

# The New York Times.

"All the News That's Fit to Print."

LATE CITY EDITION

THE WEATHER—Generally fair today and tomorrow, possibly occasional showers. Temperatures yesterday—Max. 90, min. 74. U. S. Weather Forecast—See next to last page.

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## HOOVER DEBT NOTE OFFERS CONCESSIONS TO FRANCE; WARNS OF GERMAN CRASH

### STATEMENT SPEEDS PARLEY

Setting Forth Obstacles, It Meets Issue of Time of Repayments.

### CITES LOSS IF STEP FAILS

Berlin Call for Young Plan Halt Would Harm French—Alternative Action Studied.

### FRENCH CABINET DIVIDED

Mellon Will Continue Parley in Paris Tonight—Hope Grows in Germany for Accord.

memorandum stating the American Government's position on the Hoover debt relief proposals was presented to France yesterday. It seeks to conciliate France, while offering some concessions, and at the same time warns of the danger of a collapse in Germany's economic structure.

The French Cabinet will consider the memorandum today. Its reception was the chief topic of interest in Paris yesterday.

### HOOVER'S NOTE TO PARIS.

By RICHARD V. OULAHAN. Special to The New York Times.

WASHINGTON, July 1.—In a cautiously worded memorandum handed to the French Government in Paris today by Ambassador Edge, the United States called upon France to help the world recover its economic and financial balance by harmonizing differences of view and joining with this government to give full effect to President Hoover's proposal for a year's suspension of Germany's reparations and all other intergovernmental debts.

Although at one point the memorandum is sharp and emphatic in its language in contesting the French urgent suggestion, its tone is conciliatory and concessions are offered by bringing about an accord with the French position.

The memorandum offers no recession on the part of the United States for its basic principle that Germany shall have the full benefit of a complete suspension of debts between nations and shall have ample time in which to refund the reparations payments which would be suspended during the holiday year proposed by the President.

One of the most interesting features of the memorandum is the pointed hint given by the United States that France would be worse off financially if the President's plan should fail.

It is assumed by the United States, the memorandum says, that on account of the situation in Germany, a failure of the American proposals would cause Germany unquestionably to give notice for the postponement of all conditional reparations, as provided in the Young plan, and therefore, that portion of intergovernmental payments would not be forthcoming.

Berlin could see Young Plan. Explaining just what it means, the United States goes on to say that if the American plan fails and Germany exercises her rights of a Young plan moratorium on the postponable payments, and "even assuming that unconditional payments are maintained," France would receive about \$105,000,000 through the unconditional annuity, but at the same time France would be obliged to pay to the Bank for International Settlements the guarantee fund of \$105,000,000 required under the Young plan, and about \$110,000,000 due to Great Britain and the United States in the year under the terms of the war debt funding settlements.

In other words, France would be out of pocket for the moratorium year to the extent of \$111,000,000 if she did not conform to President Hoover's program.

Without adhering to exact figures, the American memorandum puts this suggested situation in the following way: "Thus, if the American proposal should fail and the suspension pro-

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## RECORD HEAT HOLDS GRIP ON THE EAST; RELIEF IS ON WAY

Chicago and St. Louis Report 18 Fatalities Each—High Temperatures Abate in West.

### 250 FELL IN FORD PLANT

Two Killed in Cyclone in New Jersey, Where Entire Fruit and Berry Crop Is Imperiled.

### RECORDS BROKEN UP-STATE

High Humidity Adds to Discomfort Here With Mercury at 90—Wave Due to End Tomorrow.

The heat wave concentrated its intensity on the Middle West and the East yesterday, sending the mercury up to record levels in most of the principal cities in New York State and giving this city high temperature readings that varied from 90 in the local United States Weather Bureau, to 134 in the New York Meteorological Observatory in Central Park.

After causing a death toll, placed by The Associated Press at 766 throughout the country, the heat reared in the West and Northwest. Chicago's millions sweltered in temperatures as high as 101.3 degrees, but they were cheered by the news that cool weather was being borne across the great plains by late afternoon, a low pressure area had engulfed the Dakotas, Western Iowa and Minnesota, sending temperatures down twenty points from the century mark.

However, in St. Louis and also in Chicago, eighteen were killed by the heat yesterday. There were seven deaths and twenty-five prostrations in up-State New York. Here, two drownings and several prostrations were reported. In Newark one man dropped dead of the heat and a boy was drowned.

