

misfortune early in the race, when on the first leg, Rockaway to Halifax, three of his four engines went out of order one after the other. After a night on the water he reached Chatham, on Cape Cod, but was delayed a week repairing his power plant and waiting weather. He then reached Halifax, but on the flight to Trepansey was again compelled to alight on the water for two hours while his engineers worked with the engine. He reached Trepansey as the other planes were attempting to take off on the flight, and his appearance, coupled with trouble in getting off the water with the great weight of gasoline aboard, resulted in a postponement of one day. In that twenty-four hours mechanics put the plane in shape for the crucial flight. Grimly determined not to be left behind or delay proceedings again, he led all the way from Cape Race to Horta.

Towers Tells of Flight.
News of the elimination of the NC-3 reached Washington today in a cablegram from Admiral Jackson at Ponta Delgada, which read:

"General summary of the situation is as follows: NC-1 sank at sea. All personnel rescued. NC-3 at moorings in Ponta Delgada in very badly damaged condition. Both lower wings wrecked, wing position gone, tail badly damaged, but severely wrecked and leaking badly. It is being dismantled and will be shipped to New York. NC-4 at moorings in Ponta Delgada in excellent condition and will proceed to Lisbon as soon as weather permits. All personnel in excellent condition except very minor casualties to certain of NC-1 crew."

"In one of the three great seaplanes—the most powerful flying craft built—reaches continental Europe the navy will be satisfied. While bad weather snote the naval expedition severely in their very moment of triumph, with more than half the Atlantic behind and the fog-shrouded Azores practically beneath, navy officers pointed out that so far no life has been lost in the perilous venture."

"The tragic fate which seems to have overtaken Hawker and Grievé might well have come also to the crews of the two seaplanes in their battle with the storm—a storm in which the winds reached ninety miles an hour, according to accounts reaching here. That it did not the navy believes is due not only to the staunch construction of the land-borne machines without the pounding of the Atlantic so many hours, but to the fact that the men aboard the craft were seamen as well as fliers—men who for the most part had weathered many another gale in destroyers, torpedo boats and other small craft of the navy."

"The probability of Hawker's death, possibly the same meteorological disturbance which harassed the navy fliers cast deep gloom on the navy men here. It seems to them that the great Atlantic is fighting a dangerous battle with the machines in his audacious attempt to span the gap. Not only the great length of the flight itself, either by way of the Azores or direct to Ireland, bars the way, but the sudden storms and unknown air currents, the treacherous fog and the present impossibility of accurate navigation, make it an undertaking of the most hazardous nature. Making a neat map with distances marked and land clearly indicated, can realize. The navy will breathe more freely when the NC-4 drops into the waters of Lisbon harbor."

Air Conditions Unknown.
Although not given to far-reaching comments on flowing currents, they point out that the air conditions thousands of feet over the water are as unknown to the men to-day as the waters themselves. The land-borne machines in the air are being buffeted by the surface winds as known, but the winds higher up are still uncharted."

"The arrival of the NC-4 at Horta today was unexpected by the Navy Department here and by Admiral Jackson at Ponta Delgada. Early in the day the Admiral reported that the NC-4 was storm-battered at Fayal, although in perfect condition for the flight. News despatches stated that this morning a series of rain squalls whitened the water between the two islands. Then came a flash of lightning in Columbia, which silence in which navy men wondered whether Commander Read was fully aware of the weather conditions—and then a storm of rain and wind which mistle hoped, even though it had been dropped gently onto the bay at San Miguel."

"The mechanics from Rockaway Naval Air Station who sailed weeks ago on the Melville to take the NC-4 to Horta, the NC-4 craft might be placed at the service of the fliers will be busy to-night giving final inspection to every strut, control and motor of the plane. It is expected that the flight over the fourteen destroyers to Lisbon may be without necessity for landing."

"If there is no wind the NC-4 will probably take the flight in about an hour to make the trip, for she will proceed in a sober sixty knots—sixty-nine land miles an hour—her usual cruising speed. With the exception of the first lap, in which she was compelled to land, the flying time of the NC-4, disregarding stops, has been in the neighborhood of eighty rather than sixty knots, but this is due chiefly to favorable winds. The final determination of Commander Read is not to be left behind again had something to do with her speed, however."

