U. S. LACKS AIRMEN, OWNS EQUIPMENT

Need of Building Up Service Squadrons Presented by Gen. Mitchell.

TESTIMONY AT HEARING

BY DAVID LAWRENCE.

Testimony before the Senate military affairs committee on the aircraft situation in the United States today has just become available and it shows that while America has plenty of equipment left over from the European war, service squadrons have not yet been organized either for defense on the Mexican border or elsewhere.

The Senate committee, which is presided over by Senator Wadsworth of New York, republican, sought enlightenment from several aviation officials, among them Brig. Gen. William Mitchell, who is in charge of aviation operations in the War Department today. He had the distinction of commanding the whole American aviation service in the St. Mihiel drive. It was the biggest aerial concentration on the western front, no less than 1,500 planes being sent into action.

Inventory of Conditions.

What Gen. Mitchell says is of importance, because it represents an inventory of aviation conditions in the United States today by the highest flying officer of the American expeditionary forces. At the outset Gen. Mitchell explains why today's state of affairs is to some extent the result of unavoidable policy during the war.

"The United States," he said, "was used during the war as a reservoir for personnel and material to be sent to Europe—everything here was designed with a view to instructing personnel, and with a view to producing material of various kinds to send to Europe, so when I came back here, and when Gen. Menoher came back, there were no service squadrons existing in this country, nor were there any service airplanes, so as things stand we have nothing ready to go to war with."

"As a matter of fact, what really have we got?" inquired Senator New of Indiana.

"We have training equipment, senator, training equipment," was the reply.

"General, where would you be today if you were called upon to put ships into service?" asked Senator Wadsworth.

"We cannot put any in service, because we have not got the organization nor the machines to put them into service on a basis fit to cope with a nation equipped with a good air service."

"Haven't you some aero squadrons?"

"No, sir, we have not."

"None on paper?"

Seeking Men and Materials.

"No service units. We are just going ahead and trying to get men and material to train and organize them."

"Gen. March testified that he had an aero squadron, at least on paper," inquired Senator Sheppard of Texas.

"The one on paper is a project—we have no service squadron."

"You mean, I suppose, general, the outline?" remarked Senator Sheppard, and then Senator New interrupted with the comment that "a paper squadron would not be very formidable."

"Here is the thing," continued Gen. Mitchell, by way of explanation, "the Army is being demobilized, and the great question is to get back on a voluntary basis. We have now about 5,000 men who have enlisted for the new army. These men have to be assigned and trained."

"We were getting a good air service developed during the war," said Senator Thomas of Colorado.

"The material is being saved," explained Gen. Mitchell. "The only thing we have in this country in the way of airplanes is the De Haviland plane with the liberty motor. Now, for work in this country and in Mexico we can use it until we get something better.

"Is it desirable to get something better?"

"Yes, sir, just as soon as we can get it."

"Now, other branches of the Army," insisted Senator Wadsworth, "have managed to survive the process of demobilization, such as the infantry regiments, artillery regiments, cavalry regiments—why could you not have managed the same way with the airplane squadrons?"

"In the first place, senator," replied Gen. Mitchell, "when you bring them back to the United States——"

"We have no organization, then?" interrupted Senator New.

Demobilization Necessities.

"The necessities for demobilization," was the answer, "were so great that these men had to be gotten rid of—that is to say, the personnel—before new ones were organized. That is the only way we can account for it. This question came up before I came back, but every effort is now being made to get the personnel and organize them according to the project which has been submitted."

"What would you do," asked Senator Wadsworth, "if you got an order to put a squadron in the service?"

"If it was for the Mexican service we would go to the schools that are down in that neighborhood and take anything we could get—it would be something similar to what the squadron was that was sent there before."

"Do you mean to say we have not got so far as possessing means of fighting in the air—that that is all we could do?"

"The personnel which has been trained as a result of this war is largely scattered throughout the country. We have a wonderful basis of personnel returning from Europe, but they had to go home—the great majority of them would not stay in the service because it looked like a hopeless future for them, as very little encouragement for an air service of any importance in the near future was held out."

Protection of Country.

Gen. Mitchell discussed in a very interesting way, incidentally, the use of airplanes to protect the United States against attack by hostile warships.

"I have been investigating the work along the coast from the standpoint of coast defense. We can organize aviation to be used against an attacking navy in combination with our land defenses so that their chance of either demolishing our forts or enabling a force to land will be practically out of the question. They cannot conceal themselves, are very easy to attack, and, of course, comparatively slow of speed. * * * Take, for instance, the areas which have to be defended on east coast—the Boston area, the New York area, Delaware area and Chesapeake bay area. We can concentrate aircraft in any one of these localities from any place on the Atlantic seaboard in this area in thirty hours, if we have an organization fit for service.

