JAP'S PROPOSAL NOT PLEASING

Objection to the Principle of Racial Equality

INTERNATIONAL AIR CODE

Neutrals Will Have An Opportunity To Present Suggestions To League Of Nations Commission—Wilson Dines With House.

Paris.—The Dominion delegates here heartily concur in the view of the British delegation that the question of the equality of treatment of all nationalities throughout the world is not a matter for the League of Nations. A prominent Australian expressed the opinion that the commonwealth was not prejudiced against the Japanese, but had a great admiration for them. Nevertheless, he said, Australians believed that it would be better for the future world if each race should develop along its own distinctive lines.

The chief consideration, the Australian continued, was the industrial one. Australia aimed at building up in the most rapid manner an all-British population of more than 15,000,000, and her chief attraction was her high wages and pleasant industrial conditions. The Asiatic worker, as known in Australia, however, was a cheap worker, and therefore, the Australian continued, if the doors were opened to Asiatic immigration they would have to be closed to Europeans.

A Canadian delegate declared that the question of immigration must be settled individually by each country. Canada, he said, hitherto has had no complaint regarding the Japanese in Canada. Their immigration was limited, he pointed out, and only a few hundred were admitted yearly.

President Wilson will act as chairman at the meeting of the League of Nations commission which will be held Saturday morning, when all proposed amendments and changes will be considered and the plan put into definite form.

This will be the first meeting of the commission since the covenant was adopted the day before Mr. Wilson left for America and it will consider proposals of neutrals and also any other suggestions which have taken definite form.

Lord Robert Cecil and Thomas W. Gregory, former United States Attorney General, are now here and are among those who have sought to draft a proviso relative to the Monroe Doctrine in such form that it will meet the approval of legal experts.

The commission plans to hold continuous sessions until the work of revision is completed.

RETRIBUTION.

Woman Responsible For Many Executions Herself Executed.

Copenhagen.—A Bolshevik newspaper of Petrograd publishes a long list of persons who have been executed in connection with the counter-revolution. Among the names on the list is that of Madame Sternberg-Jakoleva, president of the committee dealing with executions, who herself has been held responsible for thousands of executions. No reason is assigned for her execution.

ANGLO-AMERICAN ENTENTE.

Conference To Bring About Closer Trade Relations.

London.—A conference and luncheon at the American Chamber of Commerce, given for the purpose of making closer the relations between American and British business men, was held. Delegations were present from three prominent British organizations, three American organizations and also from British labor unions.

PARLEY AT POSEN HALTED.

German High Command And Cabinet Reported At Odds.

Paris.—Negotiations between the interallied commission and the German Government's representatives at Posen have again been interrupted at a time when a result seemed about to be reached. It is said that this was the result of the evasive attitude of the German Government.

Dispatches state that the German High Command appears to be in open conflict with the Berlin Cabinet and will not undertake to respect an armistice between the Germans and Poles.

U. S. TO GET ZEPPELINS.

New Terms To Germany Will Reqiure Surrender Of Airships.

Washington.—Definite information has reached Washington that Germany will be required to surrender part of her large fleet of Zeppelins, said to number more than 50. Little has been said about the Zeppelins and none of the armistice terms have required the surrender of any of them.

CONGRESSMAN KAHN IN PARIS.

California Representative Mistaken For Secretary Baker.

Paris.—Representative Kahn, of California, landed at Brest from the United States and reached Paris. This morning Paris newspapers erroneously announced the arrival at Brest of Secretary of War Baker, who is still in the United States. An investigation disclosed that he probably had been confused by the correspondents with Representative Kahn.

Conflicting Thoughts

WAR OPENED ON HIGH PRICES

Industrial Board and Steel Men Take First Steps

LABOR COST A FACTOR

The Attitude Of The Steel Manufacturers Toward The Board Proposals Was Not Announced.

Washington.—Initial steps toward bringing about a reduction of prices and stabilization of the basic commodities were taken at a conference of representatives of the steel industry with the Department of Commerce's recently organized industrial board. The steel men, headed by E. H. Gary, chairman of the American Iron and Steel Institute, met with the board and later held a separate conference.