"In the trip to Lisbon caution will probably rule—if the word caution can be applied to a flight of 4,000 miles through unknown air currents with a heavy load. Besides Commander Read, and very probably Commander Towers, those on board the NC-4 are Lieut. J. F. Stone, United States Coast Guard, and Lieut. (Junior grade) Walter Hinton, U. S. N. pilot; Erskin H. C. Bond, U. S. N. P. wireless operator; Lieut. J. I. Brees, U. S. N. R. F. and Chief Machinist's Mate E. S. Rhoads, engineer. Thus every branch of the naval service is represented, and the crew, and the Naval Reserve will be represented in the transatlantic flight."

"The remaining ten men, six at Horta under Lieutenant Commander Bellinger and four at Ponta Delgada—pilots and radio man and engineer of the wrecked NC-3, probably will return direct to the United States upon the supply vessel at the Azores. They will go with the comforting assurance that if they did not finish the entire trip it was because of the break-down of their craft, and not of themselves, under an irremediable blow of misfortune. The men of the NC-1 finished 2,200 miles of the proposed 3,200 mile flight, and the men of the NC-3 2,150."

Log of the Seaplanes.
The log of messages received during the day at the Navy Department follows in chronological order:
1:24 A. M.—If weather conditions look expect NC-4 arrive Ponta Delgada

and start for Lisbon 21st or 22d. 9:53 (9:49 P. M. Washington time.)
1:27 A. M.—NC-4 Horta in good condition, weatherbound. All stations for fourth leg are covered by destroyers.
NC-3 arrived at Ponta Delgada 1:50 (1:46 P. M. Washington time.) She sailed 2:05 miles after landing at 1:30 GMT on 17th southwest of Poce, most remarkable exhibition of pluck, skill and seamanship. Impossible to use NC-3 for fourth leg. Center engine struts badly damaged and boat leaking; personnel O. K.
7:36 A. M.—About latitude 22-40, longitude 30-24, on 17th; personnel taken off by Greek steamer Ionis on 17th; now on board Columbia, O. K. NC-1 total wreck; capsized and may sink before it can be towed into Horta. 2:10 GMT (7:10 P. M. Washington time.)
7:36 A. M.—Time used in sending messages is fifteenth meridian time 0:22 (6:22 M. Washington time.)
9:43 A. M.—Barometer 29.98; rising; west wind 10 miles, with frequent rain; sea smooth; visibility between squalls 12 miles; wind force 10; rain falling in squalls. 0:40 (5:50 Washington time.)
11:17 A. M.—NC-4 arrived Ponta Delgada 1:24 GMT. All O. K. 1:25 (10:25 A. M. Washington time.)
1:25 P. M.—Intercepted by naval radio station at Bar Harbor. Carnarvon press report that at 1:30 GMT nothing yet has been heard of Hawker."

2 BRITISH FLIERS ARE STILL MISSING
Continued from First Page.

out that the American flying in seaplanes took this precaution as well, and ask why Hawker, in a land machine, was not given some chance of life in his gallant attempt failed and his plane sank into the ocean.

In the ocean of Commons last night Joseph C. Wedgewood and other members severely criticized the Government for omitting to provide means for assisting Hawker in his flight across the Atlantic.

Government is Blamed.
Capt. Elliot, a member, declared the country would hold that the Government had been lamentably remiss and despatched carriers of the honor of the country, and the life of a gallant gentleman.

Public opinion further condemns the Government since one of the two men, Grievé, represented the British Navy, although not of course, officially, as he was on duty before the attempt. Grievé was a typical British naval man, much liked by his brother officers. Twenty-five of his forty-two attempts were in the service of his country and he served with distinction in the war, being awarded the Victoria Cross. He was an expert as an auxiliary, cruiser, against German submarines. He was on half pay of the navy during the time he was with Hawker.