"I believe today, if you equip an air service adequately and combine it with your land forces, in case of an attack against the coast by a hostile navy convoying an army of a navy alone, that you will get more out of it from the air service than you will from anything else in proportion to the financial and personnel investment made. They cannot get away from you. With any kind of visibility you can see them for miles. I believe that even in a heavy fog, with a dirigible and everything quiet on the dirigible, you can hear them. You can always manage a dirigible in any kind of weather outside of a hurricane. Your directional wireless locates you every time. The combination of heavier-than-air craft and lighter-than-air craft working together tactically is a very difficult thing to get around."

Scattered Throughout Country.

Gen. Mitchell pointed out that while some excellent equipment was available, it was scattered in all parts of the United States.

"In France," he declared, "you can send in an automobile and get things from one end of the country to another, but in a country as large as this they should be concentrated at convenient points. But with hundreds of miles separating the stations, it is almost impossible to keep any liaison. * * * This country during the war was used to send things to Europe, where they were brought together or organized into units for use. They sent machine shop trucks from one place, guns from another, airplanes from another, motors from another, to France. Now we must get all these things under one division. In other words, we should aim to get tactical units, whereas we have instruction units."

"What are you going to do with all those De Havilands?" asked Senator Sutherland of West Virginia.

"I think," replied Gen. Mitchell, "they can be used for school purposes and the purposes along the Mexican border."

"If they are dangerous, should they be used?"

"The principal trouble was as a service plane in Europe. The liberty motor is a good motor at a low altitude, but the plane was especially bad on account of its gas tank not being protected from fire caused by bullets, and the fact that the pilot and observer are too far apart. For those reasons it was not a good ship. It was not a good day bombardment ship nor a good observation plane; it was an old type and none of us liked it.

Sent Them Over Front.

"Well, did you send any over the front at all?" asked Senator Thomas of Colorado?

"Yes, we had eleven squadrons the day the armistice was signed. We worked with them all the time."

"You had eleven squadrons?"

"Yes, we had 196 ships in those eleven squadrons on the day of the armistice."

"What was the biggest aerial concentration in any operation of the war?"

"The largest concentration was in the St. Mihiel operation. That was the biggest air concentration ever had on the western front—about 1,500 ships."

"That was under your command?"

"Yes, sir."

"What percentage was American?"

"We had about 550 ships there."

"American?"

"Yes, manned by Americans."

"Did you lose heavily in that attack?"

"No, but later we lost very heavily in the Argonne. We were just beginning to get our system going well when the armistice was signed. What we need is a system."

Gen. Mitchell concluded with a plea for an independent air service dependent neither on the Army nor Navy for supplies, but organized as a unit for national defense. America has excellent material, but today it is disorganized and scattered. That is why Congress today is more than ever responsible for the future of aviation.

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ALL WASHINGTON TAKES TREATY SIGNING CALMLY

Contrasted With Making of Armistice—No Comment in Senate Over President's Address.

Official Washington took the signing of the peace treaty calmly and quietly in marked contrast to the riotious demonstrations which greeted the announcement of the signing of the armistice.

Congress was wholy without demonstration. In the Senate President Wilson's address to the American people was read by Senator Hitchcock, senior democrat of the foreign relations committee, but it passed without comment.

The House was not in session at the moment, not assembling until noon. The Marine Band serenading Congress on the Capitol plaza was the only sign of celebration.

Diplomats keeping in close touch with the State Department learned of the news as it ticked off the special wire to Versailles. Throughout the city there were no demonstrations whatever by the man in the street.

CONSIDER WAY TO AVERT W. R. & E. RECEIVERSHIP

With legal proceedings to enjoin collection of transfer fares threatened by citizens, and the Public Utilities Commission indicating no intention to change the transfer order, declared by the traction company to be insufficient, a special committee of directors of the Washington Railway and Electric Company will meet Thursday to consider what further steps may be taken to save the company from receivership.

The committee consists of a majority of the directors, and it has been given authority to act in the present financial crisis. That Thursday's meeting may produce a definite plan designed to obtain additional relief is likely.

2-Cent Transfers Inadequate.

The company recently submitted data to the utilities commission tending to show that 2-cent transfers are not producing the revenue the commission estimated they would and therefore, not giving the company the measure of relief the commission in the transfer order said it was entitled to.

Unless the utilities board by Thursday shall give some intimation of an intention to change the order so as to give the company more relief, the directors, it is considered probable, will initiate action of some character.

Citizens appear to be as much dissatisfied with the order as the company is, and are preparing to launch a fight in the courts for the purpose of having it set aside. Attorney Henry E. Davis has been engaged to direct the fight. The plaintiffs, it is said, will be trade bodies, local unions and the bureau of engraving and printing.

OLD RATES OF POSTAGE IN FORCE AFTER JULY 1

Pre-war letter and postcard stamp prices will return on July 1. Congress has repealed the law requiring the payment of three cents for letter stamps and two cents for post cards and reduced the cost of each one cent. Beginning Tuesday the price for sealed letter stamps will be two cents and that of postcards one cent.

TO ENLARGE GUN FACTORY.

