

SHERIFF AND DEPUTY CULPRITS IN COURT

Charles Smith of Nassau Co. and His Aid, Pettit, Feel Weight of Law.

For the reason principally that during the less than a year he has been in office no one in Nassau county has got away with murder, the claim of Sheriff Charles Smith upon the affections of his electorate is very great. But he was to learn yesterday that there are certain counties in this State—Westchester one of them—in which he stands upon that equality before the law which is meted everywhere to Tom Jones or Dick Robinson or Henry Farnham.

A week ago Sheriff Smith with Deputy Sheriff Aubrey Pettit—his chauffeur deputy—and two other deputies was motoring south from Sing Sing prison at 2 o'clock in the afternoon. Their car was stopped in Yonkers by Policeman Henry Hallam of the traffic squad. Hallam is a good policeman, but he does not suffer from an excess of imagination.

I levelled minded copper might have reflected that Belmont Park lies almost due south from Yonkers, and that the

barrier files up for the first race there at about 2:45 P. M., and so, putting two and two together, might have permitted the law, as represented by the five armed stars in the flying car, to take its appointed course. But Hallam's conscience is native to Massachusetts with two top crosses to New Hampshire, and so he pinched the outfit for hitting it at thirty-five miles.

Presently, as another speed maniac shot by, he left the Nassau men on their honor in the road and went after the demon motorcyclist.

While he was gone some one in Sheriff Smith's car caught an idea. For when Hallam returned two of the men with Sheriff Smith sat manacled to him, and the explanation was given that the carful was on its way to a court room, and its haste, obviously, excusable. Hallam saluted and let them go. But when the Sheriff reached his home county some one there gave the story to the newspapers.

"You fellows have had your jest," said Judge Blakey in the Yonkers City Court yesterday, "and now, with your permission or without it, we propose to have ours in turn. You, Pettit, are fined \$50 for speeding, and you, Smith, are reminded that the arm of the law is reprehensible, and that here I sit and there you stand. As you tore south, having matched wits with the policeman, you should have thought of that."

At this point Deputy Pettit opened his lips as though, again, he had an idea. But Sheriff Smith, by a kick in the leg, reminded him that a sound discretion rests always with incumbents of the judicial bench; that when one has ruled he may reconsider his own ruling; and that in any case vocal sheriffs from Nassau are at a discount in Westchester town.

HEAT WAVE CAUSES TWO PROSTRATIONS

One Death Also Is Partly Attributed to It.

The wave which carried the hottest breath of the season caused two persons to be overcome, and probably contributed yesterday to the death of Michael Danilow, 12 years old, of 1907 Fourteenth avenue, Brooklyn. Danilow was drowned in the ocean at the foot of Ocean Parkway, Coney Island.

The humidity kept advancing throughout the afternoon, and reached 84 at 1 P. M., after which a declining movement of the tube was noticed. The wave began operating just after 5:40 A. M., when the bulb marked 82, the coolest hour of the day. At noon the temperature was 77.

Danilow and two chums, William and Walter Chavner, went to Ocean Parkway with bathing suits under their street clothes, and raced to see who would be first into the water. Danilow beat the others, and dived from the jetty. His body was not seen after he struck the water. It is believed the undertow carried the boy out.

Row Lun, a Chinese, was found overcome in his laundry, at 473 Third avenue, South Brooklyn. He was taken to Queens County Hospital. An unidentified man about 35 years old, collapsed while walking in Washington street, and was taken to Valmorier Hospital. He had a ring with the initials, "M. P." His condition is serious.

SCHOOL COURT GETS GIRL'S KISSING TALE

Squabbles Open Trial of Dr. Mordorf, Principal of P. S. 139, Brooklyn.

The trial of Dr. Oliver C. Mordorf, principal of Public School 139, Brooklyn, accused of having hugged and kissed a thirteen-year-old pupil in his school, opened last night before the local school board of the Flatbush district in Erasmus Hall High School. The trial proved a somewhat complicated with the discussion which arose within the board as to whether the public should be permitted to attend.