The attitude of the steel manufacturers toward the board's proposals was not announced. The board, however, in a statement issued after the joint conference said that while "an actual decision on a lowered scale of prices" had not been reached, "satisfactory progress has been made." Chairman Peek, of the board, was quoted as saying the steel men had shown an entire willingness "to cooperate in making effective any program that will hasten the return to normal conditions."

The statement issued by the board follows:

"After meeting with leaders of the iron and steel industry, representing approximately 90 per cent. of the country's production, the Industrial Board announced that satisfactory progress had been made but that a final decision on a lowered scale of prices would not be reached until after full consideration of all phases of the subject.

The question of prices was not touched upon at the first conference. The entire time was devoted to a discussion of the general situation and the necessity of a reduced schedule of steel prices at the present time in order to stimulate buying.

"We found the steel men entirely willing to co-operate in making effective any program that will hasten the return to normal conditions," said George N. Peek, chairman of the Industrial Board. "It is as yet impossible to tell just how long it will take to formulate the new price schedule. We do not expect, however, that action by the industry and the board will be long delayed."

TO RECOGNIZE AUSTRIA.

France Reported On Eve Of Sending Envoys To Vienna.

Paris.—The French Government, the Petit Parisien announces, desires to resume at least unofficial diplomatic relation with German Austria. Foreign Minister Pichon, it adds, has called to Paris Henri Allize, the French Minister at The Hague. The paper says M. Alize probably will be sent to Vienna.

BRUSSELS PUTS IN BID.

Offers Palace As Seat Of League Of Nations.

Paris.—The Belgian delegates have presented the official request of Belgium that Brussels should be chosen as the seat of the league of nations. The delegation has transmitted to President Wilson and the heads of the great powers a copy of the letter from Burgomaster Max, of Brussels, stating that the municipality would present to the league the Egmont Palace, formerly the property of the Duc dArenberg, for use as its headquarters.

CLEMENCEAU HOLDS ON.

Report That He Has Resigned Ministry Of War Denied.

Paris.—A rumor that Premier Clemenceau has resigned the portfolio of Minister of War, which was current here, was denied in official quarters this evening.

WANTS HUNS PUNISHED.

French Senate Committee Demands Revenge For Outrages.

Paris.—The French Government is asked to make every effort to secure the punishment of all German officers and soldiers found guilty of plundering or causing devastation in the occupied regions of France, in the report made by Senator Raynald, on behalf of the Senate committee, which recently visited the devastated districts.

PEACE TREATY IN TWO WEEKS

Allied Commission to Control Navigation of Rhine

CABLE OWNERSHIP PROBLEM

League Of Nations Will Be In Draft —Fortifications Of Heligoland To Be Dismantled, Council Decides.

Paris.—At the close of a conference between President Wilson, David Lloyd George, the British Prime Minister, and M. Clemenceau, the French Premier, the announcement was made, that no final decisions had been taken, but that all the main questions surrounding the Peace Conference had been discussed, that the meeting had been entirely satisfactory and that there had been no change in the plans previously announced, which contemplate the completion of the peace treaty within the next two weeks, including the league of nations.

Great interest attached to the meeting owing to a report that there was a divergence in views on some of the main questions to be discussed. Great crowds gathered to witness the arrival of the heads of the various governments.

The fortifications on the Island of Heligoland, Germany's formidable base in the North Sea, must be dismantled. This decision was reached by supreme allied war council.

The council has under consideration the question of maintaining Heligoland as a port of refuge for peaceful craft.

It was decided also that the Kiel Canal should be internationalized and made available to the ships of all nations on even terms. Tolls will be collected to pay for the maintenance of the canal. Germany probably will retain sovereignty of the waterway.

Disposition of German warships is not likely to be included in the treaty of peace, according to the view of the American peace delegation: Germany, however, will be required to surrender title to the ships. The ultimate ownership will be determined later.

The future navigation of the Rhine will be controlled by an Allied commission, the Peace Conference Commission on the International Regime of Ports, Railways and Waterways decided today. The commission will replace the German-Holland Commission of before the war.

The British delegation to the Peace Conference, has consented to refer to the Supreme Council the question of the future ownership of the German cables to America. All parties interested in the question are preparing briefs.

