

PERSHING AND FOCH BOTH READY TO STRIKE

WEATHER—Showers to-night and Friday; cool.



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PLANES SET FOR OCEAN FLIGHT

NC-4 Rushing On To Trepassey Bay

PLANES WARMING UP FOR START

Blimp at St. John's Ready to Cross Sea

TREPASSEY, N. F., May 15.—The two U. S. Navy seaplanes which are to undertake the first cross-ocean "hop" to the Azores on their way to England, the NC-1 and NC-3, were all in readiness this afternoon and were brought to the stern of the Aroostook, mother ship, to permit the heating of their lubricating mechanism from the navy vessel's steam pipes, in preparation for a "take off."

PERSHING SAYS AMERICANS WILL ACT IF GERMANS BALK; FOCH IS AT THE RHINE FRONT

American Commander Announces That His Troops Will Play Their Part TO REIMPOSE BLOCKADE Council of Four Again Rebuff Plea of the German Delegates.

AUSTRIAN TERMS TO BE PRESENTED NEXT WEDNESDAY

Much Like Those for the Germans—Skoda and Other Plants to be Dismantled.

COBLENZ, May 15 (United Press).—Gen. Pershing, when asked what America would do in the event the Germans refused to sign the Peace Treaty, replied that she "would play her part, whatever that might be."

If the Germans sign, it was learned to-day, the American Army of Occupation would be limited to the 1st, 2d and 3d Divisions. All other units would be repatriated as rapidly as possible.

PARIS, May 15 (Associated Press).—Immediate measures tending to the further subjugation of Germany if its delegates refuse to sign the Peace Treaty were indicated to-day by the announcement that Marshal Foch had been sent to the Rhine by the Council of Four to take such action as may become necessary in the event the treaty is not signed.

EBERT TELLS GERMANS THEY MUST BE READY FOR HARDEST RESOLVE

Will Not Speak Last Word as Long as There is Hope.

BERLIN, May 15 (Via London).—Friedrich Ebert, the German President, in a statement made in the newspaper Vorwaerts, has reiterated his opposition to the peace terms submitted by the Entente, declaring them unreconcilable with conscience and reason and insisting that they must be drastically and fundamentally corrected. Above all, practical negotiations were necessary, he declared, and these would quickly result in the attainment of a worthy peace, if a return were made to the fourteen points.

"As long as one remnant of hope remains that reason will triumph," continued President Ebert, "we will not speak our last word, but should it prove that this ill-fated peace"

PARIS, May 15.—The Austrian peace terms probably will be presented to the Austrian delegation Wednesday. It is understood they require the dismantling of the Skoda works, among other armament plants.

The Skoda Armament Works were to the former dual monarchy what the Krupp plant was to Germany. Factories are located at Vienna and Prague. The Skoda factory was noted for its production of large calibre howitzers and these guns were said to have been among the most effective used by the Central Empire in the war.

The Council of Four this morning discussed with its military advisers the military terms of the Austrian treaty. These are similar to those in the German treaty, including the prohibition of conscription. The failure of the Hungarian Government to respond to the invitation to send delegates to France to receive peace terms and the general uncertainty of Hungarian conditions will probably delay the Austrian peace negotiations. The problems relating to Austria and Hungary overlap so greatly that the Allies feel that many phases of them must be considered jointly.

Prof. Philip C. Brown, an attache of the American Embassy in Vienna, who has been in Budapest recently, arrived to-day from Hungary bringing unsatisfactory reports of the general situation.

Perplexity is admitted in conference circles as to the actual conditions in Hungary and ignorance as to whether the Bela Kun Government is growing weaker or if its position is being strengthened.

M. Trumbitch, the head of the Jugo-Slav mission in Paris, had a conference to-day with Col. E. M. House of the American Peace Mission, and Thomas Nelson Page, the American Ambassador to Italy. It is understood that the conference discussed the formula of a proposed compromise regarding Fiume.