Appropriations Next December Promised by House Delegation.

Liberal appropriations next December for enlargements and improvements at the naval gun factory, Washington navy yard, are promised by the delegation from the House naval affairs committee, which visited the factory Thursday.

Needs for transportation facilities and a new sea wall were particularly impressed upon the delegation, who were escorted about by Vice Admiral Grant, who has just been made commandant there.

STUDY OF BUDGET VOTED BY SENATE

Joint Commission to Frame Project Would Report Next December.

FUND FOR HOWARD ADDED

The appointment of a joint commission to report to Congress a plan for a national budget system is provided for in an amendment to the sundry civil bill adopted by the Senate today. The commission is to be composed of members of the Senate, of the House and of the executive departments. The report must be made to Congress by December 1, 1919.

The establishment of a budget system was warmly advocated by Senator Kenyon of Iowa and Senator Edge of New Jersey. Senator Kenyon has led the fight for the adoption of a budget system in the Senate for years. Senator Edge had a foremost part in the adoption of a budget system for the state of New Jersey.

Opposed by Mr. Gronna.

Senator Gronna of North Dakota, while he said that he would not oppose the provision for the appointment of this commission, declared his belief that the establishment of a so-called budget system in this country would result in the destruction of democracy.

He said it would take the power from Congress and put it in the hands of executive officials, violating the fundamental principles of the American government. He said that it would be an entering wedge to take from Congress the powers which the fundamental law of the land places in Congress' hands. He charged that "big business" was back of the proposition for a budget system.

To this Senator Kenyon replied that he had received letters from all kinds of people, including farmers and merchants, in support of the plan, and had received no letters in opposition to it.

"It is intended as an entering wedge to stop the wasteful and extravagant appropriations by Congress," said Senator Kenyon.

The Senate adopted the committee amendment to the bill providing $121,937 for Howard University. The House had left out of the bill this appropriation, which the government had made for years for the maintenance of Howard University.

Increase for St. Elizabeth's.

The Senate also agreed to the committee amendment increasing the appropriation for St. Elizabeth's Hospital from $875,000 to $1,000,000. This increase was made necessary to care for many soldiers who have been sent to the institution suffering from nervous disorders.

The Senate approved also a committee amendment striking out the proviso in the House bill that the Secretary of the Interior is authorized to adjust compensation of officers and employes at St. Elizabeth's Hospital on the basis of rates which shall not exceed compensation paid for similar services to other hospitals in the county of like size and character.

Another committee amendment adopted increased the appropriation for salaries of all necessary employes other than those required for administrative work at the bureau of engraving and printing from $2,300,000 to $2,492,500.

Larger Ship Board Fund.

Increase in the Shipping Board fund from $276,000,000 to $491,000,000 for completion of the government's authorized shipbuilding program was approved by the Senate with but one dissenting vote at a late session last night.

There was little opposition to the shipbuilding increase, which merely authorizes sufficient money to complete projects already under way. The House appropriation for the Shipping Board's use, it was explained, was due to a miscalculation.

Legislation designed to aid the government in its campaign against bomb throwers, anarchists and radicals was adopted by the Senate after long and bitter denunciation of lawbreakers. The committee amendment extending permanently the war-time law providing for strict federal regulation of sale, manufacture and distribution of explosives also was approved.

Urges Deportation.

During the debate Senator King, democrat, of Utah, urged deportation of L. C. I. K. Martens, New York representative of the Russian soviet. He also advocated removal by President Wilson of Frederick C. Howe, New York immigration commissioner.

Senator Sherman, republican, of Illinois, also attacked Martens and Howe, and added that President Wilson should "separate himself from men of that type." Senator Sherman declared the President "hears too much from men who have sympathy with bolshevism."

Senator Overman, democrat, of North Carolina, chairman of the committee which investigated bolshevism; Senator Pomerene, democrat, Ohio; Senator Sterling, republican, of South Dakota and Senator Underwood, democrat, of Alabama supported the explosives legislation and urged that the government "go to the limit against anarchism." The legislation was opposed by Senators Lenroot, republican, of Wisconsin, and King, because, they said, it was unconstitutional and violated state rights.

Senator Underwood conceded that federal regulation of explosives in peace time was in the "twilight zone of constitutionality," but urged that doubt of the government's power be resolved in favor of the government.

Committee amendment increasing the House appropriation of $2,000,000 to $12,000,000 for the construction of the Alaskan railroad was accepted by the Senate by a roll call before recessing until tomorrow.

HUNS SIGN TREATY ENDING WORLD WAR; PARIS CELEBRATES

(Continued from First Page.)

and associated powers on one side and the German Reich on the other side have come to an agreement on the conditions of peace. The treaty has been completed and the president of the conference has stated in writing that the text that is about to be signed now is identical with the 200 copies that have been delivered to the German delegation.

The signatures will be given now and they amount to a solemn undertaking faithfully and loyally to execute the conditions embodyed by this treaty of peace. I now invite the delegates of the German Reich to sign the treaty.

