

BANKERS UNITE TO AID MEXICAN INVESTMENTS

Ten U. S., 5 French and 5 British Men on Committee Formed Here.

MORGAN IS A CHAIRMAN

Carranza Envoy Sent to N. Y. on Financial Mission—Loan Not Contemplated.

Bankers of the United States, France and Great Britain have united in one of the strongest financial organizations ever formed...

Announcement of the formation of a committee for this purpose was made yesterday by Thomas Cochran of J. P. Morgan & Co...

The formation of the committee, together with the recently expressed desire of President Carranza to resume payment of interest on the national debt...

Not only will the committee protect security holders but, formally, will be prepared also to take such further steps as may seem wise in order to afford counsel and aid to investors who hold interests in Mexico...

Thomas W. Lamont of the Morgan firm, and J. F. Mahan will be chairman. Mr. Lamont is at present in Paris...

The following international committee has been constituted for the purpose of protecting the holders of securities of the Mexican Republic and of the various railway systems of Mexico...

Members include: J. P. Morgan, chairman; J. F. Mahan, president; Charles H. Sabin, president; Guarantors Trust Co., New York...

James A. Stillman, chairman of the Board National City Bank, New York; James N. Wallace, president, Central Union Trust Co., New York...

Robert Winsor of Kildler, Peabody & Co., Boston; Laurence Currier of Glyn, Mills, Currie & Co., London...

Francis H. Sisson for Charles H. Sabin; Edward R. Tinker for Albert H. Wiggin; Y. G. Walker for James N. Wallace...

The committee is not yet prepared to announce a definite programme of procedure, but in general its functions will be to inform Carranza as far as possible as to existing conditions in Mexico...

The U. S. State Department in Washington and the Foreign Offices respectively of the British and French Governments have been advised of the formation of this committee...

John H. Fulton for James A. Stillman; Thomas W. Lamont for J. F. Mahan; Jerome J. Hanauer for Mortimer L. Sabin...

The announcement of the organization of the committee was made simultaneously in London and New York. At the same time alternates for the American members to serve in case of need were named...

John H. Fulton for James A. Stillman; Thomas W. Lamont for J. F. Mahan; Jerome J. Hanauer for Mortimer L. Sabin...

The Mexican question has occupied much attention of late among bankers and among those having interests in Mexico. In the latter part of last December there was formed the National Association for the Protection of American Rights in Mexico...

The Mexican question has occupied much attention of late among bankers and among those having interests in Mexico. In the latter part of last December there was formed the National Association for the Protection of American Rights in Mexico...

GERMANS ATTACK ON POLISH FRONT

Make Drive in Posen and Use Armored Train South of Posen.

POLES WIN IN VOLHYNIA

They Take Station Near Kovel and Capture Munitions and Guns.

Special Wireless Dispatch to The Sun from the London Times Service. Copyright, 1919; all rights reserved.

WARSAW, Feb. 23.—A telegram from the Foreign Ministry announces that the Germans again have attacked in Posen almost on the whole front, and are employing an armored train south of the city of Posen...

The Ruthenians have been attacking with full force, apparently making a desperate effort to cut off the city and destroy its single line of railway communication...

WARSAW, Feb. 23.—Nearly 250,000 men passed through the army development battalions in the six months these special organizations were in operation.

WARSAW, Feb. 23.—The Polish authorities, according to a Havas despatch from Warsaw, have obtained absolutely reliable information from Berlin that the German Government has decided to make peace with Poland...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol, where the Polish government and the interallied mission to Poland have their headquarters...

WARSAW, Feb. 23.—There is considerable talk among the soldiers here of the possible return to the United States of two of the best fighting divisions, the Forty-second and Thirty-second, now with the army of occupation...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

WARSAW, Feb. 23.—A crowd, apparently made up of persons out of work and led by Bolshevik agents, made a demonstration yesterday before the Hotel Bristol...

GERMANS SECRETLY PLAN WAR IN EAST

Seek to Get Bolshevik Aid Against Poland.

250,000 MEN PASSED DEVELOPMENT UNITS

War Department in Report Tells of Regeneration Work.

WASHINGTON, Feb. 23.—Nearly 250,000 men passed through the army development battalions in the six months these special organizations were in operation.

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

WASHINGTON, Feb. 23.—A casual glance at these statistics, said the department's statement, "at once show that the development battalion was not only a necessary organization but it proved to be profitable one as well."

ONE DAY AIR TRIPS TO EUROPE, PROMISE

New Motor Device to Make 300 Miles an Hour Possible.

PARIS, Feb. 23.—An airplane with a speed of from 200 to 300 miles an hour, which will bring America within a short day's journey of Europe, is the prospect held out by the invention of a French engineer, Auguste Rateau, according to the *Matin*.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

SIMS URGES U. S. TO BUILD DIRIGIBLES

Sends Wireless Message to Daniels Telling of Lessons War Taught.

WASHINGTON, Feb. 23.—Rigid airships in the future will comprise a specific element of the fleet of every first class naval power, Vice-Admiral Sims said in a wireless message made public to-day by the Navy Department.

Secretary Daniels included the message in a letter to-day to Senator Swann (Va.), chairman of the Senate Naval Committee, expressing the thanks of the department for the favorable report of its recommendation that \$36,000,000 be appropriated for the development and construction of rigid airships.

England is making rapid strides in the new line of military aeronautics, Admiral Sims said, having built airships of 2,700,000 cubic feet, a maximum speed of approximately 59 miles and cruising period of more than five hundred hours.

"Following the signing of the armistice," the Admiral added, "this programme was so modified as to provide that new construction and development work be pushed even more actively than during the war."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

"Without hesitation," Admiral Sims said, "I can recommend on strong military grounds that two more airships of the latest type be started in the United States and that these be followed by at least two more of an improved type of helium gas. This should involve an adequate building and repair base and an operating base to be located later."

Admiral Sims confirmed printed reports that the British Admiralty is planning for the coming summer a flight to the United States and return with one of these new ships, and declared that the chances are "better than fair that it will be successful."

GERMANS WHICH WERE ABOUT TO BE REVEALED WHEN FIGHTING CEASED

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

THE GREATER WILL BE ITS SPEED. THIS FACT IS DECLARED, WAS DEMONSTRATED BY THE FAMOUS GERMAN LONG RANGE GUN.

It has been found that a heavy bombing machine whose speed at 15,000 feet ordinarily did not exceed 30 miles an hour made 140 miles when fitted with M. Rateau's invention.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

At the present time without the invention the higher an airplane mounts the less power does its engine develop on account of the rarefying of the air. The loss at 15,000 feet, for instance, is 50 per cent.

Rateau's device, the paper says, consists of an arrangement by which the exhaust from the engine works a small turbine which compresses the air drawn into the engine to normal pressure, so that the engine develops full power no matter what the altitude.

AUSTRALIA OUSTS REDS

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal Government has taken measures to prevent the landing of Bolshevik and other undesirable. The Government has dismissed 500 shipbuilding employees on Cockatoo Island owing to the men's "go slow" policy.

MELBOURNE, Australia, Feb. 23.—The Federal