ALLIES READY TO APPLY FORCE

Advance Will Begin Quick After Germany Rejects Treaty

TO GIVE 72 HOURS NOTICE

Blockade Screws To Be Tightened—Enemy Counter-Proposals Forecast Rejection Of Terms.

London.—Allied Blockade Council in Paris has completed all arrangements for again putting the blockade of Germany into force in case the German delegates refuse to sign the peace treaty, while complete plans have been worked out for the fullest co-operation between the military and economic forces which will be employed in case of necessity.

Immediately following a failure of the Germans to sign the treaty, putting the Allied and associated governments to the necessity of acting, Germany will be given 72 hours' notice of the termination of the armistice. On the expiration of this period the British, French and Americans will advance into Germany. Simultaneously the blockade will be enforced as tightly as possible.

All the arrangements perfected during the war to protect as far as possible the interests of neutral nations, while preventing the entry of food or raw material into Germany, again will be brought into play and Germany will find herself absolutely cut off from the rest of the world.

LUXEMBURG SENDS MISSION.

Little Duchy Responds To Wilson's Invitation.

Luxemburg.—Secretary of State Reuter read in the Chamber of Deputies a letter from President Wilson inviting a Luxemburg delegation to come to Paris. He said the Government was ready to leave tonight for Paris to tell the Peace Conference that the people of Luxemburg wish their country to remain autonomous and to conclude an economic union with France or Belgium or if that were found impossible, to open negotiations with those two countries to learn their conditions.

He added that the Government also was asking that Luxemburg be admitted to the League of Nations.

According to a Paris telegram the delegation will be received on Wednesday afternoon.

SPIDERS CAUSE TROUBLE.

Spin Web That Interferes With The Telegraph.

Buenos Aires.—Spider webs are working havoc with land ends of cable communication from Argentina, Brazil and parts of Chili to the United States, as well as interfering with interior telegraphic routes in South America.

The ground spider spins a heavy web, which the wind sometimes wraps around the wires. These masses become very damp during a humid spell, and short circuits are thus caused where the wires are not protected by insulation.

Large forces of linemen are following the wires across the Pampas and the mountains, removing the accumulations.

WASHINGTON

Reinstatement of contracts with Pacific Coast shipyards, which may have been unjustly treated in the cancellation of orders for steel ships since the signing of the armistice was promised by Chairman Hurley, of the Shipping Board.

Repeated efforts of the Democrats to force separate votes on Senate Committee chairmanships failed in the Senate by solid party alignment, and the Republicans finally put through their slate of committee assignments.

Unanimous decision has been reached by the Naval General Board to continue construction of battleships and battle cruisers rather than to adopt a composite ship embodying the essentials of the two types.

The League of Nations was supported as a logical and practical organization, entirely consistent with the American Constitution, by Senator Robinson, Democrat, of Arkansas, in a speech in the Senate.

Consideration of legislation providing for the return of the telegraph and telephone systems to private ownership will be taken up today by the Interstate Commerce Committee.

The Government has asked Governor Hobby, of Texas, to reconsider his refusal to permit Carranza troops to pass through the state to hunt Villa bandits in Northern Mexico.

In the week ended May 20 troop arrivals in the United States totaled 54,510, bringing the grand total of soldiers returned to 966,259.

Secretary Lane explained in detail before the House Public Lands Committee his project for furnishing farms for soldiers and sailors.

Lieut. Com. T. A. Scott, of New London, Ct., has been selected to succeed Bainbridge Colby as member of the Shipping Board.

Representative Wheeler, Republican, of Illinois, introduced a bill to levy a tariff of 25 cents a bushel on wheat importations.

Plans of the Republican leaders of the House for investigations of war expenditures of the War Department took definite form.

The woman suffrage resolution was favorably reported in the Senate, and will come up for action Monday.

Conflicting Thoughts

GERMANS DEMAND TWO CONCESSIONS

Berlin Says the Signing Depends on Allies Agreeing

WANT LEAGUE MEMBERSHIP

Many Of The German Experts Having Finished Their Work In Versailles, Leave For Berlin.

Berlin.—The question whether Germany will sign the peace treaty or not, it is believed here depends altogether on whether the Allied and associated powers will agree to a plebiscite in all disputed territories and the reception of Germany into the League of Nations as a member with an equal vote.