Premier Clemenceau put the direct question to the Germans whether they were willing to sign and execute loyally all the terms.

All of the plenipotentiaries having signed the treaty, M. Clemenceau declared the session closed.

Huns Leave Hall First.

The German delegates left the hall first, the allied representatives remaining in their seats. Those who had assembled in the hall then went to the terrace to see the fountains playing.

As Premier Clemenceau, President Wilson and Premier Lloyd George emerged from the palace the great crowd gathered outside swept aside the cordon of troops, cheering madly. The three statesmen were swept along by the surging thousands. Many soldiers broke ranks and joined in the demonstration, while guns boomed and low-flying airplanes seemed to fill the air.

"Big Three" Photographed.

Premiers Clemenceau and Lloyd George and President Wilson were photographed together on the terrace. After the demonstration the three allied leaders left Versailles in the same automobile, the crowds following and cheering.

The Chinese plenipotentiaries wrote to the president of the conference, stating that they would not be present and that they are awaiting instructions from their government.

Goose Quills for Signers.

A box of old-fashioned goose quills, sharpened by the expert pen pointer of the French foreign office, was placed on each of the three tables for the use of those plenipotentiaries who desired to observe the traditional formalities.

Students Parade in Paris.

PARIS, June 28.—The students of Paris began to form processions early today and shortly after 9 o'clock were parading through the streets in celebration of the signing of the treaty.

Followed German Example.

PARIS, June 28 (Havas)—In the completed peace treaty signed today at Versailles, the newspapers say, were certain stipulations which, it was hoped, would hasten ratification of the treaty by the German national assembly.

The Journal says that the allies, following the German example of 1871, stipulated that the liberation of German prisoners would be dependent upon ratification of the treaty by the German assembly and that if the Germans approved the treaty at once the prisoners would be released without delay.

View of Prof. Williams.

SAN FRANCISCO, June 27.—Signing of the peace treaty without reservation by the Chinese delegates would have resulted in economic domination of the entire Shantung peninsula by Japanese, even though Japan restored Shantung peninsula and Kiaochow to China, as her ministers promised, according to Prof. E. T. Williams of Berkeley, who was far eastern adviser to the American delegation at Paris.

"We certainly can do nothing but voice highest praise to the men who have stood firm to prevent spoliation of their country," he said, commenting on the action of the Chinese delegates, in addressing the eighteenth annual conference here of the Chinese Students' Alliance, western division.

"If the league of nations lives up to its profession it must be the court to decide this question on its justice," he added. "All of us love peace, but there is something greater than peace, and that is justice. There can be no lasting peace except a peace founded on righteousness."

Officials Here Not Surprised.

Announcement from Paris that the Chinese delegates to the peace conference would not sign the peace treaty unless further limitations were placed on Japanese control in China, particularly in the Shantung peninsula, came as no surprise to officials of the State Department, though none of them is prepared to say whether this would seriously embarrass China after the league of nations became operative.

It is recognized that many persons in this country, including members of both houses of Congress, are thoroughly in accord with the position China has taken in the Shantung controversy. Germany, by the treaty of 1897, acquired sovereignty over this peninsula for a period of ninety-nine years, and China insists that Japan shall not control the province for such a period.

The understanding here has been that private assurances have been given China that Japan's tenure of Shantung would not be for long, but apparently this is not satisfactory to the Chinese government. China also is insistent that Japan be made to relinquish control of the railroad from Tsing Tao to Tsin Aufu, including all facilities and mining rights; of the Tsing Tao-Shanghai-Chefoo cables and of facilities of the port of Kiauchow. Nothing of this nature has been included in the treaty.

Poincare Gets Tickets.

PARIS, June 27.—President Poincare, who had failed to get a ticket of admission to the Hall of Mirrors at Versailles to witness the signing of the peace treaty, has received several cards for tomorrow's ceremony. It is reported the cards will be distributed to some of the former premiers who were in office during the war, and who were overlooked by the government.

The Temps says MM. Briand, Ribot, Viviani and Painleve, former premiers, will be present at the ceremony, but not as guests of the French government.

Dutasta Meets Germans.

PARIS, June 27 (Havas).—Paul Dutasta, secretary of the peace conference, went to Versailles at 8:30 o'clock this evening to submit to the German delegates a letter from Premier Clemenceau, president of the peace congress, certifying that the peace treaty to be submitted to the Germans for signature Saturday conformed in all points to the text of the document submitted June 16.

The Germans had raised the objection to M. Dutasta that the text of the treaty must conform with the text of that previously submitted before it would be signed. This protest, which ordinarily would have required several days to answer, will be obviated by the letter that M. Clemenceau has submitted.

Conference Work to Go On.

The work of the peace conference will not be interrupted by the signing of the treaty with Germany, although President Wilson will leave Paris tomorrow night and Premier Lloyd George will return to London on Sunday. Foreign Secretary Balfour and Secretary of State Lansing will replace the British premier and President Wilson in the work yet to be done. The peace treaty with Austria probably will be taken up Monday.