In an official statement just issued justifying the attitude of the Government in relation to the cross Atlantic flight which has ended in disaster, the Admiralty warns the public that in view of the fact that the two seaplanes were found by Hawker and Grievé are very remote.

The statement referring to recent criticisms says that the attitude of the Government has been to enjoin caution rather than to urge such attempts, and while anxious to do the utmost to save such gallant attempts, the Government feels bound to warn those who may in the future attempt to fly the Atlantic that the resources of the navy are not so great as the immense task of patrolling 2,000 miles of ocean can be undertaken.

PRODD BY REPUBLICANS.
Administration Asked About U. S. Troops in Siberia.

WASHINGTON, May 20.—Resolutions asking explanation regarding American troops in Siberia were introduced today by Senator Poindexter (Washington), Republican, and Representative (California), Republican, and Representative (New York), Republican. They ask how many Americans are there and what military policy is being carried out. Senator Johnson's resolution particularly asks for an explanation to do with the 8,000 regular troops now being recruited for Siberian duty.

PROF. CATTELL'S SON CAUGHT.
Arrested as Draft Evader After Travelling in Mexico.

NEW ORLEANS, May 20.—Owen CatteU, aged 21, of Garrison, N. Y., son of J. McKean CatteU, formerly professor of philosophy in Columbia University, was arrested here today by agents of the Department of Justice on a charge of draft evasion.

GERMAN OFFICER ENDS LIFE.
Arrested in Coblenz for Stealing French Property.

COBLENZ, May 18 (delayed).—Max Kaach, a former Captain in the German army, who was arrested several days ago by American intelligence officers on a charge of having in his possession property stolen from France, committed suicide early today.

MORE RIOTS IN STETTIN.
BRUNNEN, May 20.—Violent rioting is again reported at Stettin, where nine civilians and twenty soldiers are said to have been killed.

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HAWKER'S RIVALS STILL UNDAUNTED
Preparations by Four Contestants at St. John's Go Steadily Ahead.

RAYNHAM IS HOPEFUL
Thinks Martinsyde Can Be Repaired—Vimy Vickers May Accompany It.

St. John's, N. F., May 20.—Preparations for flying across the Atlantic went steadily ahead here today in spite of the fact that the first of the daring adventurers is now believed even among the contestants to have perished in his attempt.

Frederick Raynham, the British aviator whose crash prevented him from following Hawker out to sea on Sunday afternoon, announced after a careful examination of his wrecked machine that he was still in the race. He said that should the motor with the machine repair probably could fly with the machine built from spare parts he brought with him when he came to Newfoundland six weeks ago. The Martinsyde plane in which he attempted to take off on Sunday is even smaller than the Sopwith biplane in which Hawker flew into oblivion, but Raynham is persistent in his belief that he can get across in safety. Not even a collapsible boat—a dubious addition to the slender life saving device of Hawker's machine—will be carried by Raynham.

The flying days of Capt. Charles Morgan, Raynham's partner in the enterprise, are over, physicians declared today. Capt. Morgan, already battle scarred from aerial service in the war and with only one leg, was injured rather severely. It is now found, in the crash on Sunday, it may take him two or three months to recover from his injuries. Raynham has named no substitute.

The biggest of the planes now here or on their way for the transatlantic attempt is the great Handley Page flying boat, with four engines, which is the entry of Col. John Cyril Porte and which will be piloted by Vice Admiral Mark Kerr and another officer. It will probably carry three or four men.

There is a possibility that the flight will be started at the same time about the time of the next full moon by a Vimy Vickers bombing machine with two motors. This machine is the entry of Capt. John Alcott and Lieut. Brown, the latter an American officer. The plane is expected to arrive here tomorrow.

The takeoff place selected by Vice-Admiral Kerr is Harbor Grace, some distance from St. John's. Captain Alcott today wired to Admiral Kerr, asking permission to use a flying field of the Handley-Page entry there. The Handley-Page machine, it is understood, will be equipped as a seaplane when the start is made. Good flying fields are scarce in Newfoundland, as Raynham discovered. It is understood that he broke his axle just as he got into the air on Sunday.