Both these issues are made the cardinal features of the German reply which has been approved by the cabinet and Count von Brockdorff-Rantzau and his associates, and which is being put into shape for presentation within the next 36 hours.

The reply, in general, will reaffirm the adherence of Germany to the principles laid down in the armistice conditions, and will lay especial weight on the right of self-determination which Germany is willing to grant in all contested sections of her frontiers. The Allies also will be asked to abide by the decision of a popular vote in Austria on the question of union with Germany.

Some of the more prominent economic financial issues suggested in the Allied peace terms Germany is willing to have adjusted by the League of Nations, in which she expects to become a member on a basis of equality.

If the world league were based on any other scheme of membership, it was declared to the correspondent in authoritative quarters tonight, Germany would be forced to consider it as an alliance against her. The German reply will agree that the German Army shall be 100,000 men on a peace footing, but will urge that this limit be not enforced until conditions are thoroughly stabilized.

Germany will negotiate on this basis, but will demand the right to maintain an adequate force during the transition period which, it is said, she is bound to pass through at the conclusion of peace.

The reply will also point out that the borders of Germany after the ratification of the peace treaty will continue in a fluid condition, making adequate control by means of frontier patrols necessary. On this score Germany will request the right to keep a sufficient force mobilized, unless the Allies will assume responsibility for maintaining order on all newly-created frontiers or on such as are menaced if they remain intact.

TREATIES TO PROTECT JEWS.

Council Of Four Arranging Them With New States.

Paris.—Acting on instructions from the Council of Four, a special committee of experts is drafting a series of treaties with the newly created states designed to protect minorities, and particularly protect the Jews against discriminations of race, language and religion, leading to disorders, riots and pogroms.

One of these treaties with Poland has been completed; others with Rumania, Czecho-Slovakia, Jugo-Slovakia and Ukrainia are being prepared.

WILSON'S GENTLE HINT.

Says He Is Glad The Presidency Is Behind Him.

Paris.—"It is very delightful, for one thing, if I may say so, to know that my presidency is not ahead of me and that his presidency is ahead of him," said President Wilson in referring to Dr. Epitacio Pessoa, President-elect of Brazil, at the dinner given Dr. Pessoa by the Pan-American peace delegation.

WARNING TO FOOD PROFITEERS.

Fifty-Seven Take The Oath To Reform To Escape Death.

Geneva.—The infuriated populace in Prague erected gallows in the principal street, whither they conducted 57 food profiteers and threatened to hang them unless they took the oath that they would sell their wares at reasonable prices, says a dispatch from that city. All the alleged profiteers took the oath.

READ LANDS IN NC-4 AT LISBON

First Aerial Across Atlantic Goes to American Navy

26 HOURS AND 40 MINUTES

Coveted Honor Of Spanning The Ocean Goes To The United States Navy—Lisbon Goes Wild.

Washington.—Blazing the way of the first air trail from the Western to the Eastern Hemisphere, the United States Navy seaplane NC-4, under Lieut.-Com. Albert Cushing Read, swept into the harbor at Lisbon, Portugal, the first airship of any kind to have crossed the Atlantic Ocean under its own power and through its natural element.

Taking the air at Ponta Delgada, Azores, at 6.18 A. M., Washington time, on the last leg of the transoceanic portion of the voyage from Rockaway Beach, L. I., to Plymouth, England, the NC-4 covered the 800 miles in 9 hours and 43 minutes, maintaining an average speed of better than 80 knots an hour. The total elapsed flying time from Newfoundland to Lisbon was 26 hours and 41 minutes.

At the first opportunity the big plane will continue to Plymouth, 775 nautical miles to the north. To the Navy Department, however, it makes little difference when he completes the journey. The great object of all the effort lavished on the undertaking—navigation of a seaplane across the Atlantic through the air—has been accomplished. Twentieth Century transportation has reached a new pinnacle and the United States Navy has led the way.

Naval officials emphasized that the long delay at the Azores was due to the weather and to no weakness of the machine or its daring crew, nor to any failure of the carefully laid plans of the department to guide the flyers to their destination. The 14 destroyers strung from Ponta Delgada to Lisbon reported with machine-like precision as the flight progressed. The plane was never off its course, and there was no moment when officials in Washington did not know to within a few miles where it was in the air.