Mandatory Committee Named.

(By the Associated Press)—The council of four this afternoon appointed Lord Milner, Great Britain; Col. Edward M. House, United States; M. Simon, France; Signor Crespi, Italy, and Viscount Chinda, Japan, members of a committee on mandatories for the colonies and territories detached from the enemy powers.

Ignace Jan Paderewski, the Polish premier, was again before the council, and as a result his representations on the question of supplies for the Polish army were referred to the supreme council.

It is now expected that it will be possible to hand over to the Austrians on Monday the terms reserved in the original draft treaty on reparations and the military and naval clauses.

Blockade to Remain.

LONDON, June 27.—According to a statement made in authoritative quarters, the blockade of Germany will not be lifted until the powers concerned have ratified the peace treaty. It is understood, however, that owing to the delay of ratification inevitable in America, the powers have agreed that President Wilson's signature shall be regarded as ratification, pending that of the American Congress.

Hun Credentials Approved by Allies in Early Morning

By the Associated Press.

VERSAILLES, June 28.—Germany's delegates and the delegates of the allied and associated powers met in Versailles today to sign the treaty formally ending the war between Germany and twenty-seven other nations.

The credentials of the new German delegates were approved by the peace conference authorities during the forenoon and everything was virtually in readiness here at an early hour for the ceremony set for 3 o'clock in the afternoon. The morning had been a cloudy one, but shortly before midday the clouds began to break and the indications were that the afternoon of the momentus ceremony would be bright and sunny.

Last-Minute Changes.

Last-minute changes were made in the program to expedite the signing of the treaty. Two additional tables were placed beside the one within the historic hall of mirrors on which the peace treaty was laid. One of the new tables held the Rhine convention and the other the protocol containing changes in and interpretations of the treaty. All these documents had to be signed by each plenipotentiary and the arrangement of the tables thus enabled three persons to be engaged simultaneously in affixing their signatures.

Fragile Seals to Handle.

Because of the size of the treaty and the fragile seals it bore, the plan to present it for signing to Premier Clemenceau, President Wilson and Premier Lloyd George seemed unlikely to be carried out, the new plan being for the three conference leaders to step to the table to affix their signatures.

Hours before the time set for the ceremony a seemingly endless stream of automobiles began moving up the cannon-lined hill of the Champs Elysees, past the Arc de Triomphe and out through the shady Bois de Boulogne, carrying the plenipotentiaries, officials and guests to the ceremony. The thoroughfare was kept clear by pickets, dragoons and mounted gendarmes.

Parisians Flood Town.

In the meantime thousands of Partisans were packing the regular and special trains upon the lines leading to Versailles and contending with the residents of the town itself for places in the park where the playing of the famed fountains of Versailles would mark the end of the ceremony.

The automobiles bearing delegates and secretaries had reserved for their use the Avenue du Paris, the broad boulevard leading direct to the chateau's court of honor. French soldiers being ranged along the highway on both sides. At the end of the court a guard of honor was drawn up to present arms as the leading plenipotentiaries passed, this guard comprising a company of republican guards in brilliant uniform. The entrance for the delegates was by the marble stairway to the "queen's apartments" and the hall of peace, giving access thence to the hall of mirrors. The walls of these apartments were hung with unique Gobelin tapestries.

400 Privileged Guests.

The route to the peace table for the plenipotentiaries was through a space reserved for some 400 privileged guests, who were instructed to be in their seats well in advance of the entry of the delegates. It had been arranged that the delegations instead of straggling in without order, as when the original terms of peace were communicated to the Germans, should enter by groups, each one being formally announced by ushers from the French foreign office.

Germans Given Separate Route.

This formality was not prescribed for the Germans, who were given a separate route of entry, coming through the park and gaining the marble stairway through the ground floor. There was thus avoidance of occasion for the guard of honor to render them military honors, these being reserved for the allied representatives. The dismounted guardsmen on the marble staircase and in the "queen's apartments," however, were instructed to remain in their places for the entry of the Germans.

WIVES FIRST TO GREET NC FLYERS ON ARRIVAL AT NEW YORK

Left to right: Mrs. John Towers, Mrs. Patrick Bellinger, and Mrs. Albert C. Read photographed as they boarded the U. S. S. Herreshoff, which took them down the bay to the transport Zeppelin, on which the NC commanders and crews returned to the United States. When the vessels neared each other the women were transferred and the warmest of greetings and most hearty of welcomes took place.

Favorites Still Win Except Sasscer, Who Loses Match to Tuckerman on Last Hole

With the exception of Tom Sasscer, veteran player of the Maryland Country Club, all the favorites for the title survived the first round of match play in the tournament yesterday. Walter R. Tuckerman of Chevy Chase, after winning from Jim Baird of Columbia in the morning, found his work cut in beating Sasscer, which he did on the last hole. Tuckerman was down most of the way around the course.