Alcott plans to fly from St. John's to Harbor Grace before taking on a full load for the big journey. It is considered that his plane, built to bomb Berlin, will show itself faster than the four-engine Handley-Page, if the crossing becomes a race.

POLES SCATTER UKRAINIANS.
Lithuanians Repulse Bolsheviki and Inflict Heavy Losses.

WARSAW, May 20.—The Ukrainian offensive against the Poles has been completely broken, according to an official communique issued yesterday. The hard fighting the Poles occupied Baliga and Nowesteki. The Ukrainian losses were extremely heavy. The Ukrainian losses discovered to another day. The Poles launched strong attacks against Podbrodzki, northeast of Vilna, but were repulsed with heavy loss. Polish advance guards have reached Bolniki.

German trench mortars and artillery, it is added, have bombarded Polish positions on the front in Posen at Tarkowo and Dombrowka. There has been sharp rifle firing on various other sectors on this front.

Broadway Limited Train Restored.
The Broadway Limited, the twenty-hour Pennsylvania train from New York to Chicago which was discontinued as a war measure on December 1, 1917, for the purpose of relieving the line for the movement of troops and supplies, will be restored Sunday. It was announced yesterday. The train will leave the Pennsylvania terminal at 2:55 P. M. and will arrive in Chicago at 9:55 A. M. and the southbound train will leave Chicago at 12:40 P. M., arriving here at 9:40 A. M. Saturday.

Will Protest Massacres.
Members of the Jewish Veterans League in service uniform will march from the Seward Park canteen at 4 o'clock this afternoon to Madison Square Garden, where in the evening a mass meeting to protest against the Jewish massacres in Poland, Galicia and the Ukraine will be held. Sympagous will continue the protest at meetings to be held later.

TOWERS ADMITS HE GAVE UP ALL HOPE
Continued from First Page.

the sea my calculations showed us to be in the vicinity of land, but with only two hours fuel supply on hand and with the weather clearing it was decided to land and ascertain our exact position.

"Our radio kept up sending messages, assuming that the torpedo boat destroyer were picking them up. We did not know the radio was useless and that the destroyers had not been receiving the messages."

"All the crew thought the sea would moderate, but the plane was so badly damaged in the high blows that we were unable to rise again.

"We were sixty miles southwest of Fico when we alighted, the position being where we had figured we were before coming down.

"The clearing of the weather proved only temporary, for later a storm came up and continued for forty-eight hours. With both lower wings wrecked, the pentons lost and the hull leaking and the tail of the machine damaged, the plane was tossed about like a cork."

"In order to conserve the remaining 170 gallons of fuel we decided to 'fall' landward, hoping to sight a destroyer on the way. We did not pass a single ship until we reached Ponta Delgada. Of the port we declined proffered aid by the destroyer Harding, which had been sent to meet us, and 'taxied' into port under our own power."

"During the two days vigil of seeking land or rescue ships we fired all our Eastree signals, none of which apparently were seen."

"Without informing the crew of the fear that I had that we would be lost I packed our log in a waterproof cover, tied it to a life belt and was prepared to cast it adrift when the NC-3 sank.

"The nervous strain was terrible while we were drifting, and the men smoked incessantly. This was the only thing that kept them awake."

"I believe a transatlantic flight is practicable without a stop with planes a little larger than the NC type. The engines of all three of the planes worked perfectly and could have run 8,000 miles more if there had been sufficient fuel on board."

"We were in the instrument board was the mechanical defect experienced by the NC-3."

ASK SWISS ABOUT BLOCKADE.
Council Seeks Understanding in Event Peace Treaty Falls.

GENEVA, May 20.—The Swiss telegraph agency says it learns that the allied and associated Governments on Monday demanded to know of the Swiss Federal Council if the council was ready to take rigorous measures concerning the application of the blockade if Germany should refuse to sign the peace treaty.

"This means," says the Telegraph agency, "that the Allies desire to know whether Switzerland will consent to prohibit all exports from and imports into Germany of the same size in proportion to her population and for the same anti-dumping period. The disposal of the Italian navy is left to the commission."

The Austrian delegates here fully expect to sign as soon as they get the treaty.