2,268,537 STILL IN ARMY.

March 15 Report Shows 1,402,351 Decrease Since Armistice.

Washington.—The strength of the American Army on March 15 was 2,268,537, a decrease of 1,402,351 since the signing of the armistice. A War Department announcement reported 1,508,133 officers and men, exclusive of 24,000 marines, in Europe—France, Germany, Russia. In the United States there were 640,013 and at sea 64,203. The force in Siberia numbered 8,970, with 47,218 in the insular possessions.

U. S. LEASING ISLANDS.

Lie Off Colombia And Are Regarded Of Military Value.

Panama.—The Cartagena correspondent of the Panama Star and Herald asserts that the U. S. is arranging for a 99-year lease from Colombia of the islands of San Andreas and New Providence, off the North coast of Colombia, near Clon. The payment, it is asserted, will be forty million dollars. The islands contain small cocoanut plantations, and but little agriculture is carried on upon them.

FIRST CONCRETE FREIGHT CAR.

Will Be Used By Illinois Central In Coal Service.

Chicago.—The first reinforced concrete freight car ever built was delivered to the Illinois Central Railroad for operation in its coal service. The car was designed when war demands made steel for commercial uses almost unobtainable. The car is light, its walls being 1½ inches thick and the floor 2½ inches thick. It has been tested for a capacity of 100,000 pounds.

FOR A MILITARY TRAINING SYSTEM

Representative Group of Draftees Indorse System

AS A NATIONAL POLICY

War Department Announces Data Ascertained Through Questionnaires At Camp Devans.

Washington.—Overwhelming indorsement of a universal military training system, coupled with equally strong support for the existing disciplinary relationship between officers and men of the army, was expressed by a representative group of the selective service men of the Twelfth Division, Camp Devens, Mass. Just before the organization was demobilized last January the opinions of the men, numbering 1,330, with an average length of service of 10.7 months, were obtained through a carefully arranged questionnaire system with every safeguard provided to insure absolutely free expression of opinion and with such distribution in the division as to make the answers representative.

The report on the inquiry was made public at the War Department. It is headed:

"Our military system as it appeared to America's citizen soldiers."

Although half of the men questioned were rated as dissatisfied with military life, the report shows that 89.5 per cent. of the replies expressed the soldier's belief that he personally had benefited by his army life, 79 per cent. were glad of their training aside from feelings of patriotism and 88 per cent. favored universal military training as a national policy.

A substantial majority agreed that the existing relationship between officers and men was necessary and disapproved the social mixing of the rank and file.

The largest number of suggestions as to improvements in the service received had to do with better fitting uniforms or changes in mess arrangements.

There were more than 20,000 men in the Twelfth Division at the time of the inquiry, representing 47 States. The organization was awaiting orders for France when the armistice was signed. It then suffered more than two months of waiting for demobilization before the questionnaires were sent out, and the officers who devised and supervised the inquiry point out that it was thus calculated to reflect army morale at its low ebb.

Every provision was made to ascertain the views of discontented men in order that the results might have real value of the army. The commanders of the 80 companies were furnished with 18 questionnaires each, and instructed to give them to six men of high intelligence and rated as good soldiers, to six others of equal intelligence but supposed to be discontented with army life, to three good soldiers of average intelligence and to three others of average intelligence who had indicated views hostile to military discipline. The men were told to submit their answers only immediately upon or after discharge, so no fear of subsequent action by their officers would impede the free expression of their views.

AUSTRIA TO GET FOOD.

Agreement Reached In Vienna—Hoover To Manage Shipment.

Basle.—The Interallied Food Commission, which has been conducting negotiations at Vienna, has concluded sessions there and has reached an agreement by which German Austria will receive five convoys of grain daily by way of Triest, according to advices received here from the Austrian capital.

A credit of $30,000,000 has been arranged to carry out the agreement. Herbert Hoover, chairman of the Supreme Food Council, will be charged with the administration of the agreement.

COAST ARTILLERY LUCKIEST.

Leads All Other Branches In Per Cent. Returned Home.

Washington.—The Coast Artillery leads all other branches of the Army in per cent. returned to this country up to March 13. The War Department announced that of the Coast Artillery abroad last November 11th, 72 per cent. had sailed on that date. The Tank Corps was second with 67 per cent. returned. Only 1 per cent. of the Quartermaster Corps had sailed.