ST. GERMAIN-EN-LAYE, May 15 (Associated Press).—The Austrian delegates to the Peace Congress, who arrived last evening, strolled freely through the streets and parks to-day, apparently enjoying complete freedom of movement.

POLICE ATHLETE SAVES LIFE AT FIRE BY DARING STUNT

Smith Leans From Third Floor Window and Catches Soldier From Floor Above.

The "Span of Life" and all the other melodramas anybody cares to mention were beaten to a frazzle at 3 o'clock this morning at a fire in a sailors' boarding house at No. 6 James Slip, down near the East River.

A man dressed in shirt and trousers, sitting on the ledge of a fourth-story window, with everything back of him a roaring, fiery furnace. A young policeman, letting himself backward out of the third-story window directly underneath.

Another policeman and a citizen, holding onto the first officer by the leg; the latter calling loudly to the man above:

"Turn around now, Jack, hold on to the ledge with your hands, let yourself down as far as you can and drop."

The cast of characters was small—only four—but every man a hero. The man who sat waiting on the window sill with a furnace back of him was Michael White, thirty, a veteran of the British army in the first battles about Ypres.

The fire started in one of three rooms on the fourth floor of Theodore Tsorncorado's boarding house. On that floor slept five seamen. The two men in the room where the blaze started aroused the two men in the room next to them.

A passerby turned in a fire alarm and Dan Smith ran to the scene and entered the building. He had reached the bottom of the stairway to the fourth floor, looking for a chance heavy sleeper, when fire and smoke drove him back.

FUND FOR FIGHTING DRY DISCLOSED AT DOUGHBAG INQUIRY

Thompson Produces Copy of Letter Asking All Saloons in State to Contribute.

Senator George F. Thompson, testifying this afternoon at the Senate Judiciary Committee's \$500,000 seven-cent fare Doughbag inquiry, produced a copy of a letter which he said he understood had been sent to every saloonkeeper in the State.

As read into the record by Senator Thompson, the letter is as follows: "Association Opposed to National Prohibition, 334 Fifth avenue, Room 307, James Woods, Chairman, Feb. 27, 1919.

"My Dear Sir: We have a well defined plan to contest Prohibition in its various threatening phases. Every New York City Hotel Association member has agreed to contribute five per cent of the gross receipts in 1919 for alcoholic beverages only.

"Therefore, won't you send in your check or your subscription now? We need it now. Next week may be too late. If you prefer to divide your contribution into three monthly payments it will be satisfactory, but tell us how much and send it in—your first check immediately.

Yours truly, John Mc E. Bowman, B. B. McAlpin, F. A. Muschenheim, J. B. Regan, Fred Sterry, Paul Boden, for the committee.

ASKED IF MONEY WAS USED FOR LOBBY PURPOSES

"Have you any reason to suspect that any of the money obtained through that letter was used for lobby purposes?" asked Senator Burlingame.

"I have no reason I would like to give publicly," replied Thompson. "However, I will give it to the committee. I don't think I have proof enough to make it public, but I think there should be a quiet investigation."

Commander and Pilot of C-5, Starting First "Hop" for Europe



This photograph was taken at Montauk Point, L. I., immediately before the start of the United States Navy Dirigible C-5 for Newfoundland on the first "hop" of the probable flight for Europe. Lieut. Commander E. W. Coil and Lieut. J. B. Lawrence are seated in the gondola of the machine.

A. E. F. PISTOL CHAMPION AN 18-YEAR-OLD MARINE

Orville B. York, Less Than Year in Service, Outshoots 800 Other Experts.

LE MANS, France, May 15 (United Press).—Orville B. York, private in the 5th Marines, is the pistol champion of the A. E. F.

This boy of eighteen, who was going to high school in Franklin, O., a year ago, never fired a pistol until he joined the Marines, after reading about the battle of Chateau-Thierry. He won the title against a field of 800.

