POOR DOCUMENT

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FOR LARGE MAIN FROM BARNHILL'S TO SPRUCE LAKE

Demands For More Water; Work for Returned Men

PROPOSITION AT CITY HALL

Mr. Jones Lays Matter Before Committee of Commissioners—Financing of the Project the Chief Problem

A proposal that the city should undertake the laying of a thirty-six inch water main of reinforced concrete from Barnhill's corner to Spruce Lake, to meet the demands for more water and also to provide work for returned men, was laid before the common council at a committee meeting this morning by Commissioner Jones. In addition to existing demands, Mr. Jones said, real estate men were willing to undertake the erection of a considerable number of houses in Lancaster if a water supply could be assured. He outlined the scheme in a statement as follows:

An aggreement was entered into in the year 1900 with the previous owners of the pulp mill, by which the company was to receive a daily supply of water from Spruce Lake over the flowage of 1,400,000 gallons, which the city reserved for the use of the West Side, Fairville and Lancaster. For the last two years the pulp mill has been using an average of about 1,900,000 gallons, which quantity enables the company to operate only about 75 per cent. capacity, and therefore, in order that it may increase its output to the fullest extent, it desires the city to increase the water supply to about double the quantity the mill now uses.

It is computed that the present draft from Spruce Lake average about 4,000,000 gallons a day and about double this quantity will be required in order to satisfy the future needs of the pulp mill industry and of the west side inhabitants. For years there have been complaints of scarcity of water from householders on the higher levels of the west side, and in some instances when the pulp mill was running famine conditions prevailed. The new pipe when laid would serve the dual purposes of providing an increased supply of water to the pulp mill and affording a good service at all times to those who have been for years deprived of it. It is were the disposition of the common council to give an efficient water supply for the west side, in order to provide for future development of its industries and to furnish water for the winter port steamers and an efficient service for residents at Lancaster, it would be absolutely necessary for the city to lay a new main to Spruce Lake at a cost estimated at $300,000. This meant that the money would have to be obtained by bond issue, for which interest, sinking fund and principal must be provided.

Apparently anticipating these improvements, the council in the year 1917 decided to lay a twenty-four-inch cast iron main from Barnhill's corner to the South Bay road, a distance of about 5,000 feet. It would be from that point, if the council decided to go on with the work this year, that the pipe line would be extended, a farther distance of about four miles until it reached Spruce Lake. With this main (which was to be thirty-six inches of reinforced concrete) completed, it was believed that supply could be increased to 12,000,000 gallons daily or three times the present draft.

The chief problem to be considered was the financing of the scheme. The city would for several years have to bear the larger share of the burden of taxation which would be involved although the company would be required to pay its proportion.

Under its present contract, which has about six years to run, the company pays on an average of $8,220 a year; that at least, was the revenue paid to the chamberlain during the last two years.

Mr. Jones explained that he still was awaiting the decision of the pulp company on the matter of the rates they would have to pay under the new arrangement.

Mr. Fisher thought the work should be proceeded with, if a satisfactory arrangement could be made with the pulp company.

The mayor was confident that the plan would receive general support, if the agreement was worked out satisfactorily. It would be time to consider the attitude of the council, of an agreement could not be reached after that contingency had arisen.

Mr. Fisher remarked that if any money was to be spent by the water and sewerage department, he had hoped it would be spent in renewing the mains under City Road and Douglas avenue so that these streets would be ready for paving.

Mr. Jones replied that, if he had any asurance that the paving would be done next year, he would proceed with the work.

Mr. Thornton was willing that the city should do anything in its power to provide work for the returned men.

The matter was allowed to stand until a reply is received from the Partington Pulp and Paper Company.

SOON KNOW WHO IS TO BE TRIED FOR WAR RESPONSIBILITY

Paris, June 16—(By the Associated Press)—The Allies have promised Germany to deliver within one month a list of persons whom they intend to try for the responsibility for the war and violation of the laws of war.

DIED IN PORTLAND.

Mrs. Eleanor Gerow Vanwart, widow of Edward Mayes Sprague, died yesterday in Portland, Maine, at the age of seventy-eight. Her husband was formerly in business in Adelaide street in this city. She leaves one daughter, Mrs. Fred A. Secord, of Portland, who is to accompany the body here tomorrow on the Boston train. The funeral will take place from the train to Fernhill.