DIES OF SLEEPING SICKNESS.

E. P. Steuder Its First Victim In Richmond.

Richmond, Va.—Richmond's first death from the so-called sleeping sickness was reported to the health department. The victim was E. Peter Steuder, of Crewe, Va., who had been a patient at a local hospital since March 2. No additional cases of the disease have been reported to the health department.

UKRAINIANS TAKE PRZEMYSL.

Invaders Also Are In Suburbs Of Lemberg.

London.—Ukrainian troops have entered Przemysl, according to a German wireless dispatch. The Poles are still in the northwestern part of the town. The Ukrainians are also in the suburbs of Lemberg and along the whole Przemysl-Lemberg line, traffic there being completely stopped.

SEEING ROME FROM DIRIGIBLE

Correspondent Gives Interesting Description of Trip Over Eternal City.

WONDERFUL SCENE UNFOLDS

Plan to Make Aerial Tours of City an Attractive Feature for Visitors When Normal Conditions Return—Trip Is Marvelous Experience.

By LLOYD ALLEN.
Western Newspaper Union Staff Correspondent.

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Rome.—When you make that long promised European trip to see the great battlefields of France and Italy and get to Rome you will undoubtedly have the opportunity of inspecting the Eternal City from the deck of a dirigible.

By the time Europe has set its house in order and has recovered sufficiently from war to make tourists comfortable Rome will be featuring an aerial tour of the city which no one will care to miss, even though the cost of the trip may be something like $20.

Instead of lumbering through the streets in the old-time rubberneck wagons, or in a taxi, you will be able to lounge comfortably in well padded seats of an airship and see at fairly close range the layout of Rome with its glories of ancient and modern architecture and at the same time feel perfectly safe, because a dirigible moves along with even less vibration than a Pullman sleeper or American parlor car.

I have just landed from such an inspection of Rome. Except for a few moments' uneasiness while the dirigible was leaving the ground the trip was a marvelous experience and almost absolutely free from any anxious moments, even though the big ship sailed along 2,000 feet in the air at times. It was a war craft, built for scout duty, and capable of carrying 30 persons and was nothing like the comfortable passenger airships that are now being planned and which will soon be in actual operation not only in Rome but in other European capitals as well.

The big factories and the men who designed these ships are now turning their thoughts to the possibilities of passenger traffic and they know that Americans are going to be some of their best customers during the days of enormous tourist traffic that are to come. In Italy, as well as France and England, it is taken for granted that the day of air travel is here.

No Chance for Civilians Now.

Just now, of course, civilians find it impossible to fly over Rome, or even visit Rome for that matter, unless they have special business there. All transportation facilities are being used to demobilize sections of the armies and there is general congestion of railways and hotels. But this reconstruction period is not expetced to last many months.

As guests of the Italian government and armed with a special permit to fly, our party of American newspaper men, eight in number, were taken up at mid-afternoon for a one-hour flight in which our ship did a figure-eight course over Rome, flying directly above the magnificent structure of St. Peter's, the Quirinal palace, the Coliseum and the newer monumental edifice in white marble and gold that has been erected to commemorate the creation of new Italy, the vast edifice of simple and severe architecture of the monument to Victor Immanuel II.

In automobiles we were rushed out of Rome through the ancient city walls, some of which were built during the days of the old Roman republic, across the gardenlike campagna of green fields and flocks of sheep to an immense airdrome in the prairie land. The whole of the interior was one vast room in which three dirigibles were moored safe from rain and storm.

By means of a portable staircase on wheels we climbed into the swinging basket of the dirigible and took places where we could find them around the three gasoline engines, 12-cylinder Fiats, each attached to a separate propeller.

Carries Crew of Seven.

Leather coats lined with sheepskin were distributed, although the weather on the ground was springlike. Seven Italian army men composed the crew of the ship. The officers used megaphones at times to shout orders to the crew and to communicate with the small army of soldiers that held the guide ropes on the ground.

The final sand bags were thrown from a pile on deck and the ship started ascending without a tremor. Unless one looked at the ground the sensation of moving was not noticeable.