LUXURY TAX REPEALER.

Favorable Report By Ways And Means Committee.

Washington.—By unanimous vote the Ways and Means Committee ordered a favorable report on a resolution repealing the so-called semi-luxury taxes in the war revenue bill. Action on proposed repeal of other tax levies in the bill was deferred. Chairman Fordney said efforts would be made to obtain early action on the resolution which would eliminate the 10 per cent. levy on part of the purchase price of costly wearing apparel and many other articles.

Discussion by the committee of the repeal of the tax on soda water indicated that the members were not inclined to consider favorably all complaints regarding the tax levies. It was decided, however, to await suggestions of the Internal Revenue Bureau before proceeding further with repeal legislation.

TO RUSH ALLOTMENT PAYMENTS.

War Risk Bureau Will Not Wait For President To Sign.

Washington.—Payments of past due and current allotments to families of soldiers and sailors and dependents of civil war veterans will be made by the War Risk Insurance Bureau without waiting for the formal signing of the urgent Deficiency bill by President Wilson. Authority to send the checks forward "without a moment's delay" was cabled to Secretary Glass by President Wilson after the President had been informed that the $45,000,000 Deficiency measure had been passed by Congress. The bill is now on its way to Paris, where it will be signed by the President.

POLISH ADVANCE CONTINUES.

Ukrainian Army In Galacia Reported Disorganized.

Basle.—Polish troops are reported from Warsaw to have made further progress against the Ukrainians in Eastern Galacia, taking Kemionkapsle, 40 kilometres from Lemberg. The Warsaw message adds that the Ukrainian army on the front has become completely disorganized and that the Poles are continuing their pursuit.

KOLCHAK PARTY GETS A CHANCE

Council of Four Conditionally Recognizes It

RUSSIAN PEOPLE TO DECIDE

Must Also Accept League Of Nations Covenant—Reorganization Of Cabinet Of Russian Government.

Paris—The Council of Four of the Peace Conference has decided conditionally to recognize the anti-Bolsheviki governments of Admiral Kolchak and General Denikine, according to Reuter's Agency here.

The conditions for the recognition are that, regarding the future of Russia, these governments agree to convoke and accept the verdict of a genuine constituent assembly; likewise that the League of Nations covenant and its consequences as affecting the boundaries of the former empire are accepted.

The Constituent Assembly is to determine the future of the government for Russia. The policy adopted, it is added, will enable the Allies to recognize and assist any force in Russia co-operating in the struggle against Soviet rule, because such recognition will be in force only until such time as the Constituent Assembly decides upon the permanent form of government. The regional governments will then expire automatically.

The Allies will not furnish Admiral Kolchak and General Denikine with troops, but will supply them with arms, munitions, money and food on a larger scale than hitherto. It is stipulated that there will be no interference with the races of non-Russian States recently erected from old Russian territory.

Advices reaching Paris are that the forces of Admiral Kolchak, anti-Bolshevik leader, have met with heavy opposition by the Bolsheviki near Samara and been compelled to fall back along the railroad toward Ufa.

The Esthonian army, approaching from the north, has reached Peterhof, 24 kilometers from Petrograd.

FARMS ABSORBING LABOR.

Further Decrease In Unemployed Reported.

Washington.—A growing demand for farm labor is decreasing the amount of unemployment over the country, the United States Employment Service reported in presenting a summary for the week, showing 227,425 persons classed as unemployed, against 247,365 during the previous week. Over half the unemployed were reported in New York City, where the estimate ran that from 100,000 to 125,000 were seeking work.

Reductions in number of unemployed were shown at Youngstown, Ohio, Cincinnati and Los Angeles. Out of 11 cities reporting in New England, seven showed a labor surplus, the report said, Bridgeport, Conn., having the largest number. Both the Middle West farming states and the South reported need of farm laborers, while on the Pacific Coast Los Angeles and San Francisco reported a surplus.

TO REPEAL DAYLIGHT SAVING.

Agricultural Bill Reported To The House Carries Rider.

Washington.—The agricultural Appropriation bill was reported out of the House Committee with supplemental appropriations increasing the total from $31,673,000 to $32,628,000 and a legislative rider providing for the repeal of the daylight saving act on the second Sunday after the measure is signed by the President.