GERMAN PLEA DENIED.
Council of Four Gives Answer on Reparation.

PARIS, May 20.—The answer of the Council of Four to the German note regarding reparations which was handed to the Germans to-night points out in reply to the German refusal to admit responsibility for the war that it is impossible to dissociate responsibility from reparation.

The reply recalls that the Germans raised no objection to Secretary Lansing's note of last November 5, in which he spoke of German aggression.

The Council of Four also refused to admit that the German people may disclaim responsibility for the actions of the former German government.

GIVING THE DOLLAR WINGS
Every shopping-day the women in command in Delineator families spend \$345,441 for their own clothes. They have children who also need clothes, food, toys, education, and homes which need furniture, housekeeping aids and countless things that contribute to the comfort and joy of living. These women are the spenders of good American dollars for the vast needs of the four and a half million members of these homes. Do you make anything you would like to exchange for their dollars? Your message will get right to them through

The Delineator
The Magazine in One Million Homes

AUSTRIA READY TO SIGN PEACE TREATY
Continued from First Page.

all the Italian cattle captured instead of sending them back to Austria; neither can we make restitution in kind. Italy is demanding large sums for ransom."

"The military and naval clauses are much the same in the two treaties. Austria will be allowed an army like Germany of the same size in proportion to her population and for the same anti-dumping period. The disposal of the Italian navy is left to the commission."

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The German peace delegates apparently have their counter proposals well on the way to completion for submission to the Allies. There are no evidences of the hurried and intense activity such as marked the first few days of their stay at Versailles, and the night shifts of stenographers have been abandoned. The leading delegates have indicated no intention of asking an increase of time beyond May 22.

Count von Brockdorff-Rantzau, head of the delegation, requested passports today for a delegation of four persons to proceed to Holland in connection with arrangements for food supplies for Germany. His request was granted.

"FAITHFUL TO KAISER."
German People's Party's President Proclaims Its Stand.

BERN, May 20.—"Our party always has been and always will be faithful to the Emperor," said Dr. Kaib, president of the German People's party, formerly the National Liberal party, at a meeting of 200 leaders of the party at Jena, according to the Munich Post.

Gustav Stresemann, former leader of the National Liberal party, described November 9, 1918, as a day of mourning and said the monarchical form of government is the proper one for Germany.

HE things that change are the things that need changing.
It is rather significant that the merchandising policy of these stores hasn't needed change.

Satisfactory Wear Guaranteed
Steadfastly—we have observed a single purpose—to serve the New Yorker who knows Correct Style. And supply proper value in Suits and Top Coats, \$28 to \$65.

Weber and Heilbronner
Clothing, Haberdashers and Hatters—Eleven Stores
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241 and Broadway 1463 Broadway 58 Nassau 150 Nassau
20 Cortlandt *30 Broad *42d and Fifth Avenue
*CLOTHING AT THESE STORES

VARIED COMMENT GREET'S MESSAGE
Smoot Points Out Wilson Seeks Dyestuffs Law That Already Exists.

DEMOCRATS PRAISE IT
Cummins Says Railroad's Return Depends on Legislation Fixing Policy.

Special Despatch to THE SUN.
WASHINGTON, May 20.—Comment in Congress on the President's message followed the old lines that have marked Congressional discussion of most of his verbal communications since he entered the White House. Democrats ranked it among the most admirable of state papers, said it covered the field of necessary domestic legislation with great thoroughness and found it abounding in valuable suggestions.

Republicans, except for those who saw in it only a President's imitation of the legislative programme laid down by House Republicans last week, discovered in it little more than high sounding phrases and an endeavor on the President's part to get a Republican Congress to do some of the things he never asked the Democrats to do when they controlled all branches of the Government.

"The message illustrates," said Senator Smoot (Utah) Republican, "how easy it is to talk, talk in words, without saying anything concrete. I listened to it carefully and thought how impossible it would be to gather from it anything useful in directing a committee or organizing a policy for the accomplishment of the things the President so eloquently dears."

Dyestuffs Law Exists.
The President finds that in some directions there is need for attention to the tariff, and that among the things which should have special consideration should be given is that of the manufacture of dyestuffs and related chemicals.