I watched for a few moments the manner in which a gas engine man tuned up one of the three motors aboard, and was startled a few seconds later to find that we had moved skyward about 300 feet.

The hundred odd helpers on the ground had already been dwarfed into mere pygmies. The Roman campagna with the mountains in the distance, was unfolding into a vast panorama. We continued to ascend to more than 1,000 feet, moving all the time with increased speed toward the city of Rome, ten miles away.

Panorama of Rome.

At a speed of 40 to 50 miles an hour we sped over farmhouses and ruins of the Appian way toward the city. Within five minutes the miles of arched stone aqueducts that stretch from Rome to the mountains had been passed and we were in the outskirts of the town with the River Tiber just ahead threading the solidly packed rows of houses like a dull blue ribbon.

They tell you in Rome that the most satisfactory view of the wrecked Coliseum, where the Caesars used to murder Christians by the hundred and where the gladiatorial combats of the old days were held, may be had by moonlight.

However, a much better idea of the Coliseum and its size can be obtained by viewing it from the air. From 1,000 to 1,500 feet above earth you can get a better estimate of its size, and as you float by you have to scrutinize closely to notice the damage time has brought to walls and arena.

Near the Coliseum the other ruins are less distinguishable. They are too small to stand out in the panorama. The palace of Augustus is a mere pile of bricks. The world-famous Palatine hill near by is to all appearances an irregular strip of brick-strewn meadowland and loses all of the grandeur that the fanciful tourist, on foot among the ruins, is able to reconstruct from his imagination.

On the other hand, the Quirinal palace, the Rome residence of the king of Italy in peace times, is notably uninspiring when viewed from the street. But seen from the air, the magnificence of the Quirinal is impressive.

Wonderful Scene Unrolls.

To all appearances we were barely moving. Whole sections of landscape presented themselves smoothly and seemingly slowly. We had ample time to inspect with considerable care the larger points of interest from our vantage point in the steady basket, and it was only after landing that we learned our speed had averaged 40 miles an hour. The distance above the ground was responsible for the delusion of slow speed.

The glories of St. Peter's, viewed from the air, are no small part of the joy of flying over Rome. It is only from a high elevation that one is able to appreciate the perfect symmetry of design that represents the best genius of architectural thought in Rome through four centuries under the patronage of over a score of popes.

Naturally enough the finer embellishments of St. Peter's are more or less invisible from the air. The famous Egyptian obelisk, brought to Rome by one of the old emperors, who utilized 800 men and 140 horses to perform part of the work and spent a small fortune in gold on the enterprise, is a dot in the landscape. The statues are mere blurs, the fountains are simply brighter spots in the landscape.

Trip Quickly Made.

One of the disappointing features of a first flight over Rome is the quickness with which the trip is accomplished. You have no sooner gotten into the spirit of viewing things from aloft until your machine scoots outside the city over the green fields again and you have groups of country people below gazing skyward for the ever interesting sight of an airship.

Once headed toward the airdrome, you will probably worry a bit about how efficiently the crew is going to manage the descent and landing. You commence to realize what an unwieldy thing an airship is, how sensitive it is to the air currents, how much it weighs, and, above all other things, how far away the ground appears. You consider, after a bit of thought, that after all it was an idiotic idea to fly while the airship business is in a state of comparative infancy.

About that time the airdrome, with its immense roof and sides of corrugated iron, is in sight. The pilots circle the airdrome and do a sort of figure six in the air. On the ground nearly a battalion of men are rushing along to the spot the pilot has picked for the landing. Sure enough, just as you feared they are dropping the huge machine just like an elevator. The ground suddenly looks very close. About that time you get your first slight jar; it is the crew dumping several barrels of water ballast to lighten the machine and stop the car. The jerk is less than the usual elevator makes when stopping for a floor. Had you not been watching closely you would not have noticed it.

WAR STAMP IS BRITISH IDEA

Washington.—An interesting comparison between the systems of War Savings stamps in Great Britain and America is made by the savings division of the United States treasury.

England had been selling War Savings certificates for more than a year before this attractive form of investment was offered to the people of the United States. This country has had the advantage of the Britons' experience in this field, and while the two savings stamps are alike in most respects, there are a few interesting differences.