Two Die in Jersey Cyclone. In Southern New Jersey two farm hands and three horses were killed by lightning when a small cyclone and a terrific electrical storm swept across Cumberland and Cape May Counties. The storm did thousands of dollars of damage to crops, uprooted trees and tore away parts of houses. The dead were William Bradford, 50, of Newport, N. J., and Harrison Parsons, 52, of Cedarville.

As the cyclone swept over Ocean View, in Cape May County, it picked up a roadside stand, with its proprietor, Theodore Hampton, inside it, and carried it forty feet away. Hampton was unhurt.

The Weather Bureau at Albany held no hope of relief for New York State before tomorrow night, when cooling weather is expected to blow in from the Mississippi Valley.

The local Weather Bureau, however, promised a slight improvement today. The forecast was for generally fair weather today and tomorrow, except for probable thunder-showers, with gentle to moderate shifting winds and was for somewhat cooler temperatures today.

In Vineland the twister knocked off the steeple of the First Presbyterian Church, ripped away the wires leading from the power plant at the Old Soldiers' Home, cutting off the lights while a funeral was in progress there, and stripped the roof from the home of Dr. John H. Winslow, president of the local board of education. It started two small fires.

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## POST AND GATTY END THEIR RECORD WORLD FLIGHT; CIRCLED GLOBE IN 8 DAYS, 15 HOURS, 51 MINUTES; 10,000 IN WILD DEMONSTRATION AT FIELD HERE

### CROWD SURGES ON FIELD

Many Bruised by Clubs as Police-Lines Give Way to Enthusiasts.

### MOTORCYCLES ARE UPSET

Spectators Scale Fence and Leap Upon Plane Almost Before It Is Stopped.

### MRS. POST IN THE THROG

Lindberghs, Chamberlin, Acosta and Other Notables See End of Great Flight.

From a Staff Correspondent of The New York Times.

ROOSEVELT FIELD, L. I., July 1.—What promised to be one of the most orderly receptions approached a riot tonight when Wiley Post and Harold Gatty landed on the field from which they had arisen only nine days ago, having completed the circuit of the world.

A crowd of 20,000 persons broke through the police lines and rushed down almost into the still whirling propeller blades.

As thirty motorcycles, ridden by Nassau County policemen, who had gone out on the field to meet the plane, "plowed" into the oncoming throng, scores of headlights popped and flashed, women screamed, and in their efforts to protect the two aviators, many of the 300 patrolmen on duty shoved and clubbed those nearest at hand, heightening the confusion.

Many were bruised in the struggle. Leeds's Pilot Injured.

Edward Conerton, private pilot for William B. Leeds, former husband of Princess Xenia, was severely injured in an altercation with the police. According to eye witnesses, he was trying to extricate his automobile from a jam when he became involved in a dispute with a patrolman.

Conerton, who is vice president of Air Services, Inc., left the automobile, and a scuffle ensued. It was said that he would remain at the Nassau County Hospital until X-ray photos had been developed to determine whether he had received a fractured skull.

It was reported that a photographer had been clubbed to temporary unconsciousness and taken home by a friend in an automobile.

At Nassau County Police Headquarters it was said that Conerton would face a charge of second-degree assault when he recovered.

