, established an efficiency and passenger record for a ship of its class.

September 28—Lieutenant J. A. McCready, of the Army Air Service, drove an airplane to a height of 37,800 feet at Dayton, O., shattering the altitude mark of 33,114 feet set by Major Rudolph Schroeder.

November 3—Bert Acosta, in a Curtiss navy racer, with a speed of 170.7 miles an hour for a 150-mile course, broke the record for a closed course in the Pulitzer trophy race at Omaha.

Continuous Flight Records Smashed

Continued from Page One Texas, and Bertaud, whose home is in New York, were a sorry looking pair when they stepped from their machine. Their faces were smeared with oil and their eyes bloodshot. Neither had had a wink of sleep since they took off, and Stinson said his only nourishment had been a little coffee.

Newspapermen found difficulty in interviewing Bertaud, who had been deafened by the roar of the motor.

Stinson said that he and his mechanic suffered great pain from their frozen hands early this morning. Finally they became numb and no longer bothered them. He said the maximum altitude achieved during the night was 3700 feet. The machine carried 350 gallons of gas when it landed, and Bertaud commenced their flight at Roosevelt field at 8:58 A. M. yesterday.

Officers of the Aero Club of America, who were at the field as official observers, were jubilant as they stood, watches in hand, marking the establishment of the new record.

Before starting yesterday Stinson said he hoped to stay up until noon today. Neither he nor his mechanic wore electric suits, but depended upon the heat from the exhaust pipes in the pilot's cab to keep them warm. The machine was equipped with one 185-horsepower motor. Every ounce of unnecessary weight was stripped before the flight. About 350 gallons of gasoline and twenty-eight gallons of oil were carried.

Seven judges watched the monoplane circle over Mineola, Garden City and Hempstead. In addition there were many unofficial observers, for commuters who have taken an efficient circle over their roofs at night, took a farrow glance at it before boarding their trains.

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Stinson's Great Record Stinson, stationed at Kelly Field, Tex., during the war as a civilian instructor, because of his delicate health, probably trained more American fliers than any one man. Unexcelled as a stunt flier, he is proud of never having fallen during his ten years in the air. He is credited with not even having broken a part on a plane.

ASKS FOR ACTION ON SUBMARINES

Opposes Committee of Lawyers During Discussion Before Naval Committee

BALFOUR SUPPORTS U. S.

By the Associated Press Washington, Dec. 30.—The Naval Committee of the Washington Conference decried the Root resolutions to curb submarines throughout yesterday before arriving at its decision to turn Article I over to a committee with instructions to draft its language without modifications of the principles stated in the original proposal.

Secretary Hughes invited the discussion immediately upon the convening of the Naval Committee, and Mr. Balfour for the British group declared that, providing that Article I did in fact really embody the existing rules of war, as generally believed, it desirable that "these should be reaffirmed in their relation to submarine warfare."

Reiterating that he spoke only for himself, Mr. Balfour said he believed "a formal and authoritative statement that submarines had no license to break the rules by which other ships of war were bound could do nothing but good."

Admiral de Bon, of the French group, said he shared wholly Mr. Balfour's views and that the French delegation gave "in principle" its general approval to the statement of the submarines "should of necessity be bound by the rules of international law."

"But as this law is a very ancient nature," he said, "and it seems to us that the most practical solution would be to refer the consideration of the text submitted by Mr. Root to a committee of experts who would advise us as to its relation in regard to the wording to be adopted."

Senator Selawitz pointed out that the Italian delegation already had given "our full adhesion to the aim to which Mr. Root's proposal tends."

Mr. Root took up his resolution proposing strict application of the rules he had set forth for submarines as well as other naval craft.

"The public opinion of the world," he said, "is so strong in favor of the rules under any circumstances, that a negation of the assertion of Germany in the war that if a submarine could capture and hold a vessel in accordance with established rules, the rules must fall and the submarine was entitled to make the capture. The public opinion of the world is so strong in favor of this and has rendered its judgment in the action that won the war. It was the revolt of humanity against the position of Germany that led to Germany's defeat."

Opposes Committee of Lawyers

"My friends and colleagues, this is real life we are dealing with here. This is no perfunctory business for a committee of lawyers. It is a statement of action and of undoubted principles universally known and not open to discussion, but in such form that it may crystallize the public opinion of the world, that there may be no doubt in any future war whether the kind of action that sent down the Lusitania is legitimate war or piracy."

"We cannot justify ourselves in separation without some declaration that will give voice to the human opinion of the world upon this subject, which was the most vital, the most heartfelt, the most stirring to the conscience and the feeling of the people of all our countries arising that occurred during the late war."