Principal additions to the appropriations were $500,000 for fighting animal tuberculosis and $250,000 for fighting the corn borer, which has caused great damage to crops in New York and Massachusetts.

Secretary Houston asked Congress today for an increase of $306,000 in the appropriation for the farm management bureau, explaining that enlargement of the bureau's activities made the increase necessary.

OVER YOSEMITE BY AIR.

First Flight Into Valley Made By Lieutenant Krull.

Yosemite, Cal.—The first airplane flight into Yosemite Valley was accomplished by First Lieutenant James Stephen Krull, flight commander at Mather Field, flying from Merced, Cal. Rising to an altitude of 11,000 feet, Lieutenant Krull completed the 80-mile flight into the heart of the Sierra Nevada Mountains in 1 hour and 5 minutes. He plans a return flight to Merced tomorrow.

WANTS ARMY OF 530,000.

Affairs Abroad Influence Baker's Action.

Washington.—The continued unsettled state of international affairs has led the War Department to decide definitely to submit the Army bill, which failed to pass in the last Congress, Secretary Baker said. This measure provides for a temporary force of about 530,000 officers and men.

GREEKS DRIVING TURKS BACK.

Advance Is To Restore Order And Take Census.

Paris.—Information has been received in French circles that Greek troops are advancing from Smyrna toward Magnesia (in the eastern part of Thessaly), and Aidin (80 miles to the southeast), the Turks retiring before them. The statement is made by the the Greeks that their purpose in advancing is to restore order and to take a census.

GREAT LAKES LEADS THEM ALL

Washington.—Nine and three-tenths miles of clean-cut cargo ships. That is the latest official report on the contribution of the Great Lakes district yards to the American merchant marine. Held by canal restrictions to a lighter type of vessel than that made on the coasts, the district did not produce so many net tons as certain other sections. But it built more ships than any other district in the United States.

On September 1, 1917, the Great Lakes started to build for the government. The first ship turned over to the United States shipping board came from a Great Lakes yard. She was the Limoges, a 2,930-ton cargo carrier, under construction for French operators by the Toledo Shipbuilding company. On August 24, 1917, the Ninth district was created. It turned the Limoges over to the shipping board on August 30.

They had not permitted the grass to grow under their feet for some decades in that region of busy commerce. Now they saw to it that the ice did not grow under their ships. To beat not only the Hun but also the winter season was the first big task which the Ninth district faced. By almost superhuman effort the yards finished 27 vessels and got them to sea before the canals froze in 1917.

When navigation opened in 1918 another fleet of 20 ships slipped newly built from the yards and went through the canals to the sea. From that date the Great Lakes production rose steadily until month after month the district turned out half the steel ships built in the United States, and sometimes more than half. Efficiency and energy combined in a veritable crusade of endeavor, and in November, 1918, the district touched the high point of its capacity. In that one month it built a fleet of 28 ships—nearly a ship a day.

This astounding output brought the total for the year up to 163 cargo vessels, one of them wood and the rest steel. In 12 months the Ninth district had produced just 125 more ships than all the American yards delivered in the year before America went to war.

Any narrative of the Great Lakes work is a progress from one shining triumph of this sort to another.

Another yard built a 3,500-ton ship in 84 days. Another launched a 2,400-ton ship in 28 days. And a fourth yard broke the world's record when it launched a 3,500-ton ship in 17 days after the laying of the keel and delivered it completed to the shipping board in 14 days after the launching.

The ingenuity and co-operation which made such accomplishment possible were also what made the yards expand rapidly enough to meet wartime emergency and peace time necessity. There are 112 berths in the district now, 71 for cargo ships and 33 for tugs. The American Shipbuilding company has a yard of ten ways at Detroit, Mich.; of five at Superior, Wis.; of three at Buffalo, N. Y.; of six at Chicago, Ill.; of three at Cleveland, O.; of eight at Lorain, O.; the Great Lakes Engineering works has a yard of four ways at Ashtabula, O., and another of eight ways at Ecorse, Mich.; the McDougall-Duluth company has a yard of nine ways at Duluth, Minn.; the Manitowoc Shipbuilding company has a yard of six ways at Saginaw, Mich.; the Toledo Shipbuilding company has a yard of six ways at Toledo, O., and the Globe Shipbuilding company has a yard of five ways at Superior, Wis.