Francis J. Sullivan, a lawyer, maintained that everybody, including newspaper men, should be excluded. Arthur G. Dore, president of the board, himself a newspaper man, thereupon tendered his resignation. Then the Rev. Dr. J. Frederick Berg, pastor of the Flatbush Dutch Reformed Church, said that the acceptance of such a resignation would be a lamentable affair, and offered a resolution opening the trial to the press but not to the general public, which was adopted.

No sooner had the trial started than another squabble began. William J. McArthur, a friend of the Woolsey family, wanted to ask questions of the witnesses.

Denis O'Brien counsel for Dr. Mordorf, objected on the ground that Elliot R. Benedict, Assistant Corporation Counsel, was to conduct the prosecution. When this difficulty was adjusted witnesses were called.

They included Mrs. Edna Woolsey, mother of Mary Elizabeth; Mr. Woolsey, the child herself; and James J. Reynolds, Dr. Mordorf's immediate superior.

Mrs. Woolsey testified that on two occasions her daughter came home complaining that the principal had hugged her, and on a third occasion told her mother that he had hugged and kissed her several times that day. She said that when she and her husband went to the school and saw Dr. Mordorf he admitted having kissed their daughter. Mr. Woolsey told virtually the same story.

"Betty," as the child is called, cried while her mother testified and broke down during her own recital. Her story differed slightly from her mother's in that she said on one occasion Dr. Mordorf had simply told her how pretty she looked.

The case will be resumed to-morrow evening. Other witnesses to be called include teachers who were present when the girl's parents accused Dr. Mordorf of annoying their child.

FLYING BOAT OPENS BOSTON SERVICE

Carries Two Passengers on Initial Trip From Here.

The first trip in what its projectors announced as a regular triweekly flying service to Boston was made yesterday afternoon when a flying boat of Aero Ltd., covered the 230 miles to Boston in three hours and a half.

The flying boat, Miss Miami, a converted Navy H-2, with a 450 horse-power Liberty motor, left the foot of West Eighty-third street at noon piloted by Harry Rogers, who recently flew the same "ship" 1,490 miles from Miami to this city in a day. It carried Miss Helen MacLean, a travelling saleswoman, and Robert T. Belchambers, who were landed at Commonwealth Pier, Boston, about 2:24 P. M. The fare was \$150 a passenger.

The company plans lines to Albany and Atlantic City, besides "commuting" service from Newport and other New England points to New York, according to C. Nicholas Reinhardt, general passenger agent.

\$171,031 AERO CLUB FUND IS NOT PROBED

Meeting Ignores Money Collected for Reserve Force.

No action was taken yesterday by the board of governors of the Aero Club of America concerning the expenditure of a fund of \$171,031.17 collected by the club to provide for an aerial reserve force. Criticism has been voiced recently over the handling of this fund by a committee of which Alan R. Hawley was chairman and Henry Woodhouse and Henry A. Wise Wood members.

Col. Jefferson De Mont Thompson, president of the club, who was elected last November, said that both he and several members of the board of governors were not familiar with the facts, since the fund was collected in 1915 and 1916. The first he had heard of it, he said, was from newspaper reports.

"The matter has not been brought to the attention of the board of governors," he said. "We had at the meeting yesterday, which was called for another purpose, one of the most representative bodies of gentlemen to be found in any club. I think the character of the governors is well known. If the matter is brought to their attention you may depend upon it that they will go through it with a fine tooth comb."

"In view of the publicity which has been given to the administration of this fund do you think the board of governors will consider the matter?" he asked.

"I presume it will be brought up and attended to later on," he replied.

POLICE AND FIREMEN MAKE NEW PAY PLEA

Appeal to Estimate Board Under Burlingame Law.

The Patrolmen's Benevolent Association and the Uniformed Firemen's Association, acting for the first time under the right granted in the Burlingame act, submitted an appeal to the Board of Estimate yesterday asking that increases in pay be granted to the lower ranks of firemen and policemen as large as those given to the officers.