Terms To Germans This Afternoon

Revised Treaty Handed To Huns

DECISION BY SATURDAY

Believed German Delegates Will Leave at Once for Weimar to Confer With Government — French Troops at Pressburg to Fight Hungarian Soviets

Paris, June 16—(Associated Press)—The reply of the Allies to the German counter-proposals will be delivered to Count von Brockdorff-Rantzau, head of the enemy peace delegation, at Versailles at 4 o'clock this afternoon.

Paul Dutasta, secretary of the peace conference, will take the revised treaty personally to Versailles to hand it to the Germans.

A special train is held in readiness at Versailles, and it is presumed that the Germans will leave for Weimar immediately upon the receipt of the Allied reply.

Editors and printers worked throughout the night and this forenoon in a feverish effort to complete the reply. At 5 o'clock this morning corrections were still being made, but it was said that the delivery of the document at about 4 o'clock was assured.

The delivery, however, it developed later this morning, will not be in printed form. It was found that there was not time to complete the printing of the revised document. Therefore, Count von Brockdorff-Rantzau will be handed one copy of the original treaty with the changes written in red ink. With this will be handed the German plenipotentiaries ninety-nine other copies of the treaty upon which they can make the corrections themselves from the first.

At a session of the Council of Four this morning the documents to be handed to the Germans were gone over in detail. The session was attended by the revision commission, which earlier had completed its work.

In Case of Refusal.

Paris, June 15—Paris entered upon the most crucial week of the peace conference today with many misgivings, but with a feeling of relief that by Saturday, June 21, it will be known positively whether or not Germany will sign the treaty.

The preponderating opinion in peace circles is that Germany will agree to sign, but the various commissions and the supreme economic council are perfecting plans for a blockade and a military advance should she decline.

French Troops Ready.

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

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

AT OTTAWA.

Ottawa, June 16—There is little expectation that the discussion of the budget will be concluded before Thursday night and it may be later. Speakers today will include D. D. MacKenzie, leader of the opposition.

Once the budget and resolutions are disposed of, the house will make a concerted drive for prorogation with the object of achieving that objective about the beginning of July. July 9 is likely to be the last day of the present session.

An autumn session to ratify the peace treaty and pass a dominion franchise act is regarded as a certainty.

ST. JOHN MEN HOME TOMORROW

The following St. John men have arrived at Halifax on the transport Royal George. They are due to arrive here at 6 o'clock on Tuesday morning. They are Sapper H. A. Best, 28 Guilford street west; Sapper B. W. Bron, 107 Newman street; Pte. G. G. Day, 17 Hamond street; Pte. S. P. Lenihan, 150 Queen street west; Sapper J. O. Merresser, 28 Albert street, West; Gunner E. M. O'Toole, Fairville.

ELECTRICAL BY-LAW TODAY RECOMMENDED

Rejection of Some Piling—Other Matters Before Common Council Committee

The new civic by-law governing the installation and inspection of electrical wiring and apparatus and other matters relating to electrical equipment is nearing the stage at which it will become law. The final draft was passed by the common council in committee this morning, with some further amendments, and recommended to the council for adoption.

Mayor Hayes presided and all members of the council were present.

A large delegation representing the electrical workers and contractors was on hand to discuss the final revision of the electrical by-laws.

The common clerk read a communication from the electrical branch of the Retail Merchants' Association, advising that at a recent meting of the section a resolution had ben adopted as follows:

"That it would not be advisable to have permits to install wiring given to those who are not in possession of licenses as master electricians for the following reasons:

"A master electrician is taxed on stock in hand; is responsible to the general public for work installed; would be more easily reached by the city electrician; has expenses, telephone, tools, etc., and is in a position, having stock on hand, to make immediate repairs at any time day or night."

Mr. Thornton announced that the license fee for master electricians had ben placed at $5, instead of $20, and for journeymen at $1. This was agreed to.

Section 8a, page 21, was amended to read as follows:

"No master electrician shall employ any unlicensed journeyman to do any electric wiring within the city of St. John and no permit for work shall be issued except to licensed employing electricians."

The section placing the main switch box and contents under sole control of employes of the power company was allowed to stand as written, the proposal that all qualified electricians should have access to it being rejected. The city electrician said that this plan had worked out well in other cities.

Mr. Fisher Opposes.

Mr. Fisher said he would have to oppose the law on the grounds that it imposes too much expense, much of it unnecessary; also because no appeal was provided from the decision of the licensing board.

The by-law, as amended, was recommended to council.

An application from R. S. Black and W. H. Gorman for permission to locate a lunch wagon in South Market street was referred to the commissioner of safety.

North End Playground.

An application from C. S. Stevens and others on behalf of the North End Athletic Association asking for a grant of $100 for improving the North End grounds was favorably heard and referred to the commissioner of public works to report.

