



British Flyers Ten Hours Out, but Send No News; Entente Begins War on Hungary, French Advancing; All R. C. Churches in City Guarded Against Bombers

Allies Will Not Parley With Soviet

Foch's Army Is Reported at Pressburg as Time of Clemenceau's Ultimatum Expires

Budapest Reds Refuse Answer

Austria, Not Involved in Latest Move, May Get Time to Study Treaty

BERLIN, June 14 (By The Associated Press).—On the expiration of the ultimatum to the Hungarian Soviet government the Entente immediately began military action, according to the "Neue Freie Presse," of Vienna, and French troops have arrived at Pressburg, thirty-four miles southeast of Vienna.

The French government, the newspaper adds, emphatically refuses to negotiate with the representatives of Bolshevism in Hungary.

Reds Marching to Join Hungarians

Lenine Army Crosses the Galician Boundary to Meet Soviet Force

LONDON, June 14.—Russian Bolshevik troops are reported to have crossed the Galician boundary and to be approaching Tarnopol with the evident intention of joining the Hungarian Bolsheviks when the Hungarian frontier is reached, says an Exchange Telegraph dispatch from Vienna under Thursday's date.

Omsk Recognition Questioned at Paris

PARIS, June 13 (By The Associated Press).—There is a division of opinion in peace conference circles as to the degree of recognition accorded to the Russian government at Omsk by the note sent to Admiral Kolchak by the council of five. Some delegates insist that if the action of the council were really a recognition of the Kolchak government it should be given representation in the conference.

They hold that even partial recognition would entitle the Omsk government to send delegates to Paris. Others maintain the conference cannot give recognition to any government, as individual nations must take such action separately, as was done with Poland, which has no representation in the conference as yet.

Prince Lvoff, chairman of the Russian Commission in Paris, is, with his colleagues, delighted with the action of the conference. Professor Boris A. Bakmeteff, former Russian Ambassador to the United States, told The Associated Press to-day that it was the most vital step yet taken toward the re-creation of a united and democratic Russia, as the conference had positively declined to have anything to do with the Bolsheviks, and outlined a definite policy for continued and increased assistance for Admiral Kolchak.

Midnight Plot Tip Stirs Police

A policeman was stationed at every Roman Catholic church in greater New York at 1:30 this morning, following information reaching the authorities that a plot was afoot to bomb certain of the edifices.

Million Women Plan New Fight For Equality

Ida Tarbell and Elisabeth Marbury at Head of Movement Started in New York, but Covering Nation

More than twenty-five thousand business and professional women of New York State united yesterday for a campaign to obtain full equality for women in every line of work.

In ten days, it is declared, a million women will have joined the movement, already nationwide. Behind it are Ida M. Tarbell, Elisabeth Marbury and Grace Parker.

Organization here was effected at a meeting of representatives of 102 business and professional women's clubs, held at the Cosmopolitan Club, Fortieth Street and Lexington Avenue.

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Kaiser to Return When Peace Pact Is Signed

LONDON, June 14.—The former German Emperor and the former Crown Prince will return to Germany as soon as the peace treaty is signed, according to a well-informed German source in Amsterdam, quoted in a Wireless Press dispatch.

To Split Pact Is Impossible, Wilson Says

President's Policy Not To Be Changed as Result of Demand of Senators to Eliminate the League

Allied Army Ready To Invade Germany

Supreme Council Makes Plans for a New Blockade of Enemy Territory

By Frederick Moore

WASHINGTON, June 14.—Radicalism, lawlessness and violence in America and Bolshevism, as exemplified by Soviet rule in Russia, were denounced in a report made public to-day by the Senate Judiciary Sub-Committee which made an exhaustive investigation of these and other subjects during the last session of Congress.

The report will be presented to the Senate Monday. Recommendation by the sub-committee for legislation included:

A permanent law similar to the war-time espionage act designed to control "forces of anarchy and violence" and "adequately protect our national sovereignty and our established institutions."

Strict regulation of the manufacture, distribution and possession of high explosives.

Regulation of "mushroom organizations" and special interests which propagate "notions of government sociology, benevolence or what not."

Better Tab on Newspapers

Control and regulation of foreign-language publication.

More specific identification of newspaper interests, by amendment and broadening of the law requiring publishers to report their ownership, editors, creditors, circulation and other facts to the Postoffice Department.

Strengthening of the corrupt practices act regarding political contributions, existing state and Federal laws being declared "entirely inadequate to meet present day political conditions."

The report comprised nearly 25,000 words and was signed by the full sub-committee, Senators Overman, North Carolina; Senators King, Utah, and Wolcott, Delaware, Democrats; and Nelson, Minnesota, and Sterling, South Dakota, Republicans.