"Now, Congress has passed, the President has signed, and there is now on these statute books, a law for this very purpose," said Senator Hitchcock (New York) Republican, "what the President means."

Still more interesting to Senator Smoot was the President's recommendation of early attention to the tariff with purpose to establish anti-dumping legislation, which he strongly recommended.

"That sound," said Senator Smoot, "in view of the fact that when the Underwood tariff legislation was in the Senate is contained an anti-dumping provision and his own party's committee on manufacturing established one by the Senate."

Senator Smoot turned to the President's observations that "least of all should we depend on the policy adopted in the tariff act of 1913, of permitting the free entry of raw materials needed to supplement and enrich our own abundant supplies."

"As a matter of fact," Senator Smoot said, "the President's own tariff legislation first inaugurated the policy of importing duty-free raw materials, and it is coming into this country and needed by our industries."

Regarding the President's flat statement that the railroads would be returned to the corporate ownership them at the beginning of next year Senator Cummins (Iowa), Republican, who will be head of the Senate Interstate Commerce committee, said he regarded the statement as merely an easy way of announcing a general attitude.

"If by the opening of the next year we have passed legislation establishing one policy as to the railroads they will be returned to the companies," he said, "if we have not they will not be returned. I think that by that time we will have passed such measures. But if it is not really by that time the roads will not be returned."

"I myself am in favor of returning them after we have determined our plan of handling them for operation by their owners, pending the perfection of administrative measures for carrying out the plan. But they cannot be returned unless we continue a guarantee of compensation to them, though I believe it would be reduced \$200,000,000 or \$300,000,000 a year, as I wished to do when we were taking them."

"Meanwhile, during the period they are in the hands of the companies and getting the continued benefit of the guarantee, the Interstate Commerce Commission can adjust rates to produce a proper relation of revenues and expenses to the cost of the service. Under the permanent plan for their reorganization, they will be able to sustain themselves."

"We will have to fund the debt that the roads have incurred, under the permanent plan for their reorganization, they will be able to sustain themselves."

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"We will have to fund the debt that the roads have incurred, under the permanent plan for their reorganization, they will be able to sustain themselves."

In which the statement is made that there is no immediate necessity for a general tariff revision. There is no novelty in the argument that world wide industrial and commercial affairs are so intermingled that it would be impossible to frame adequate tariff schedules for now.

"That is no reason, however, why it is not the duty of Congress to study carefully the question of industrial preparedness. Sooner or later American industries will need adequate protection duties to preserve their prosperity. Sooner or later it will be the business of this American Congress regardless of partisanship or section to protect the industries so that they may continue to prosper and develop."

Senator Poindexter (Wash.), Republican, "In many of its expressions the message is quite pleasing. In that part devoted to labor it is unfortunate that advantage was not taken of the great occasion to point out the menace to labor itself of the doctrine of communism, or as it is sometimes called Bolshevism, which is being so actively promoted by false leaders in its ranks. The fundamental problems of labor are discussed and yet this most conspicuous and fatal movement in its ranks though the cause of many of the difficulties referred to in the message is neither condemned nor its fallacies exposed."

The President's "U."
Senator Moses (N. H.), Republican: "I notice the President put the letter 'U' in the word labor every time he used it. I suppose he did this to offset the number of capital 'U's. The message was a wonderful collection of beautiful balanced phrases. He is for 'labor' but he is not against capital. He is not a radical. He is both radical and reactionary. On one point I agree with him absolutely and that is his deep regret at his inability to be at his post of duty in Washington."

Senator Hitchcock (New York) Democrat: "A message of remarkable terseness, directness, simplicity and strength. It deals with vital interests in a clear and forcible style. It is not a Republican in regard to bridging the gap between capital and labor."

Senator Lodge (Mass.), Republican: "Not a word."

Senator Knox (Penn.), Republican, asked to comment: "No thank you."