W. C. Ballantyne, the present champion, can thank his lucky stars that he is still in the tournament today, for had not A. L. Hawse of Richmond missed an eighteen-inch putt on the last green Ballantyne would not be playing today. As it was the missing of the putt by Hawse enabled Ballantyne to square the match and he won on the first extra hole. Ballantyne defeated Fred B. Pyle in the morning, 5 and 3.

Clarke Corkran, the mighty hitter from the Baltimore Country Club, found his game yesterday afternoon and won from Donald Woodward of Columbia as he pleased, by 9 and 7. Woodward could not cope with the Baltimorean's strong tee shots and accurate pitches. Clarke was around in 75. He won from J. E. Baines by default in the morning.

W. R. McCallum of the Washington Golf and Country Club, who defeated Emmons S. Smith of Columbia, 2 and1 in the morning, found Lee L. Harban off his game in the afternoon, and won by 6 and 4. McCallum met Tuckerman this morning and Corkran was opposed to the champion.

Yesterday's Summaries.

Summaries of yesterday follow:

First flight—First round—Walter R. Tuckerman, Chevy Chase, defeated James Baird, Columbia, 3 and 1; Tom Sasscer, Maryland, defeated Allan Lard, Chevy Chase, 6 and 5; W. R. McCallum, Washington Golf and Country Club, defeated E. S. Smith, jr., Columbia, 2 and 1; Lee L. Harban, Columbia, defeated Harris N. Brown, Columbia, 3 and 2; D. Clarke Corkran, Baltimore, defeated J. E. Baines, Columbia, by default; Donald Woodward, Columbia, defeated F. Craig Morton, Baltimore, 2 and 1; W. C. Ballantyne, Columbia, defeated F. B. Pyle, Columbia, 5 and 3; A. L. Hawse, Richmond, defeated R. L. Finkenstadt, Columbia, 5 and 4.

Second round—Tuckerman defeated Sasscer, 1 up; McCallum defeated Harban, 6 and 4; Corkran defeated Woodward, 9 and 7; Ballantyne defeated Hawse, 1 up in 19 holes.

Consolation—Baird defeated Lard, 1 up in 19 holes; Smith defeated Brown, 4 and 2; Morton won by default; Kindenstadt defeated Pyle, 1 up.

Second flight—First round—S. M. Newton, Richmond, defeated G. T. Cunningham, Bann., by default; G. H. Chasmar, Columbia, defeated J. C. Davidson, Wash. G. and C. C., 3 and 1; Melville Peck, Wilmington, defeated T. J. W. Brown, Bann., 2 and 1; H. H. Hume, Norfolk, defeated Lynn Haines, Bann., 2 up; G. M. Ivory, Bann., defeated I. E. Shoemaker, Columbia, 3 and 2; A. Winter, Columbia, defeated Hugh Saum, Columbia, by default; A. R. McKenzie, Columbia, defeated Marshall Whitlatch, Chevy Chase, 3 and 2; Tom Moore, Bann., defeated J. C. Nagle, Bann., 6 and 5.

Second round—Newton defeated Chasmar, 4 and 3; Hume defeated Peak, 2 and 1; Winter defeated Ivory, 7 and 6; McKenzie defeated Moore, 3 and 2.

Consolation—Davidson won by default; Haines defeated Brown, 4 and 2; Shoemaker won by default; Whitlatch defeated Nagle, 2 and 1.

Third flight—First round—H. C. Peak, Norfolk, defeated R. L. Corby, Columbia, 6 and 5; George E. Truett, Wash. G. and C. C., defeated J. H. Davidson, Wash. G. and C. C., 4 and 3; H. K. Cornwell, Columbia, defeated Carl Hookstadt, Bann., 4 and 3; O. H. Wood, Columbia, defeated B. M. Manly, Bann., 1 up in 19 holes; Richard Davidson, Norfolk, defeated George E. Minnegerode, Chevy Chase, 5 and 4; Morven Thompson, Chevy Chase, defeated R. C. Taylor, Richmond, 4 and 3; Hugh McKenzie, Columbia, defeated W. F. Hitt, Chevy Chase, by default; Charles Mackall, Wash. G. and C. C., defeated James Walter, Richmond, by default.

Second round—Peck defeated Truett, 6 and 5; Wood defeated Cornwell, 1 up; Davison defeated Thompson, 5 and 4; McKenzie defeated Mackall, 2 and 1.

Consolation—Corby defeated Davidson, by default; Manly defeated Hookstadt, 6 and 5; Taylor defeated Minnegerode, by default.