On his petition, James Kennedy was appointed a lumber surveyor.

On motion of Mr. Jones, payment of an additional $1,000 on the Moses & Tobias contract at Lake Fitzgerald was authorized.

Mr. Bullock reported that piling supplied to the ferry department by Louis Corey to the value of $3,124 had been found not up to specifications and unsuitable. They had to reject this piling and he sought authority to secure the material elsewhere, to the extent of $3,000.

Tender Accepted.

Tenders for a new tail shaft for the ferry steamer Ludlow were opened. They were: Union Foundry, $688; Phoenix Foundry, $625. The lowest tender was recommended for acceptance.

BURIED TODAY.

The funeral of Harry Blacklock took place this afternoon from the residence of his father-in-law, Louis Eckebrecht, East St. John. Service was conducted by Rev. R. T. McKim and interment was made in Fernhill.

The funeral of Alfred Rowley took place this afternoon from his late residence, 184 Princess street. Service was conducted by Rev. H. A. Goodwin and interment was made in Fernhill.

HALF OF KEDGEWICK SETTLEMENT REPORTED SWEPT BY FIRE

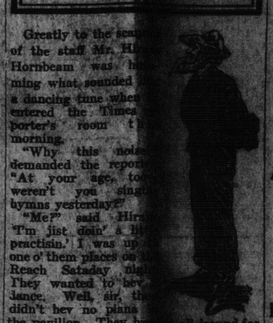
Fredericton, N. B., June 16—A large fire is reported at Kedgewick, N. B., fifty miles west of Campbellton on the International Railway.. Forty houses are reported burned and a large lumber mill destroyed. About half the settlement is wiped out.

AMERICAN IRISH RESOLUTION TO PEACE CONFERENCE

Paris, June 16—That the resolutions passed by the American congress on the Irish question have ben formally transmitted to the peace conference, Frank P. Walsh and Edward F. Dunne, the delegates representing Irish societies of the United States, have been informed.

No intimation of the character of the letter of transmittal has ben given.

As Hiram Sees It



Greatly to the sa[illegible] of the staff Mr. Hi[illegible] Hornbeam was h[illegible] ming what sounded [illegible] a dancing tune when [illegible] entered the Times [illegible] porter's room t[illegible] morning.

"Why this noise" demanded the repor[illegible] "At your age, to[illegible] weren't you sing[illegible] hymns yesterday?"

"Me?" said Hir[illegible] 'I'm jist doin' a li[illegible] practisin.' I was up [illegible] one o' them places on [illegible] Reach Sataday nig[illegible] They wanted to hav[illegible] dance. Well, sir, th[illegible] didn't her no piano [illegible] the pavilion. They h[illegible] an accordeen, but no[illegible] s'pose there wus forty [illegible] gals lookin' for a chan[illegible] dance. Bein's I hedn't been there afo[illegible] know me, I jist stood [illegible] nothin'—but I was te[illegible] a little chin music m[illegible]

"You don't think," [illegible] the reporter, "that you could give [illegible] the kind of music they dance to n[illegible] days?"

"Well," said Hiram, [illegible] for many's the dance when I was [illegible] wus when they did da[illegible] No huggin' an' slidin' an' makin' [illegible] shapes as if the' wus somethin' [illegible] with your spine—No sir. I've sot [illegible] hour liltin' Money Musk, an' Flo[illegible] of Edinboro, an' The Gal I Left Be[illegible] Me, an' good toons fer plain quadri[illegible] an' fours, an' eights, an' reels an' br[illegible] downs—till I'd git as hoarse as a fro[illegible] yes sir. We didn't never hev no trou[illegible] about music them days. If the fid[illegible] didn't come, or the conce'tina, we [illegible] lots o' chin music. Now these you[illegible] bloods can't dance without an orc[illegible] er. I'm gonto git up an old-fashioned [illegible] ance out to the settlement some o' th[illegible] days an' I want you to be there. [illegible] bet I kin git a set or two of old-time[illegible] that haint forgot yit how we used to [illegible] shake our feet on the barn-floor after a frolic. Mister —this risin' gineration a[illegible] half as smart as it thinks it is when it comes to a reel good time—no sir—it ain't."

COL. CORBET'S UNIT AT HALIFAX BUT HE COULD NOT COME

Halifax, N. S., June 16—The S.S. Royal George with returned Canadian troops docked at noon today.

