

WAR AVIATION COST U. S. \$1,051,000,000

Only 213 American Made Planes Reached Front, Says Committee Report.

HUGE WASTE IS ALLEGED

Secretary Baker, John D. Ryan and Others Come In for Criticism.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, Feb. 16.—The War Department during the nineteen months of the war with the result that only 213 American-made planes, all these being of the DH-4 observation type, reached the front. The aviation subcommittee of the House War Department's Expenditures Committee so declared today in its final report.

Proprietor of Deaths.

The statistics show that in proportion to the number engaged five times as many American fliers were killed as compared with other branches of the service, the report says.

Arrested as Maker of Stills.

HOLYOKE, Mass., Feb. 15.—Discovery recently of several whiskey distilling plants in this city caused the arrest today of Richard A. Bennett, a tinsmith, on the charge of manufacturing and setting up such stills.

Arrested as Maker of Stills.

The report alleges a close association of Director Ryan with the largest cost contractor, Siemens, Carey, Kerbaugh Company of New York city, that had \$10,000,000 in contracts, and evidence covering several pages of the report is submitted on that point.

Summary of the Report.

The summary of the report Representative Frazier (Wis.) says: "The total of 740 planes, good, bad and indifferent, were all that were furnished American aviators at the front. No pursuit or bombing plane of American manufacture ever reached France or was put in production. Between 2,000 and 3,000 trained American aviators were trained in the United States with American planes, with practically the same forces at the front, had 3,321 fighting planes, England 1,728 and Germany 1,730 left when the armistice was signed."

DH-4 Observation Planes.

Four thousand of the climber, cancerous DH-4 observation planes that had undergone 2,600 changes, were used by the War Department at a cost of \$50,000,000. A few of these were shipped to France, but each aviator before the committee is alleged to have condemned the machine for fighting purposes, although Secretary Baker and Director Ryan are charged with full knowledge of its defective and dangerous character.

Seven hundred contracts were entered into that reached \$100,000 to \$200,000 each, yet no fighting planes were produced or on the way to production, it is charged.

Curse of the Machine.

Curse of the machine could have built 20,000 machines and other factories could have raised production to 100,000 planes prior to the armistice if an ahead order had been given for Snags, Castles and other fighting machines that were to be throughout the war.

Col. Disque is alleged to have illegally spent \$1,500,000 Government funds when in 1918 he farmed out over 25,000 soldiers to cost him operators with an ironbound agreement that they must not work over eight hours per day and must receive union scale wages paid by the Government.

Money to the Contractors.

Money to the contractors was charged at 7 per cent cost plus profit on soldiers' pay in some cases, Secretary Baker is directly charged in the report with responsibility for this unprecedented practice.

John D. Ryan last night issued this statement:

"I have not seen the report nor have I seen any of its contents. I am, however, familiar, and so is the public, with the character of the investigation conducted and the bias and partisanship that marked the endeavor of the two majority members of the subcommittee to capitalize for petty political purposes unwarranted and unjustified attacks upon men who did their best to help win the war in whatever work they were called upon to do."

The chairman of the subcommittee having as shown by his record in Congress, assumed a position hostile to the aviators and having with the declaration of war with Germany, cannot now, in the influence public opinion by submitting a report based upon an investigation so thoroughly discredited as the one which is conducted."

GOV. EDWARDS FOR 4 P.C. BEER

Gov. Edwards of New Jersey said today he would sign a 4 per cent beer bill if the Legislature passed such a measure, but he would prefer to have a 3 per cent law.

"I believe there is a good chance for a 4 per cent law," the governor said. "I am confident the referendum on the question was held with the possible exception of Governor on a platform denouncing prohibition and favoring a 4 per cent law on the question."

P.P.C. Printing Facts

Type smaller than ten point should never be used for advertising literature. Then, too, this ten-point type should be ledged, as in the paragraph you are now reading.

Here we have eight point solid. Twice as many words can be set to the square inch in this size as in the ten point ledged, as shown above. Nine out of ten people will refuse to read an advertisement when it is set in type as hard to read as this.

When tempted to use a small-sized type it is always better to bold down the story to half of its original length and set it in ten point, ledged.