The petition points out that percentage and other methods of increase already have greatly widened the discrepancies and that further pursuit of that policy will "make the men who are struggling again higher rent and higher food prices more and more discontented."

ADVERTISEMENT

They Are Scarce, But We Have Them.

Light and medium grey suits. They are as cool looking as a square of ice, and because of their scarcity extraordinary around forty, forty-five and fifty dollars you will find your desire. There are two shades in a homespun effect, two in a worsted and wool fabric, splendid quality and then more—too numerous to mention. G. N. VINCENT, 524-526 5th Ave., near 21st St.

WAR DEPARTMENT

TRANSPORTATION SERVICE

Offers for Sale by Sealed Bids—

BARGES

Barge "Starina." Gross tonnage 400. Net tonnage 308. Length 161'3", width 33', depth 9'6". Built by McAllister S. S. Co. Location: I. M. Terminal, Philadelphia, Pa.

Barge "Wm. A. Sumner." Gross tonnage 284, net tonnage 269. Length 140'7", width 33'6", depth 8'7", draught 8'1". Built by McAllister S. S. Co. Location: Point House Wharf, Philadelphia, Pa.

Two Barges. Nos. 514, 521. Gross tonnage 600. Length 110 ft., width 32 ft., depth 10 ft., draught 8 ft. Built by W. H. Gahagan. Location: Philadelphia, Pa.

Ten Barges. Nos. 304ATS, 305ATS, 306ATS, 307ATS, 312ATS, 313ATS, 314ATS, 315ATS, 316ATS, 317ATS. Gross tonnage 600. Length 110 ft., width 32 ft., depth 10 ft. Built by Henry Steers, Inc. Location: New York.

Barge No. 7. "Rockland & Rockport." Length 185 ft., width 34 ft. 3 in., depth, 17 ft. 1 in. Built 1907. Location: New York City.

WOOD BARGES

Three Wood Barges. Nos. 308ATS, 310ATS, 311ATS. Gross tonnage 600. Length 110 ft., width 32 ft., depth 10 ft. Built by Henry Steers, Inc., Location: New York.

COVERED BARGES

No.	Gross Tonnage	Length	Width	Depth	Inc. Built by	Located at
Columbia	500	110'	32'	10'		New York
2	407	110'	32'	10'		Newport News
851	400	85'	30'	9'		
856	520	110'6"	33'4"	10'8"	Henry Steer	

LAUNCHES

Two French Speed Boats. Used as tenders. Obtained overseas. Location: Norfolk, Va.

One Motor Sailer Launch. No. 5244. Used as tender. Obtained overseas. Location: Norfolk, Va.

Two Launches. Nos. 6539, 6543. Used as tenders. Obtained overseas. Location: Newport News, Va.

One Navy Barge. No. L-159. Used as a tender. Obtained overseas. Location: Norfolk, Va.

Motor Launch. No. 4804. Motor sail. Navy type. 36' length, 10' beam, Gas Screw Engines, 3 cycle, 2 cylinder, Navy standard, carries 70 passengers. Wood. General repairs needed.

Motor Launch. No. 4498. Motor sail. Navy type. 30' length, 10' beam, Gas Screw Engines, 3 cycle, 2 cylinder, Navy standard, carries 70 passengers. Wood. General repairs needed.

Motor Sailer Launch. No. 7798. 36' length, 10' beam, Gas Screw Engines, 3 cycle, 2 cylinder, Navy standard, carries 70 passengers. Wood. General repairs needed.

Motor Launch. No. 5321. 30' length, 10' beam, Gas Screw Engines, 2 cycle, 2 cylinder, Navy standard, carries 70 passengers. Wood. General repairs needed.

Motor Launch. No. 51. 30' length, 10' beam, Gas Screw Engines, 2 cycle, 2 cylinder, Navy standard, carries 70 passengers. Wood. General repairs needed.

Launch "Sarah." Length 34', 2 cylinder, 2 cycle, Lathrop Engine, 12 H. P. Carrying capacity 10 passengers. Repairs needed.