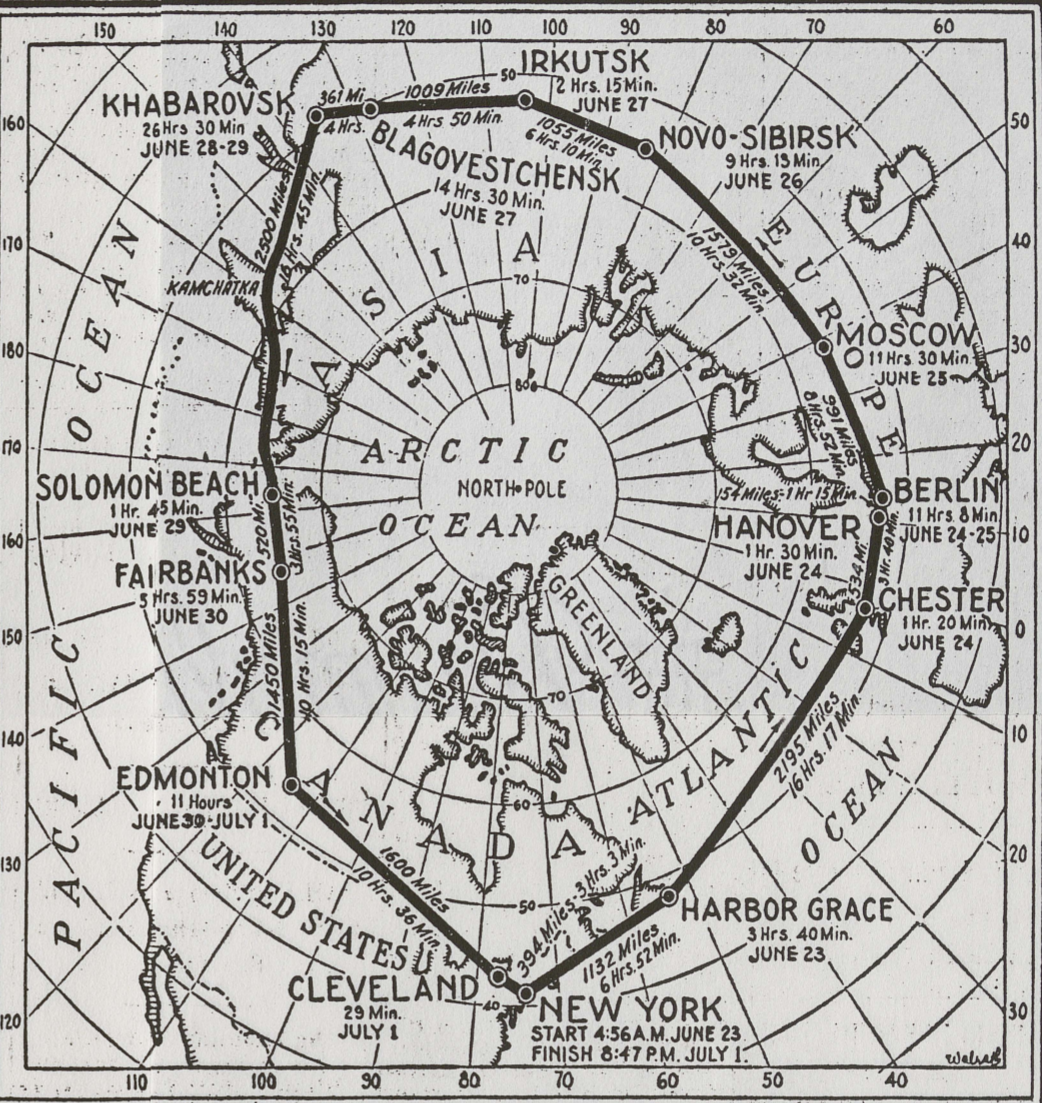
Throughout the afternoon field officials and police officers had expressed surprise at the small number of persons sufficiently interested in the flight to come to the field.

"They can hear it over the radio," said some. "They're all down at the beach," was another explanation. Others asserted that spectacular flights were "old stuff."

At 6 o'clock in the evening not more than 2,000 had said the 25

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### AROUND THE WORLD IN LESS THAN NINE DAYS!



The Route of Wiley Post and Harold Gatty in Their Record Globe-Encircling Flight.

### FLIERS NEAR EXHAUSTION

The Winnie Mae Beats the Zeppelin's Record by 12 Days, 15 Hours.

### WHEELS TOUCH AT 8:47 P. M.

Traveled 15,474 Miles in 4 Days, 10 Hours Flying Time—Averaged 145 Miles an Hour.

### 1,994 MILES ON LAST DAY

Flew From Edmonton, With a Stop at Cleveland for Fuel—Get Official Greeting.

By F. RAYMOND DANIELL. Special to The New York Times.

ROOSEVELT FIELD, L. I., July 1.—The fastest trip ever made by man around the earth on which he lives ended tonight at this airport: 8 days 15 hours and 51 minutes after its start.

It ended successfully and dramatically when Wiley Post and Harold Gatty brought the cream-white monoplane Winnie Mae to earth at sundown in a cloud of dust, a burst of cheering from 10,000 throats and the usual hurly-burly scramble that accompanies such events.

The swift-flying monoplane came out of the West with the speed of a meteor as the sinking sun turned the cloud-flecked blue of the sky to a brilliant pink back-drop. A white flash in the sky, it tore past slow-flying biplanes, monoplanes and flying boats in the air, banked steeply and circled the field twice.