Broadly, the report dealt with these main subjects, investigation of which was ordered by the Senate—Bolshevism, pro-German propaganda, both before and after the United States entered the war, and the political activities of the brewery and liquor interests.

In a general statement prefacing its legislative recommendations, the committee said its investigation disclosed "certain well defined abuses, prejudicial to the best interests of the nation and calculated to undermine and destroy our form of government."

"The activities brought to the attention of the committee," says the report, "are so startling that we believe the real advantage of the inquiry will be lost, unless Congress profits from the knowledge thus obtained by undertaking appropriate legislation to make impossible a repetition of these activities."

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Board to End All Building Trade Wars

Agreement With Various Associations of Employers Is Announced by Federation of Labor

No Sympathetic Strikes Allowed

Action Taken Is Because Workers and Bosses See Building Boom Coming

Staff Correspondence

ATLANTIC CITY, June 14.—In anticipation of what leaders of the building trades unions declare will be the biggest and longest sustained building boom the United States has ever known, the building trades department of the American Federation of Labor, working with the large employers' associations and the American Institute of Architects, has entered into an agreement through which it is expected the jurisdictional and sympathetic strikes in the building trades will be made a thing of the past.

By the terms of the agreement, signed by the building trades department and already approved by a majority of the constituent international unions, the American Institute of Architects, the Associated General Contractors of America, the National Association of Builders' Exchanges and the Engineers' Council, agree that all differences which in the past have led to annoying and expensive disputes as to which union should do certain work will be referred to a board created for this purpose.

Pending the decisions and awards of this board all men will remain at work and local unions, contractors or architects who refuse to abide by the decisions of the board, or strike or lock-out men in violation of the agreement, will be suspended from their organizations.

The new board, which will have its headquarters in Washington, will be made up of eight members, three selected by the building trades department of the American Federation of Labor, one each by the American Institute of Architects, the Engineering Council, the Associated General Contractors of America, the National Association of Builders' Exchanges and the National Building Trades Employers' Association, for the unions.

The plan, which had its inception with William G. Luce, a contractor of the Middle West, who was chairman of the housing bureau of the United States Shipping Board, was worked out by E. J. Russell and Walter Kilham, representing the architects; A. R. McCready, for the contractors; W. E. Reaugh, for the builders' exchanges; A. N. Talbot, for the engineering council, and John H. Donlin, John B. Lennon, representing the Department of Labor; William J. Spencer, William Hobson, John J. Hynes and William L. Hutcheson, for the unions.

The Governing Rules

The new tribunal, which will be known as the National Board of Jurisdictional Awards in the Building Industry, has adopted a preamble and constitution, which reads:

"The close of the world war opens an era in which the people are determined to decide for themselves all matters of common interest. A league of nations is proposing to bring about unity of action to settle differences between nations by conciliation and arbitration instead of war. The building industry recognizes the equity of this principle and agrees to unite its efforts for the purpose of adjusting in a conciliatory and cooperative spirit such differences of opinion that now exist or may arise in the future. The members of this board are to settle disputes as to jurisdiction over work that is

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Clear Sky and Favoring Wind Aids to Aviators

The Men



Captain John Aleock, pilot, and Lieutenant Arthur W. Brown, navigator, of the Vickers-Vimy biplane.

Radio Warns Ships at Sea Flight Is On

Huge Crowd Applauds Daring Skymen for Exhibition of Skill Shown in Getting Off Ground

Fate of Raynham Is Barely Missed

Fliers Hope to Reach Destination in From 16 to 18 Hours if Luck Holds

ST. JOHN'S, N. F., June 15.—At midnight, local time, more than ten hours after the Vickers-Vimy biplane, piloted by Captain Jack Aleock, had sped out to sea, the Admiralty wireless station had received no word to indicate its progress.

ST. JOHN'S, N. F., June 14.—Favored with bright skies and a southwest wind, Captain Jack Aleock and Lieutenant Arthur Whitten Brown set out from St. John's for Ireland this afternoon in their Vickers-Vimy bombing plane. It is Great Britain's second attempt to span the Atlantic in a non-stop flight.

It was 16:13 o'clock Greenwich mean time (12:13 p. m. New York time) when the powerful plane "hepped off." She was heavily laden and had to make a long run on the ground to gain the momentum necessary to send her into the air. Her full load of gasoline, oil and impedimenta made a total weight of 14,000 pounds.

In her struggle for altitude as she sped westward to Conception Bay she barely missed houses and trees in her path, the aviators narrowly escaping the fate of Captain Frederick P. Raynham, whose Martinsyde machine was wrecked in his recent attempt to race with Hawker in the dash for Europe.