At all these yards the records for riveting, fabricating, tonnage per man, stand out like mountain peaks. For example, the average total number of rivet gangs in the district is about 10 per cent of the entire country, yet District Manager Benton points out joyously that the average output of these gangs enabled the lakes to deliver 30 per cent of the country's total ship tonnage.

TELLS OF FLIGHT ACROSS ANDES

Washington.—Latin America rapidly is producing notable aviators. Every encouragement to flying is given by numerous private clubs that look upon aviation as a sport and as the solution of difficult problems of the transportation of mail, passengers and merchandise. Frequently only a few miles of airline separate two important towns between which communication except by wire is a matter of days, if not weeks. This is due to mountainous topography, lack of railways and the rough and winding character of the few roads and trails. These handicaps seem only to stimulate the young South American to greater feats in the air and the governments to overcome them by establishing regular service as a matter of business. Together these forces are working a development of aviation in South America.

Flight Across Andes.

The particulars of the recent flight across the Andes of Lieut. Dagoberto Godoy of Chile, have come to the Pan-American Union for publication in its next bulletin. As the ocean adventure will be the greatest straightaway flight ever attempted, so was the accomplishment of the young Chilean army officer the breaking of the world's record for height in crossing mountain ranges. There are higher mountain chains than the Andes, but none, it is held, so difficult to cross by flying. To pass over the highest peaks has long been the ambition of Chilean and Argentinian aviators. The daring engineer, George Newberry of Argentina, was the first to be killed at the foot of one of them in an attempt to accomplish the feat. Another Argentinian engineer, Senor Mascias, also was killed. Lieutenant Zani next got within a few miles of the divide and was forced to come to earth. Figueros, the popular Chilean flyer, failed in turn. Bradley and Zuloaga, two areonauts of Argentina, a year ago crossed the Andes in a balloon and Luis C. Candelaria crossed the southern ridge at a height of 2,000 meters from Zapala to Cunco still later in an airplane.

Godoy's flight was made from Santiago to Mendoza, a distance of 210 kilometers in one hour and twenty-eight minutes at a height of 17,300 feet. He used a monoplane with a 110 horsepower Le Rhone motor. No account of his victorious achievement can excel the description he gives of it himself in a contribution to the Bulletin, in which he says:

"At last I was to get a bird's-eye view of the peaks upon which I had so often gazed from the track of my airdome.

In Unknown World.

"I was in an unknown world. The mountain range stood out wonderfully clear; everywhere were canyons, immense black-mouthed valleys, gentle foothills and icy slopes. At the left Tupungato rose near me to my own height, or perhaps higher, like an enormous skyscraper, a magnificent yet graceful tower rearing itself toward heaven. On one side it had a long, gradual, almost horizontal slope, like a palm of the hand, white and frozen, but hospitable, inviting me to alight and linger. But the impression was fleeting. The Bristol told me I was going 180 or 190 kilometers an hour, hence the scenery altered rapidly. A moment later I crossed the frontier.

"At that moment the motor missed and nearly stopped. I guessed what was the matter. The automatic engine was not working and the gasoline couldn't reach the carburetor. I worked an instant and the engine and rotary started up again before the change had affected the apparatus. I had to land. So I lessened the supply of gas slightly and began to descend slowly. The needle, which had reached a maximum of 17,300 feet, gradually lowered. Then the battle began, which lasted perhaps three or four minutes. The plane seemed to be crazy. That morning there had been a windstorm on the Argentinian side. Perhaps that was the result of the cyclone. Then—calm again. And there in the distance among the far-away foothills, insignificant when contrasted with the huge bulks I had just left, rose the outline of the Mendoza, beyond the great plain, covered by a heavy veil of clouds."

NEWPORT NEWS SHIPYARDS FROM AIR

Unusually interesting photograph of the shipyards at Newport News, Va., taken from an airplane. The view shows many of the transports and supply ships which have carried men and munitions between this country and France.

SPLIT OVER TOBACCO

Difference of Opinion Among Kentucky Experts.

Commissioner Wants Acreage Cut, While University Advises Plant More.