The third time it swung back, flying low, and swooped down for a perfect three-point landing at break-neck speed against the wind, and headed toward the crowd of 10,000 packing the grand stand, lining the fence and perching on hangar roof tops. Its wheels touched earth at exactly 8:47, two minutes after it first hove into sight, and its arrival was officially recorded at that time by Walter D. Ward, official timer for the National Aeronautics Association.

Crowd Breaks Through Police. Slowly the bird-like contraption that had crossed the Atlantic and the Pacific, flown high over the Crails, the Northern Rockies and the Alleghenies taxied toward the western end of the field, where the administration building is situated. No sooner had its wheel grounded, however, before the crowd which had shouted until it seemed its members must have exhausted themselves noke through the cordon of Nassau County policemen, and the carefully laid plans for an orderly reception went awry.

Post, his cheeks hollowed by fatigue, his face an ashen gray from the strain he has been under as the pilot of the Winnie Mae, leaped to the ground when the plane roared to a stop, its propeller whirling menacingly at the clustering crowd. His knees sagged under him, and the police had to use their clubs to protect him from the enthusiastic crowd.

His wife, who had sat with her eyes glued on the western sky since her arrival late in the afternoon, became almost hysterical as the airplane rushed earthward, and half crying, half laughing, she was escorted by two six-foot policemen through the crowd to her husband's side. When they met, after six weeks' separation she sought back the tears and managed to greet the hero of the flight with a smile.

Mrs. Gatty missed the show. She flew from California, but was forced to land at Pittsburgh at about the time the Winnie Mae came to earth at Roosevelt Field. She will come on to New York tomorrow and greet her husband at his hotel.

Gatty, whose unerring navigation enabled the expedition to maintain an almost perfect schedule on their 15,474-mile flight around the world, hauled himself up through the cockpit and was sitting, with a grin on his oil-smudged face, on the high wing of the ship when the crowd swarmed around it.

Gatty Also Wobbly in Knees. He looked it over and waded, and then worked his way through the fuel tanks to the cabin door and jumped out. He too, was wobbly in the knees, and he had the half-dazed expression of a survivor of a ship wreck. Mechanically he answered the perfunctory questions of W. B. Mitchell, the United States Customs Inspector, while the police wrestled

### NOISY CITY ACCLAIM AWAIT FLIERS TODAY

Parade to City Hall Welcome to Leave Battery at Noon—Mayor to Give Medals.

### DINNER SET FOR TONIGHT

Trophies to Be Presented—City Luncheon Also Will Add to Tributes.

Despite fond hopes of "sleeping for forty-eight hours," expressed by Wiley Post and Harold Gatty at Edmonton yesterday, the globe-circling fliers will face here today one of the busiest periods of their partnership.

New York, enthused at their achievement in establishing new records of long-distance piloting and navigation, intends to give them a rousing official welcome.

At 10:30 o'clock this morning they are to be escorted from the Ritz-Carlton, where they and their wives are staying, to Pier 84, North River. There, aboard the municipal steamer Macon, the Mayor's Committee on Reception to Distinguished Guests, of which Dr. John H. Finley is chairman, will meet them and the party will proceed to Pier A.

At this pier, to the west of the Battery, where so many notable visitors and returning heroes have felt the first waves of the city's characteristic boisterous welcomes, the fliers will enter automobiles for the parade up Broadway. Between its canyon walls the air will be white with ticker tape and fluttering paper, which is the financial district's way of saying "Salutamus."

At the head of the parade will be a squadron of mounted police, followed by the Police Department Band. Then will come four battalions of the Sixteenth Infantry, United States Army; next two battalions of sailors and then two battalions of marines, followed by the Fire Department Band. Next in line will be the fliers, their wives, their backer, F. C. Hall of Oklahoma City, members of the Mayor's committee and other distinguished guests.

The parade is scheduled to leave Pier A at noon and to reach City Hall in time for the official welcome at 12:30.

To Receive Medals From Mayor. At City Hall the military and naval detachments will form in the plaza while the ceremonies are carried out in the Aldermanic chamber. Dr. Finley will introduce the fliers to Mayor Walker, who will give them

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### Fliers' Own Story of 'Tough Spots' Tells of Near-Crashes in Russia

Worried Over Plane When Tractor Yanked It Out of Mudhole in Siberia—Berlin-Moscow Hop Was the Worst—Thrilled by "Generous and Good" Reception Here.