Fourth flight, first round—W. J. McNally, Columbia, defeated S. S. Reeves, Columbia, 5 and 4; E. D. Hotchkiss, Richmond, defeated C. S. Watts, Columbia, 2 up; A. S. Crawford, Baltimore, defeated B. H. Warner, Chevy Chase, 1 up; H. R. Swartzell, Columbia, defeated C. D. Wolfe, Norfolk, 5 and 4; A. S. Mattingly, Columbia, defeated O. B. Drown, Columbia, 6 and 4; J. T. McClenahan, Washington, defeated J. C. McLaughlin, Columbia, 3 and 2; F. L. Davis, Columbia, won from Snowden Huff, Baltimore, by default; G. P. Orme, Columbia, defeated Arthur McGeorge, Wilmington, 3 and 2.

Second round—Hotchkiss defeated McNally, 1 up; Swartzell defeated Crawford, 6 and 5; McClenahan defeated Mattingly, 3 and 2; Davis defeated Orme, 2 and 1.

Consolation—Watts defeated Reeves, 1 up in 20 holes; Warner defeated Wolfe, 7 and 5; McLaughlin defeated Brown, 2 and 1; McGeorge won by default.

Fifth flight—First round—D. D. Aimes, Norfold, defeated W. H. Mulligan, Columbia, by default; J. R. De Farges, Bann., defeated F. S. Appleman, Columbia, by default; M. C. Woodard, Bann., defeated M. B. Stevenson, Bann., 4 and 3; J. T. Harris, Bann., defeated E. C. Gott, jr., Columbia, 4 and 3; J. H. Hanna, Chevy Chase, defeated H. G. Davis, Chevy Chase, by default; C. G. Hume, Norfolk, defeated J. S. Larcombe, jr., Chevy Chase, by default; B. L. Taylor, Bann., defeated F. M. Phelps, Columbia, 9 and 7; C. H. Orme, Columbia, defeated E. D. Williamson, Bann., 5 and 4.

Second round—De Farges, defeated Aimes, 1 up; Woodward defeated Harris, 2 and 1; Hume defeated Hanna, 8 and 6; Orme defeated Taylor, 3 and 2.

Consolation—E. C. Gott, jr., defeated Stevenson, 3 and 2; Williamson defeated Phelps, 6 and 4.

Sixth flight—First round—J. W. Turner, Wash. G. and C. C., defeated E. C. Gott, sr., 4 and 3; G. M. McClellan, Columbia, defeated R. M. Long, Norfolk, 2 up; E. S. Smith defeated J. A. Shaffer, Columbia, 2 and 1; H. M. Hall, Columbia, defeated H. B. Cole, Norfolk, 5 and 4; A. W. Howard, Wash. G. and C. C., defeated C. A. Watson, Columbia, 6 and 5; J. M. Scranage, Bann., defeated H. F. Lowman, Columbia, 7 and 6; W. R. Pearce, Bann., defeated R. B. Cooke, Norfolk, 2 and 1; G. W. Simpson, Columbia, defeated A. D. V. Burr, Columbia, 4 and 3.

Second round—Turner defeated McClellan, 5 and 4; Hall defeated Smith, by default; Scranage defeated Howard, 2 up; Pearce defeated Simpson, 5 and 4.

Consolation—Gott defeated Long, 3 and 2; Cole defeated Shaffer, 1 up; Watson defeated Lowman, 1 up; Cooke defeated Burr, 1 up in 19 holes.

England's Soldiers Fight Civilians.

LONDON, June 28 (via Montreal).—Serious street fighting occurred Friday at Woking, Surrey, between Canadian and British soldiers and civilians. The Canadians came from the camp at Whitley.

ALL SILENT ON DRY LAW ENFORCEMENT

U. S. Agencies Make No Statement as to Course They Will Pursue July 1.

With nation-wide prohibition, in theory at least, but three days distant, the government agencies which will have its enforcement in charge are maintaining silence as to just what course they will pursue. Hope for congressional action before war-time prohibition has been entirely abandoned, and whatever action the Department of Justice or the Treasury Department takes will have to be done with its present force, admittedly inadequate to administer a law so universal in its effect.

Attorney General Palmer has added nothing to his statement of several days ago that this law, as any other law, would be enforced by the department. To conduct prosecutions in widespread sections of the country with the present force, however, would seriously interfere with other work, notably that in connection with the campaign against anarchists, and Congress has made no appropriation out of which additional help could be paid.

N. Y. News Brings No Change.

At the department today it was said that while it would handle the legal end of any prosecutions against violators of the liquor law, it was expected that the bureau of internal revenue would file the original informations against such persons. Announcements by liquor sellers in New York and elsewhere that they would continue to operate after July 1, and make a test case if they were arrested, caused no change in policy or no new announcement by any government agency.

Secretary Glass already has pointed out that the prosecution of liquor manufacturers or sellers, except where the payment of tax was involved, was outside the province of the bureau of internal revenue and has recommended to Congress the creation of a prohibition commission to be a part of the Department of Justice.

The Secretary added, though, that if such a commission were made a part of the Treasury Department it would carry on the work assigned to it.

May Be Looking to President.

In some places it is thought that both the Treasury Department and Department of Justice officials are awaiting possible action by President Wilson. If he declares officially that demobilization has been completed prior to July 1 it will do away with the necesity of any action at this time by either of the above departments, at least so far as the sale of light wines and beer is concerned.