Publishers Printing Company 211 West 25th Street Telephone Chelsea 7840

HOME FOR INDUSTRIAL BOARD.

Legislature Passes Bill for Purchase of Building in N. Y.

Special to THE SUN AND NEW YORK HERALD. ALBANY, Feb. 16.—The Senate and Assembly passed to-day an emergency message from the Governor a bill appropriating \$250,000 for purchase of the building at 120 East Twenty-eighth street, owned by the international committee of the Y. M. C. A. to house the State Industrial Commission, which is now at 230 25th avenue.

The lease of the floors in Fifth avenue expires in 1921, and the owners refuse to release on the ground that the Industrial Commission is a poor tenant because so many people have to visit the commission's offices. The commission has been paying \$60,000 a year rent and could not find new quarters for less than \$110,000 a year.

To Rely on Public Opinion.

All anti-strike provisions of the bill were previously eliminated from the bill and the appeals and adjustment boards rely on public opinion for the enforcement of their awards and findings. Alleged violations of any award are to be investigated by the appeals

ROADS BILL REPORT FINALLY APPROVED

Arbitration Plan Proposed by President Agreed Upon by Conferees.

ANTI-STRIKE CLAUSE OUT Boards Created to Rely on Moral Suasion Only to Enforce Awards.

Special to THE SUN AND NEW YORK HERALD. WASHINGTON, Feb. 16.—With the approval of a comprehensive arbitration system for the settlement of all railway labor disputes Senate and House conferees to-day reached a final agreement on the railroad bill. The report of the conferees will be submitted to both houses to-morrow or Wednesday and the consideration in the House is expected to begin Thursday.

The labor provisions were changed at the last minute from a program tentatively agreed upon because of recommendations made to-day by Director-General Hines. His suggestion coincides in principle with those recently sent to the railroad workers by President Wilson and his action is understood to have been at the President's request.

The arbitration machinery as finally approved is as follows: Railway boards of adjustment may be established wherever and whenever a dispute arises between the carriers and employees, provided it does not deal with the rates of pay. The character and regularity of the employees. The training and skill necessary for the work.

The scope of the work assigned to the adjustment boards is along the line of grievances, rules and working conditions. These boards correspond to those existing before the war voluntarily created by the carriers and employees.

This is to be a permanent organization, much like the War Labor Board, over which William H. Taft presided during the war.

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Uniform Decisions Are Sought.

Members of the Conference Committee to-night explained that all questions of the bill were to be decided by the conferees, because of the many different decisions likely to result from leaving such matter to adjustment boards scattered all over the country.

The three carrier members of the appeals board are to be selected by the President from a list of six to be submitted by the railway executives and the same practice followed in choosing the labor members. The public representatives are chosen directly by the President. All may be removed by the President and their salaries are fixed at \$10,000 a year.

Just as the Interstate Commerce Commission is directed to make "just and reasonable rates" the appeals board is directed to allow "just and reasonable" wages. The bill provides that in reaching a wage decision the following points shall be taken into consideration:

- 1. The wages in kindred industries. 2. The cost of living. 3. The hazards of the work involved. 4. The character and regularity of the employees. 5. The training and skill necessary for the work.

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John Drinkwater's ABRAHAM LINCOLN

John Drinkwater's ABRAHAM LINCOLN, a new play by John Drinkwater, is now being presented at the Liberty Theatre, New York City. The play is a historical drama about the life of Abraham Lincoln.

Henry Miller's THE NIGHT BOAT

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Advertisement for Knickerbocker Theatre featuring 'Henry W. Savage offers A Sea-Breezy Comedy of Old Cape Cod'. Includes showtimes and ticket prices.

Advertisement for Kennedy's 12 Corlandt's Russet & Black Cordovans. Features a pair of shoes and lists prices for various styles.

Advertisement for Gordon & Dilworth REAL ORANGE MARMALADE. Includes details about the product and where to purchase it.

Advertisement for Navy Club Matinee at Century Theatre. Features a performance by Rosa Raisa, Bonci Rimini, and others.

Advertisement for Happy Days at Hippodrome Theatre. Features a performance by John Cunneen's 'The Palace'.

Advertisement for Broadway Powder Puff Follies at the Strand Theatre. Features a performance by the 'The Great Air Robbery'.

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