On board were the 14th Field Ambulance, the corps mechanical transport section and various details from Kennel, Whitley and Buxton, numbering all fifty-four officers and 1,592 men. An interesting group aboard was the advance party of the Canadian war narratives section, under command of Major S. D. Armour of Vancouver, and numbering twelve officers and five other ranks. They brought twelve tons of documents which they will take to Toronto. Since the armistice was signed, the section has been engaged in preparing a technical history of Canada's part in the war.

Lieut.-Colonel G. G. Corbet of St. John, commanding the 14th Canadian Field Ambulance, was unable to return with his unit, having been appointed on a board of enquiry a little while before the steamer sailed. The unit was brought out under the command of Captain H. W. Johnston of Fort Francis. The officer commanding the troops aboard the Royal George was Major R. Thomas.

LEAPS FROM TEAM NEAR NEWCASTLE; FEARFULLY INJURED

Fredericton, N. B., June 16—Arrested on charge of being a deserter under the M. S. A., a man named Giardi, who resided near Rexton, leaped from a swiftly moving C. N. R. train about eight miles north of Newcastle on Saturday. He was picked up horribly injured and unconscious and rushed to the hospital in Newcastle where he is not expected to recover. Every bone in his body was broken.

ACADIA VS. Y.M.C.A. VETERANS

The members of the Acadia College basket ball team, accompanied by some of their supporters, arrived in the city at noon today and will meet a team of returned men from the Y.M.C.A. this evening. An interesting game is looked for. The local line-up will likely be: Nixon and Crowley, defence; Christie, centre, and McAndrews and Ketchum, forwards, with White and Holder as spares.

Phelix and Pherdinand

WEATHER REPORT

Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meterological service

Synopsis—Since Saturday morning the weather has been very warm in Ontario and western Quebec with thunder storms in a few localities. Showers have occurred in New Brunswick and in some sections of the western provinces.

Mostly Fair.

Maritime—Moderate winds, a few scattered showers, but mostly fair today and on Tuesday.

Gulf and North Shore—Moderate winds, fair today and on Tuesday.

New England—Partly cloudy tonight and Tuesday; probably local showers, gentle to moderate shifting winds.

World Rings With Praise of Airmen Who Crossed Ocean

Alcock and Brown Tell of Experience

DOG AND CAT MADE VOYAGE

Pilot Said He Did Not Know Once Whether He Was Upside Down or Not—Once Near Disaster When 30 Feet Above Water—Average Speed 2 Miles a Minute

London, June 15—Captain John Alcock and Lieutenant Arthur W. Brown, in their Vickers-Vimy biplane landed at Clifden, Ireland, this morning, completing the first non-stop airplane flight across the Atlantic. Their trip from St. John's, Newfoundland, was made in sixteen hours and twelve minutes.

London, June 15—When the Vickers-Vimy biplane driven by Captain Alcock, was first sighted crossing the Irish coast, says a despatch to the Daily Mail from Clifden, an airplane flew out from the Oranmore airdrome to render assistance. This machine landed near the Vimy but, unfortunately, was wrecked, owing to the softness of the ground.

When the Vickers-Vimy machine landed, Lieut. Arthur W. Brown, navigator, said to Captain Alcock: "What do you think of that for fancy navigating?" and the pilot of the machine responded "Very good." The two men who had just completed an epoch-making voyage then shook hands.

When assistance reached the machine, the two aviators were helped to the ground and it was found that Lieut Brown was slightly injured on the nose and mouth by the jolt given the machine when it struck the ground. Both men were deaf and dazed and were unable to walk steadily for some minutes. They quickly recovered, however, and were escorted to the wireless station in triumph, being given the best hospitality available. They distributed cigarettes as souvenirs and gave away a small dog and cat which were mascots during the trip. The entire equipment was rainsoaked by the downpour during the journey.

Airmen's Story.

Describing the trip, the aviators said they had a very trying ordeal, Captain Alcock saying that the sun came out only once when the airplane had attained a height of 11,000 feet. Only three astronomical observations were possible during the voyage. The altitude of the machine varied from a few feet from the water up to 13,000 feet and the fliers did not sight a single ship. "I did not know once during the night whether I was upside down or not," said Capt. Alcock. "Once we ascended hurriedly when we saw the green Atlantic only thirty feet below."

The breaking away of the propeller generating current for the wireless apparatus soon after the start prevented the men from communicating with the shore. When it happened, Lieut. Brown noticed that the propeller had carried away with it one of the stay wires, but he did not tell Captain Alcock until after they had landed at Clifden. When Alcock learned of the accident he said: "I would have turned back had I known." Weather conditions were very bad during the trip and Lieut. Brown had to climb from his seat to clear the ice from the petrol gauge.