Attorney General Palmer may have some announcembent to make on or after July 1, it was said today, but it is reasonably certain he will not forecast his attitude.

Commissioner Roper of the bureau of internal revenue said today that his agents would report promptly any violations of the prohibition act that they discovered, but that the prosecution of such offenders would be in the hands of the Department of Justice.

Liquor Dealers in Doubt.

The result of this position by the government has been to keep liquor sellers in doubt as to what treatment they will receive if they continue their business after next Monday, in case the President has not interfered with the operation of the law in the meantime

According to reports the application of war-time prohibition in New York and other large commercial centers threatens to become a farce. Many retail dealers, especially in New York, have announced that they will remain open after next Tuesday.

Hoch Discusses Proposed Repeal.

The question of whether the President would have the power to repeal war-time prohibition by declaring demobilization complete was discussed in the House yesterday by Representative Hoch of Kansas, republican.

"There seems to be a general belief," Mr. Hoch said, "that the President not only has the power to repeal the act, but intends to do so. The liquor interests in many sections of the country are openly defying the law and are taking out licenses for the next fiscal year.

Denies Moral or Legal Right.

"Nevertheless, it is certain that the President has no moral or legal right to repeal the act. He lacks the moral right because both branches of Congress and the country at large expressed in no uncertain terms opposition to his request that the act should be repealed in so far as it affects the sale of light wies and beer.

"Neither has he the legal right to repeal the act. That cannot be done until demobilization is terminated, and certainly he cannot state in good faith that demobilization is complete when hundreds of thousands of soldiers are still in the service."

Many Women Buying Bay Rum and Perfumes

Women—some of them society women—are buying perfumes and bay rum to provide the stimulation which they formerly derived from the cocktail and the high ball. So F. T. Stone, a local druggist, chairman of the legislative committee of the Retail Druggists' Association, told the Senate judiciary subcommittee handling the bill for war-time prohibition and prohibition under the constitutional amendment. He told the committee that he thought it would be unwise to have the percentage of alcohol in toilet waters, etc., placed on the outside of the container. Mr. Stone said that it might be an invitation to persons to purchase those articles to drink, though they were not beverages in any sense of the word.

"One of the worst 'jags' on record here was taken recently from the Union station," he added. "It was a man who had been drinking bay rum."

Mr. Stone insisted that the druggists were anxious not to sell anything in the way of alcoholic beverages, but that they did desire the bill so framed that it would not interfere with the sale of legitimate medicines and compounds which contain a percentage of alcohol.

Plea for Cider Made.

A plea was made by James Kiefer and Representative Miller of Washington to have sweet cider containing a small percentage of alcohol exempted from the prohibition. They told of the great cider industry that has been developed in Washington state and insisted that a man could not become intoxicated from drinking the product.

NO TOURISTS FOR FRANCE.

Their Trips Are Not Permitted This Year—British Restrictions.

Tourist travel to France from this country will not be permitted before next year, the State Department announces.

Business men will be permitted to send agents to any European country following the signing of the peace treaty, it was said, but restrictions as to the return trip will continue in force because of the needs of space for soldiers and civilian War Department employes.

Measures to prevent undue travel to Great Britain as long as that government desires it also will be continued, as transportation and economic conditions in Great Britain still are far from normal.

SUNRISE GREETING GIVEN TROOPSHIPS

Men From Abroad Arrive at New York and Other Atlantic Ports.

By the Associated Press.

NEW YORK, June 28.—Nearly 7,500 troops arrived here today from French ports. The Asolus, from St. Nazaire, arrived in the harbor shortly after sunrise with 3,354 soldiers on board, and she was followed by the Santa Paula, also from St. Nazaire, with 2,003, and the Santa Rosa from Bordeaux with 1,961.

The steamship Taormina, from Marseille, has brought 2,143 troops. Units included 171st Aero Squadron, 3rd Air Park, 13th Sanitary Squadron, 59th and detachment 99th Base Hospitals, 307th Salvage Squadron, 317th Salvage Unit, 680th and 476th Motor Truck Companies, 309th Supply Train and various organizations of headquarters advance section, S. O. S., including headquarters company, 326th Service Battalion, post commandant staff and a detachment of the judge advocate general's department.

War Brides Aboard.

In addition to the crews of the NC planes, the transport Zeppelin yesterday arrived with 4,238 troops and fifty-three "war brides," with four children. The largest contingent was the 805th Pioneer Infantry complete, eighty-two officers and 2,698 men. Other units included sixteen officers and 462 men of the 10th Field Battalion, Signal Corps, 7th Division; a detachment of the 13th Veterinary Hospital and scattered casuals.

Brig. Gens. Rufus E. Longan and Francis J. Parker returned as casuals.

The steamship Mobile, from Brest, brought 5,068 troops, including Maj. Gen. Edward N. Lewis and Brig. Gens. Thomas Q