Louisville, Ky.—Differences in opinion between Mat Cohen, state commissioner of agriculture, and the college of agriculture, University of Kentucky, concerning tobacco production, have been published in a university bulletin.

Growers face disaster if the 1918 production of 427,000,000 pounds is exceeded, the commissioner declared at a meeting of loose leaf warehouse men.

Europe's immediate needs are 500,000,000 pounds, with but 400,000,000 available for export, the university bulletin asserts, adding that even with the probability of increased acreage in North and South Carolina, Georgia and Kentucky, the total percentage of increase in the world's crop will not be greatly affected.

Meanwhile tobacco growers are reported to be planting greatly increased acreage in Kentucky. Those in the central part of the state, Commissioner Cohen declared, "are tobacco crazy." He said some farmers had rented land at $200 an acre to grow tobacco. "With the cost of production now $150 an acre," he continued, "as compared with $80 to $85 a few years ago, this would make the initial cost $350 an acre before a furrow is turned. Growers cannot hope to profit with tobacco at 20 cents a pound, which we fully expect, and the production 300 pounds an acre."

On the other hand the university bulletin expresses the belief that "taking into consideration the abnormal conditions in the tobacco market, the outlook for next year's crop appears very favorable.

29-Year-Old Goose Has Record in Egg-Laying

Hereford, Pa.—Peter A. Metz of near Creamery is the owner of a goose that is twenty-nine years old, and has a record—laying eight eggs during the year. The last egg she laid measured 8¾ by 11¾ inches in circumference. The goose is in a mournful tune, for some time ago death robbed her of her life partner, "Pete," the gander. A dog snuffed out the life of "Pete."

Gets Many Letters in One Day.

Dayton, Ohio.—One hundred and two letters in one day is some mail for a mere lieutenant to receive, but Lieut. Sam A. Stephens of this city got that many at the front the other day, according to a cablegram to his parents here. "Am well and busy answering my mail," he cabled.

SERVANT WELL REMEMBERED

New Yorker Wills Property Worth Nearly $100,000 to Faithful Employee.

New York.—So great was Anna K. Barbey's friendship for Dora M. Kohl, "a faithful friend and employee," that she left to her property worth nearly $100,000. By the will the servant will receive $25,000 in cash, 30 shares of Western Union Telegraph stock, a cottage and other real estate at Oak Bluffs, Mass., and one-eighth of the residuary estate.

Furthermore, the servant is to be buried beside the testatrix in the family plot in Greenwood. Miss Barbey died July 30 last at her residence, 60 Riverside drive.

Substantial bequests also were made to other friends out of an estate estimated at $1,000,000. Gifts to charity include $5,000 to the Episcopal church at Oak Bluffs, $5,000 to the selectmen of that town for the use of the deserving poor, $5,000 to the Church Charity foundation of Long Island, $2,000 to the New York Post Graduate hospital, one-eighth of the residuary estate to the public schools of Oak Bluffs, and another eighth to St. Stephen's Protestant Episcopal church.

Profit in City Ostriches.

El Paso, Tex.—Fickle fashion has been playing fast and loose with the ostrich industry. A stock company started an ostrich farm in the valley with more than 50 of the long-legged birds. Then the creator of fashions ruled out ostrich plumes. Many birds were sold and the few remaining ones given to the city for exhibition purposes at Washington park. Now plumes are in style once more. Park Commissioner Fisher is planning to buy meat for the wild animals in the park zoo with the proceeds from the sale of plumes.

One Too Many.

Boston.—Mrs. T. M. Lucas has two husbands. She thought the first was dead and recently married again. Now, husband No. 1 has returned and Mrs. Lucas would like to drop No. 2. The court is undecided about it.

GOT NO MAIL FOR MONTHS

Then It All Came One Day in a Bunch to Army Officer in France.

Junction City, Kan.—The army postal service in France works some queer tricks.

One commissioned officer who went across from Camp Funston last summer received no mail at all until after the armistice was signed.

Then the accumulated mail was delivered to him in one bunch—53 letters and more than 100 pounds of newspapers, books and magazines. Even cablegrams had not reached him previously.

During this long mailless period he wrote voluminously, but for more than a month no letters have come from him, it apparently being the turn of his correspondents not to receive mail.

From mines in Japan and South Manchuria the Japanese are taking 20,000,000 tons of coal annually.

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