Starts at 1,000 Feet Altitude

The Vickers cleared all obstacles, however, and continued climbing slowly until she was over the bay. Then she swung about and circled over her aerodrome, finally reaching a height of 1,900 feet. Then she straightened out and headed into the east. Three minutes later she was out of sight—off on her great adventure.

The distance across the ocean is about 1,950 miles. The fliers should reach Ireland early to-morrow morning.

Failure to receive word from Aleock and Brown in the early hours of the flight is attributed to the possible failure of the plane's radio transmitter, with which considerable trouble was experienced in trial flights.

The British Air Ministry to-day warned all ships along the path of the Vickers' flight to watch for her and give her all the directional assistance possible. The wireless station at Cape Race also flashed the news of the start of the flight out to sea, where it was relayed from vessel to vessel across the Atlantic.

Three steamships lay in the direct path of the fliers, and if the plane's wireless is working well progress doubtless will be reported through these vessels. The steamship Digby was less than 100 miles off the coast this afternoon; the Mackay-Bennett, which left here two days ago, is repairing cables about 250 miles out, and the Sachem is about 700 miles from the coast.

The Digby arrived here to-night, but had heard nothing from the fliers.

Air Force Radio Used

The Vickers' radio apparatus is the standard type used by the Royal Air Force, and was lent to Captain Aleock by the British government for this venture. The transmitting radius is

Navy Dirigible May Try Flight Across Pacific

That Is, if Congress Votes Money, Says Daniels; Otherwise Effort Must Be Given to Others

Flies Up Over 6 Miles For New Altitude Mark

R-34 Starts All Night Test Flight

The Scout Law IV—A Scout Is Friendly

The Plane

WASHINGTON, June 14.—Secretary Daniels disclosed to-day that the Navy Department had in contemplation a transpacific flight with a lighter than air craft as soon as it could build a modern dirigible of American design. He intimated, however, that reduction of the 1920 naval aviation appropriation from \$45,000,000 to \$15,000,000 as proposed by the House Naval Committee, would cause abandonment of the plan.

"The reduction was a grave disappointment to us," said Mr. Daniels to-day. "It means almost total paralysis to all naval aeronautical advancement."

"It means we must give up our idea of buying a big dirigible like the R-34, which is expected here within two weeks. We had planned to experiment with this ship, possibly making a non-stop transatlantic flight without even bothering about the Azores."

"Then with the purchase or construction of three more dirigibles of the most modern type and profiting by our experiments, we had planned, frankly, to seek larger fields."

"As things stand, we are letting both England and Germany beat us in the logical development of air travel, in which America deserves first honors through the researches of the Wright brothers."

"This country practically ignores notice on the world that it is no longer interested in progressive aviation. While both the army and navy aviation branches are to be hamstrung, England is spending fifteen millions to our one."

Flies Up Over 6 Miles For New Altitude Mark

Villacoublay, June 14.—Adjutant Casale, the French aviator who established a new world altitude record of 31,168 feet last week, broke his own record to-day by ascending in his airplane to a height of 10,100 metres (approximately 33,136 feet), more than six miles. The flight was made in fifty-five minutes. The temperature at the height of 10,100 metres was 8 degrees below zero.

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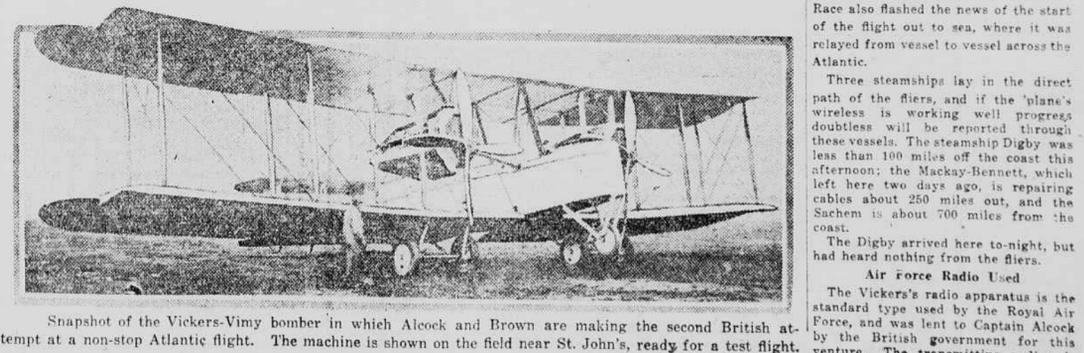
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The Plane

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Snapshot of the Vickers-Vimy bomber in which Aleock and Brown are making the second British attempt at a non-stop Atlantic flight. The machine is shown on the field near St. John's, ready for a test flight.

When you leave town this summer— have The Tribune follow you to your vacation home. Phone Beekman 3000, or write to Subscription Dept., New York Tribune, 154 Nassau St., N. Y. C.