"I should be ashamed to go on with this Conference without some declaration, some pronouncement, which will give voice to the feeling and furnish an opportunity for the crystallization of the opinion of mankind in the establishment of a rule which will make it plain to all the world that man can commit such an act (as the sinking of the Lusitania) again without being stigmatized as a pirate."

The speaker said there was no adequate law to govern submarines, air-craft or poison gases and "something must move." His resolution, he said, proposed to restate the rules of war that have been trampled under foot, doubted and disregarded.

"Is there a delegation here?" he continued, "that can afford to go back to its own people and say to them, 'upon the proposal being presented to us, we referred it to a committee of lawyers and adjourned?'"

Rules Cannot Be Buried

"I am not going to be buried under these rules cannot be buried under them. Either we speak clearly and intelligently the voice of humanity which has sent us here, and to which we must report, or that voice will speak for itself, and speaking without us, will be our condemnation."

Mr. Root said he opposed reference of the resolution "to a committee of lawyers or to any other committee."

"I ask for a vote upon it here," he said.

Sir John Salmond, for New Zealand, also opposed reference to a legal committee, but warned against haste. He pointed out that "read literally" paragraph three of Article I would mean that even a merchant ship which refused to stop when signaled by a submarine could not be attacked until the passengers and crew had been placed in safety. He also said that Article 2 had not disclosed its relation as a proposed eventual substitute for Article 1 until Mr. Root had explained its purpose.

on a policy—we can easily take care of amendments," suggested.

Senator Underwood expressed "hearty concurrence" with Mr. Root's views.

Mr. Sarraut said that already, on two occasions, the French delegation had joined with all its heart in the high spirit of humanity which had inspired Mr. Root's resolution.

Once more, Mr. Sarraut continued, he brought the full and complete adhesion of the French delegation to the sentiments expressed in the first motion of Mr. Root, the principles of which the French delegation accepted formally.

The French delegation did not want to stop with this adhesion to principle, but wanted to see the resolution go into force by virtue of a definite text which would combine all the assents of the Powers represented in the committee.

Powers Rivalry Bar to Economic Pact

Continued from Page One that are embroiling Europe and keeping it under arms.

The key to the economic recovery of Europe and probably also of America is a sensible consideration of the inter-allied debt and German reparations, this pile of worthless paper under which the world is staggering. A reasonable consideration of these questions seemed a few weeks ago to be possible. Today it looks far off.

Europe moves steadily nearer the abyss, quarrelling incessantly and spending every day vastly more than its income, issuing more and more worthless paper, and maintaining an appearance of solvency by uncollectible claims of one Power against another. The only road to recovery is for England to begin by canceling France's debt to her in consideration of a reduction in German reparations.

At this time, for purely economic, if not for moral reasons, would being the United States face to face with the necessity of canceling its claims against the Allies and a return to sanity and real co-operation would be possible.

Co-operation Still Far Off But no step of this sort by Great Britain is now possible. The London papers this morning angrily remind France of her vast debt to Great Britain. And no agreement in England could follow a proposal to forgive billions of dollars of France when France was proposing to build submarines which could only be used against England.

And if you look at German reparations you face the same impasse. Great Britain has pressed steadily for a cutting down of the claims against Germany to a point where they could reasonably be expected to be paid. But in the present temper of France no government would face the people after yielding to England on reparations.

These two economic recoveries of the world seem once more indefinitely postponed while governments follow political will of whims.

Successful in Fight Against Any Limitation on Strength

Washington, Dec. 30.—(By A. P.)—Members of the Arms Conference Subcommittee on Aviation met today to consider their report to the Committee of Four, which is made up of the heads of the delegations of the five major Powers.

The committee, in virtually finishing their report yesterday, decided to abstain any effort to limit their airplane strength of the Powers and to recommend instead that an attempt be made to agree on restrictions that would make air warfare conform with considerations of humanity.

The French representatives on the sub-committee were understood to have opposed strongly limitation of airplane strength and to have finally carried their point.

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HUGH S. GIBSON ENGAGED

U. S. Minister to Poland Will Wed Belgian Woman Warsaw, Dec. 30.—Announcement of the engagement of Hugh S. Gibson, American Minister to Poland, to Miss Vives Reytyniens, was received from Brussels yesterday.

Miss Reytyniens is the daughter of a former Belgian court official of one of the oldest families in Belgium.

Mr. Gibson and Miss Reytyniens became acquainted during the war, when he was secretary of the American League of Women's Service Workers. The wedding will take place in February.

Fancy Turkeys

Supply limited. This price while they last. At all our Meat Markets

35c lb.

AMERICAN MEAT MARKET

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