Launch "Scuttlebut." 4 cylinder, 4 cycle, 34' length, Cabin Cruiser. Repairs needed.

SCOWS

Forty-Six Scows—Nos. 701, 702, 703, 704, 705, 706, 707, 710, 711, 713, 714, 715, 716, 717, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 734, 735, 736, 738, 740, 741, 742, 745, 753, 764, 765, 769, 767, 769, 771, 839, 840, 849, 853, 812. Located at: New York Harbor.

Ten Scows—Nos. 506ATS, 507ATS, 508ATS, 503ATS, 612ATS, 534, 538, 539, 541, 542. 600 gross tonnage. 110 ft. length, 32 ft. width, 10 ft. depth. Built by Atlantic, Gulf & Pacific Co., W. H. Gahagan, Inc., Inland W. E. & D. Co. Location: New York.

MISCELLANEOUS SCOWS

No.	Description	Gross Tonnage	Length	Width	Depth	Built by	Located at
500ATS	Scow	600	110'	32'	10'		Philadelphia
535	Scow	600	110'	32'	10'	Inland W. E. & D. Co.	New York
158	Scow	570	112'4"	33'8"	10'8"	International S. B. & D. Co.	Newport News
834	Scow	550	128'	29'9"	8'8"		

DECK SCOWS

Four Deck Scows—Nos. 501, 513, 516, 518. Gross tonnage, 600. Length, 110 ft. Width, 32 ft. Depth, 10 ft. Built by Atlantic, Gulf & Pacific Co. and W. H. Gahagan. Location: New York.

Four Deck Scows—Nos. 502, 505, 509, 510. Gross tonnage, 600. Length, 110 ft. Width, 32 ft. Depth, 10 ft. Location: New York.

Eight Deck Scows—Nos. 504, 515, 517, 519, 520, 524, 526, 537. Gross tonnage, 600. Length, 110 ft. Width, 32 ft. Depth, 10 ft. Built by Atlantic, Gulf & Pacific Co., W. H. Gahagan, International D. & S. Co. Location: New York.

DERRICK SCOWS

Two Derrick Scows—Nos. 138, 151. Length, 115 ft. Width, 33 ft. Depth, 10 ft. Used for loading and unloading cargoes. Location: Charleston, S. C.

Five Derrick Scows—Nos. 142, 148, 153, 154, 155. Length, 115 ft. Width, 33 ft. Depth, 10 ft. Location: New York.

Six Derrick Scows—Nos. 841ATS, 842ATS, 843ATS, 844ATS, 845ATS, 847ATS. Gross tonnage, 570. Length 112 ft. 4 inches. Width, 33 ft. 8 in. Depth, 112 ft. 4 inches. Built by Atlantic, Gulf & Pacific Co., W. H. Gahagan, Inland Waterways Mfg. & D. Co. Location: Newport News.

OPEN DECK SCOWS

Nine Open Deck Scows—Length, 110 ft. Width, 32 ft. Depth, 10 ft. Used for loading and unloading cargoes. Location: Charleston, S. C.

Three Open Deck Scows—Nos. 751, 754, 755. Gross tonnage 550. Length 115 ft. Width, 33 ft. Depth, 10 ft. Built by Davis & Sons. Location: Newport News.

OPEN SCOWS

Two Open Scows—Nos. 746, 749. Gross tonnage, 550. Length, 115 ft. Width, 33 ft. Depth, 10 ft. Built by Davis & Sons. Location: Newport News.