York outshot all competitors, with the exception of Sergt. James W. Dell of the 16th Field Artillery, scoring 1,022 out of a possible 1,200. Dell scored 1,021, but being a distinguished pistol shot his record did not count.

York's victory gave the 5th Marines a clean sweep of individual first honors with both small arms, since Corp. Roland K. Peyton of South Pasadena, Cal., another youngster, won the rifle title. The 5th Marines won the regimental championship with the rifle and were a close second with the pistol, the 4th Engineers getting first place.

INCOME TAX CONVICTION OF SEYMOUR RAU REVERSED

Federal Court of Appeals Upsets Verdict Because of Errors in Trial.

The conviction of Seymour L. Rau, an insurance and stock broker, in the Federal District Court of a criminal offense by failing to file an income tax return for the years 1916 and 1917, was reversed to-day by the United States Circuit Court of Appeals because of errors in the trial.

Rau sought to prove that although he never kept books and had no bank account, when he learned that he was in arrears in his income tax he turned over to the Internal Revenue Collector a certified check for \$224, which was the amount of the tax plus a penalty.

DIRIGIBLE MAKES LONG TRIP IN 25 HOURS 40 MINUTES; THIRD SEAPLANE IN FLIGHT

Naval Flyers at Trepassey Prepared to Start For Azores at Once Despite Reports of Unfavorable Weather Conditions.

Reports from Trepassey, N. F., are that the navy seaplanes NC-1 and NC-3 probably will start across seas for the Azores late to-day without waiting for the NC-4. Messages to Washington, however, said weather conditions were unfavorable early in the day.

The navy dirigible C-5, which left Montauk Point yesterday at 8 A. M., arrived at St. John's, N. F., at 9:40 A. M. to-day (New York time), having made the flight in 25 hours and 40 minutes.

Lieut. Commander Coil announced on his arrival that the C-5 was ready for the flight across the Atlantic.

The NC-4 is on her way from Halifax to Trepassey. She was forced to alight once after starting, but was able to resume the flight later.

ST. JOHN'S, N. F., May 15.—The American Naval dirigible C-5, scheduled for a possible non-stop flight from this port to the British Isles, arrived here to-day after a day and a night cruise from Montauk Point, L. I.

The C-5 reached the Quidi Vidi anchorage at 1:40 P. M. Greenwich (3:40 A. M. New York) time. The start from Montauk Point was made at 8:00 A. M. yesterday.

The big dirigible arrived less than an hour after she had been sighted from Signal Hill here.

Earlier in the day it had appeared the C-5 was lost in the fog over Newfoundland, the cruiser Chicago having received messages asking information with which to reshape her course to this port.

The Chicago's radio operator received both telegraph and telephone messages from the flyers. The telephone was indistinct but the telegraph flash said that the "Blimp's" navigator had made an error in reckoning his bearings. A few minutes later word was received that the dirigible's course had been corrected and that she was proceeding toward the anchorage here.

BAKER TO GET REPLICA OF OLD 69TH'S COLORS

War Secretary Will Attend Gathering of Veteran Corps of Regiment To-Night.

Secretary of War Baker will arrive in New York to-night at 8:45 o'clock and will be met at the Pennsylvania Station by the 69th New York Guard and escorted to the Metropolitan Opera House, where the Veteran Corps of the old 69th Regiment meets.

25,076 CASUALTIES IN SECOND DIVISION

It Sustained Heaviest Losses in France—Lowest Was 88th, With 90 Casualties.

WASHINGTON, May 15.—Casualties of combat divisions in France were announced to-day by the War Department.

CLOUDS OBSCURE MOON AND CAUSE FLYERS TROUBLE

With Lieut. D. P. Campbell at the wheel the airship made a perfect landing within the narrow confines of the old cricket field used as an anchorage. It had been seeking St. John's for several hours, its radio having been out of commission for a time.

The blimp's troubles began shortly after midnight, the commander said, when the sky became overcast. Before that time the balloonists had operated under a full moon, flying at an altitude of 1,000 feet.