Senator New (Iowa), Republican: "The message is the most dignified and statesmanlike that has ever gone to the Congress of the United States. It is practically the announcement of the President's candidacy for a third term, and the opening bid for the nomination for a third term. He makes an appeal to all there is of sentiment on the part of and in behalf of labor, and the most needs of the business. He makes a last bid for the coming women folks and the brewers, an unique combination, but powerful. He says we must not raise tariffs, for there is no need for them, but that we must protect dyestuffs."

Representative Foelt (Pa.), Republican: "It is delightful in its phrasing and rhetoric and its alcoholic finale. He has handed us a 'Jenny' for he himself has the power to repeal war time prohibition."

Representative Kitchin (N. C.), Ways and Means Committee: "It was a very fine message and particularly timely."

Representative Canning (N. Y.), Republican: "The one striking recommendation of the message is the call for the democratization of industry. Its effect will be very far-reaching. The message is thoroughly Wilsonian in its inconsistency. No Republican could have made a stronger plea for a high protective tariff than President Wilson's plea for the protection of the dyestuff and chemical industries. I am not surprised at the President's recommendation regarding light wines and beer. He says one day we must drink another day we must not. The people attribute his second day's remarks to an increasing breadth of vision."

Representative Mondell (Wyo.), Republican floor leader: "Congress will of course give careful consideration to the President's suggestions."

Representative Corbin (N. H.), Republican, chairman of the Ways and Means Committee: "President Wilson is a free trader and as Republicans we can scarcely blame him on tariff legislation from him. Regardless of his statement that there is no need of general tariff revision, I hold there is such a need."

Representative Hendon (Va.), Republican: "I agree with that part of the message."

THE ROMANCE OF EGGS
The Egyptians held eggs as a sacred emblem.

The Jews adopted the egg as a symbol of their departure from the Land of Pharaoh.

The ritual of Pope Paul V. reads thus:—"Bless, O Lord, we beseech Thee, this Thy creature of eggs, that it may become a wholesome substance to thy faithful servants, eating it in thankfulness to Thee on account of the resurrection of the Lord."

Today eggs are not only the symbol of Easter, but have come into their own as a food equal in nutritive value to meat.

The yolk of the egg is rich in fat and iron. The white is rich in nitrogen, one of the most valuable of tissue builders.

Eggs direct from the farm are served in so many delightful ways at CHILDS, there is always the spice of variety.

An ideal Spring luncheon—a regular tonic—scrubbed eggs—fresh strawberries—a cup of CHILDS' machine coffee.

Childs

MAY SEND INTERPRETER.
U. S. Peace Mission Plans to Elect League Covenant.

PARIS, May 20.—Some of the leading experts on international affairs connected with the American Peace Mission may go shortly to Washington to explain doubtful points found in the constitution of the League of Nations while it is under examination in the American Congress, and in this connection the name of David Miller, the philologist expert among the Americans who took part in preparing and drafting the document, has been mentioned.

It is the view of American authorities here that such personal explanation of the document would elucidate a number of points which reports received in Paris show to be matters of controversy in America.

GERMAN MISSION SUGGESTED.
Berlin Willing to Exchange Journeymen With United States.

By the Associated Press.
BERN, May 20.—It was announced officially that Germany was to permit an American commission to enter Germany to obtain information concerning American property lost in the war. German representatives are allowed to go to the United States on a similar mission under a guarantee of complete freedom of movement.

WILSON'S SHIP AT BREST.
BREST, May 20.—The United States transport George Washington, on which President Wilson has made his journey to Europe, entered the inner port of Brest this morning.

She is awaiting the President's orders.

If it's a Franklin Shoe, Gentlemen, there's no if about it!
There's nothing remarkable about a fine shoe at a high price. And there's nothing remarkable about a low price for a mediocre shoe. But to produce a better shoe than the price indicates is a genuine achievement. It is that which makes the Franklin a great shoe. More important than the latitude of its leathers and its many-modeled tips and toes, is the quality of the workmanship that goes into them, and the caliber of the service you get out of them, for the small amount of money they involve.
High and Low \$750 to \$950
Franklin Simon & Co.
FIFTH AVENUE
Men's Shoe Shop, 2 West 38th Street
LOCATED ON STREET LEVEL