The British War Savings stamp is dated when purchased and is due exactly five years from that date. This enables them to sell the certificates always for the same—15s. 6d. ($3.83). The American War Savings stamps are issued in annual series, and each series has a uniform date of issuance and of maturity. The present rate is kept uniform by increasing the purchase price one cent each month. This means that all of the 1919 War Savings stamps will mature in January, 1924, while in three or four years British War Savings stamps will begin coming up for redemption in varying amounts each day.

The British System.

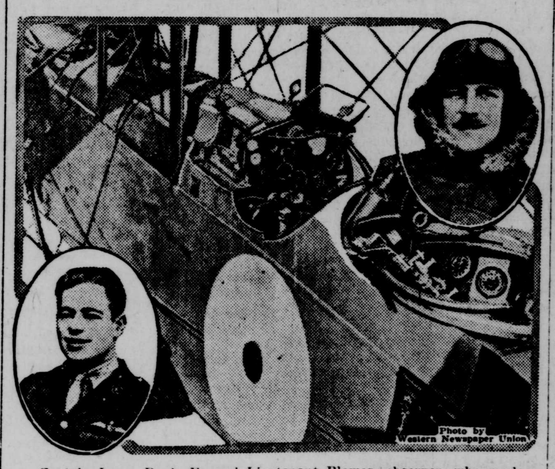
The British have devolved the system of purchasing the regular sixpence postage stamps, which are pasted on a card until 31 are obtained. Then the card is exchanged for a War Savings certificate. Americans, on the other hand, can purchase a 25-cent Thrift stamp, and thus gradually accumulate the required 16 stamps necessary to purchase a War Savings stamp, adding, of course, the necessary amount according to the month, namely, 12 cents for January or 23 cents for December.

War Savings societies, or associations as the British term them, are very numerous in the British Isles. Each person affiliated with the association contributes either a fixed sum or any amount he can at regular intervals, say, each week. Whenever the secretary finds 15s. 6d. or more in the treasury he immediately purchases one or more War Savings certificates for his society, so that the certificates begin to draw interest. As soon as a number of persons have completed their payments it is customary to draw lots for the advantage of the earliest dated certificates in the association treasury. Thus, the lucky person may obtain a certificate which has been accumulating interest for weeks possibly, while the last stamp drawn will, of course, be only a few days old.

Exempt From Taxation.

Both British Savings certificates and American War Savings stamps are exempt from taxation, and for this and other reasons there is a limitation to the amount that may be held by one individual. In the early war days in England persons with income exceeding $1,500 were not permitted to buy Savings stamps. This condition was later changed so that anyone may hold Savings certificates up to about $2,500 maturity value. In the United States one individual may not hold more than $1,000 of any one series. In both countries there is no limitation preventing each member of a family from holding the prescribed limit.

MADE RECORD ALTITUDE FLIGHTS



Captain Lang, R. A. F., and Lieutenant Blowes, observer, who made a world's record altitude flight in a British biplane equipped with a single engine. They reached the unprecedented height of 30,500 feet, or six miles up, at Mattlesham, England.

WESTERN HORSES TOO TOUGH

France Politely Refuses to Eat Meat From Those Raised on Ranches.

Helena, Mont.—France has courteously but firmly refused it consider the stringy meat of the bony Montana wild range horse. Washington dispatches declare that United States Senator T. J. Walsh of Montana, who took the matter up with the French high commission, was told that France was not in the market for Montana horse meat on any terms.

Sale of the range horse for food has long been agitated, as he devours the range. He is worthless as a horse and to round him up, slay and bury him would cost too much money. He is too numerous to kill and let lie, since he might start a plague. Various projects to can him have been gentle scored by American meat packers and the solution of the problem, it would seem, is not yet.

And a Welcome Mat.

Detroit.—The house of correction here is to be made hospitable, Mayor Couzens announced. A string band and orchestra and movies will be introduced. To complete the picture some one suggested the old-fashioned welcome mat at the front door.

It's a Fish Story.

Owl Island, Me.—It's a fish story that Ira Phinney, local "fish king," caught 1,000,000 pounds of fish during the last year.

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