MISCELLANEOUS DECK SCOWS

No.	Gross Tonnage	Length	Width	Depth	Built by	Located at
522	600	110'	32'	10'		Charleston, S. C.
827	387	120'	28'6"	7'9"		Newport News
832	315	91'4"	28'	8'		
836	625	103'	33'	11'		
862	625	110'	33'4"	10'	Inland W. E. & D. Co.	
869	652	110'	32'	10'	International S. B. Co.	
870						
872	535	115'	33'4"	10'	Gildersleeve S. G. Co.	
873	535	115'	33'4"	10'	Empire Eng. & Co., Inc.	
762	550	115'	33'	10'	Smith Williams	
803ATS	275	40'6"	26'3"	8'		
806ATS	300	120'6"	28'6"	9'6"		
807ATS	525	112'	32'	10'3"		
809ATS	340	100'4"	30'	9'		
810ATS	325	100'	30'9"	8'6"		
813ATS	500	104'	33'	10'8"		
815ATS	260	87'10"	27'10"	7'4"		
818ATS	650	111'	32'6"	11'		
824ATS	50	124'	36'	8'4"		

Catamarans

Seven Catamarans. These catamarans were built for use in the construction of the Philadelphia Quartermaster Terminal. They are located at the Quartermaster Terminal, Philadelphia, Pa.

Conditions of Sale

All or any part of this Floating Equipment is offered for sale by Sealed Bids. Inspection is invited and may be made at the points of location indicated.

A certified check for 10% of the full amount bid must accompany each proposal. Balance of purchase price must be paid immediately upon receipt of notification of award and delivery accepted promptly thereafter.

Place your bid and check in a sealed envelope. Write on the envelope "Sealed Bid, Floating Equip-

ment, to be opened June 14th, 1920." Place this envelope in another and mail to the Chief, Transportation Division, Munitions Building, Washington, D. C.

Any further information may be obtained from Transportation Division, Munitions Building, Washington, D. C.

Bids will be opened 11:00 A. M., Eastern Time, June 14th.

The Government reserves the right to reject any or all bids.

Transportation Division, Munitions Building, Washington, D. C.

LIGHTERS

Seventeen Lighters. Nos. 101ATS, 108ATS, 113ATS, 114ATS, 116ATS, 117ATS, 118ATS, 121ATS, 122ATS, 119ATS, 128ATS, 132ATS, 136ATS, 162ATS, 170ATS, 172ATS, 174ATS. Length 110 ft., width, 32 ft. Depth 10 ft. Gross tonnage about 600. Made by A. J. & S. Co., W. H. Gahagan, Inc., Inland Waterways Co. Location: New York.

Nineteen Derrick Lighters. Nos. 129, 127, 126, 125, 131, 133, 139, 144, 150, 161, 163, 164, 167, 169, 173, 175, 176, 177, 848. Location: New York Harbor.

Steam Lighter Communipaw. Wood hull. Length 98 ft. 8 inches. Beam 24 ft. Depth 7 ft. 9 in. Draught 8 ft. Speed 8 knots. Gross tonnage 93. Net tonnage 54. Freight and passenger 90 ton carrying capacity. Eight ton water tank. Single engine 22' x 22'; 150 H. P. Can be manned by crew of 7. Location: New York Harbor.

MISCELLANEOUS LIGHTERS

No.	Description	Gross Tonnage	Length	Width	Depth	Built by	Located at
2	Lighter	375	85'8"	30'10"	9'2"		New York
3	"	500	114'	32'8"	8'10"		"
4	"	450	100'	31'8"	8'10"	R. M. King Co. Ft. Warren	"
5	"	500	110'	32'8"	9'11"		New York
6	"	350	85'	31'	9'11"		"
137ATS	Covered	400	110'	32'	9'	W.H.Gahagan	Newport News
852ATS	Lighter	275	86'	26'	7'6"		Baltimore & Woodall
107ATS	Derrick	600	110'	32'	10'		Atlantic Gulf
115ATS	Lighter	600	110'	32'	10'		& Pacific Co.
137	"	600	110'	32'	10'	International S. B. Co.	"
156	"	550	115'	32'	10'		Newport News
117	"	660	110'	32'	10'		Atlantic Gulf

BIDS WILL BE OPENED 11.00 A. M. (Eastern Time) JUNE 14, 1920

AT TRANSPORTATION DIVISION, MUNITIONS BUILDING, WASHINGTON, D. C.