### By WILEY POST AND HAROLD GATTY.

Pilot and Navigator of the Monoplane Winnie Mae.

We had a thrill that probably will never come to us again when the New York skyline came into view through the haze and we set our wheels down on Roosevelt Field in the last safe landing of our trip.

Of course we are happy to have finished our trip even in faster time than we had planned—eight days fifteen hours and fifty-one minutes they told us when we landed—and at the same time we are a little bit dazed. Countries, oceans and civilizations have been slipping past us so fast in this journey of a little more than a week that things aren't straight in our minds yet.

And that reception at the field! It was generous and good, even if it was strenuous for a while. To tell the truth we didn't know whether anybody would be out to see us or not until we saw the crowds in the light of the flares as we sailed over the field.

Recall "Four Tough Stretches." Oh, we had adventures all right! There were four tough stretches that we never will forget. The first was that flight across the North Atlantic which began the night after we left New York and Newfoundland. When we ran into fog on the last part of the ocean crossing, it was just plain hard flying. Flying by instrument, you know, at 12,000 feet. Once in a while it would show just enough of a hole for Gatty to get a sight. We held the course, though. And then we slipped down through a hole and found ourselves over Wales, safely across the Atlantic. We would have patted each other's backs if we hadn't been the length of the plane apart.

The next highlight, so far as tough flying was concerned, was between Berlin and Moscow. The distance was 925 miles, according to our charts. We left early in the morning and pretty soon crossed the border into Poland. There we had absolutely the dirtiest flying of our whole experience on this or any other flight. The ceiling simply closed down on us and forced us right down on the tree tops. We had to fight wind and rain as well as fog. Landmarks slipped by so fast that we had trouble checking the course and, of course, anything like celestial observation was impossible. The drift indicator held out, though, and from it we hit our mark on the nose through dead reckoning.

Another hard hop which gave us no end of concern was the flight between Irkutsk and Blagovestchensk through the wildest country we have ever seen. For hours we flew a bare twenty-five feet above the trees, and in the strange country, which was wholly unknown to us, strange apparitions loomed up in the mist ahead. Two or three times we thought the end had come and pulled the ship up sharply until the angle of climb became dangerous. We got through without "stopping our toe," however, and wound up the day bogged down on the water-soaked field. Our sleep at Blagovestchensk on the hardest of Soviet beds was somewhat spoiled by the worry of wondering whether the tractor would arrive on time to pull the Winnie Mae to firmer ground, and if it did, whether the Russians could do it without breaking the already taxed landing gear.

In Fog Four Hours on Way to Alaska. The last really dangerous section of the journey was the water hop from Siberia to Alaska. We flew first across the Okhotsk Sea. It was just getting dark as we started out, and it began to rain. We soon found ourselves enclosed in a fog so thick that we did not see a thing outside the airplane for four hours.

When it began to get light—the nights are short there, you know—we pulled up two large layers of clouds and stayed there. We knew there were mountains ahead on the Kamchatka Peninsula, but we managed that all right. We saw a mountain loom up between the layers and we followed

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### Astor Estate Wins \$16,000,000 Tax Suit; Court Holds Baron Did Not Try to Evade Law

The Federal Government must return \$10,000,000 taxes to the estate of the late Baron William Waldorf Astor as well as \$6,000,000 in interest accrued since 1922, Federal Judge Francis G. Caffey ruled yesterday, settling the largest tax case ever tried in this district.

The amount in dispute was paid under protest by the estate as an inheritance tax on two trusts created by the Baron on Aug. 15, 1919, two months before he died. The suit was brought by the Farmers' Loan and Trust Company, as trustee.

Judge Caffey ruled that the \$10,000,000 collected from the two trusts had been illegally assessed, as Baron Astor had not, as the government contended, created the trust in anticipation of his death to defeat provisions of the inheritance tax laws.

The decision was the second to have been handed down in favor of the trustee, the trust company having won a refund of \$4,634,834 plus interest in 1928 for an estate tax upon the trust funds. The government, it was indicated, will appeal.

The case was tried without a jury on the consent of John W. Davis, attorney for the plaintiff, and Sam-

PERIER, Imported French Natural Sparkling Water, Now obtainable Everywhere.—Adv.

WHEN Buying Bitters, Demand Abbott's. To EDGEWOOD INN, Greenwich, Conn. In 45 minutes, very outdoor sport.—Adv.