By noon today both men were looking perfectly well and willingly distributed autographs to admirers. Captain Alcock wanted to fly to England in a borrowed plane, but his companion observed: "I have had enough flying for a bit."

Captain Alcock exhibited a bunch of rain-soaked letters which he had been asked to mail if the flight was successful, saying: "I am the first trans-Atlantic postman."

Time of Great Danger.

The two aviators said they were once in real danger, when the machine went into a flat spin, owing to the pilot being unable to know how the machine was moving. Lieut. Brown, noticing that the compass needle was swinging from side to side—the first indication that something was wrong—managed to get Captain Alcock to understand the difficulty. The machine travelled at a rate of 148 miles an hour at times, and the pilot once found himself diving straight toward the surface of the ocean. He was so near the water that he had to "snatch" the machine from its dive so quickly that it almost looped the loop. He says the machine would have crumbled up had it touched the water at the speed it was travelling.

Airmen's Report.

London, June 16—(By the Associated Press)—The report of Alcock and Brown to the Aero Club, was as follows:—

"Landed at Clifden at 8.40 a. m., Greenwich mean time, 15th of June, Vickers-Vimy trans-Atlantic machine leaving Newfoundland coast at 4.28 p. m., Greenwich mean time 14th of June. Total time sixteen hours twelve minutes."

General Seely, under-secretary for the air department, sent the following despatch to the fliers:—"Warmest congratulations on your wonderful achievement in accomplishing the first direct flight across the Atlantic. It is a splendid feat."

A wireless despatch from the Clifden station says the machine of Captain Alcock and Lieut. Brown is sticking nose-deep in the bog.

Alcock Speaks of Flight.

Galway, Ireland, 16—(By the Associated Press)—The correspondent endeavored to get Alcock to describe the impressions he had during the flight while the aviator was at Clifden today.

"It is difficult to sum them up," said Alcock. "It is curious to be able to say that I had no sense of remoteness. I have done considerable night flying and any sense of loneliness has worn off long ago. I do not think that either of us had any thought of what we were flying over, being merely intent on getting across. We wanted to get the job done, and I can tell you that we were jolly well pleased when we saw the coast. I believe the great secret of long-distance flying under such conditions as we experienced is to nurse your engine. I never opened the throttle once. The machine itself has a speed of ninety miles an hour, but without opening the throttle and with a following wind, we averaged 120."

Emphasizing the bodily comfort of the passage, Capt Alcock said:—

"I wore electrically heated clothes as an experiment, but the machine itself was so snug that it was unnecessary to switch on the current."

Both aviators arrived in Galway last evening and remained all night. They leave on a train at 2.20 this afternoon for London.

Good For 10 Hours More

London, June 16—Major Mayo of the Aero Club, has inspected the biplane, which is being guarded by soldiers, and has found the seals on the marked parts of the machine intact, according to a wireless message received here from Clifden, Ireland.

In landing, the pylons of the centre section, as well as the main spar of the lower plane, were broken, but the steel construction of the fuselage saved the machine from further damage. The two engines ran smoothly throughout the flight and when the airplane landed there were still 290 gallons of petrol left in the tank, sufficient for a further flight of ten hours.

At Alcock's Home.

London, June 16—The Manchester home of John Alcock, pilot of the Vickers-Vimy biplane, which on Sunday morning completed its flight across the Atlantic from Newfoundland by landing at Clifden, Ireland, was besieged by visitors yesterday, the callers standing in line to shake hands with Captain Alcock's mother. She said during the day: "I had faith in my son. He told me he would make the flight safely."

Captain Sexton, chief of the United States naval staff in London, commenting on Captain Alcock's flight today, said:— "It was a very fine performance. The United States navy will be only too pleased to extend congratulations."

Brown's Sweetheart.

London, June 16—"Magnificent! I never doubted your success." This was a congratulatory message sent Lieut. Arthur Brown by his fiancee, Miss Kennedy.

"The suspense of waiting for the news was terrible," said Miss Kennedy. "I will sleep sounder tonight. A message from the Daily Mail Saturday evening told us that the flight had begun. I did not expect to hear anything further before noon Sunday at the earliest, and when I learned of the safe arrival of the plane during the forenoon I was almost beside myself with joy."

The marriage of Lieutenant Brown and Miss Kennedy originally was fixed for April, but when Brown understood that he was to pilot Alcock's machine the wedding was postponed until after the attempt had been made.

Brown and Miss Kennedy worked together in the aircraft department of the ministry of munitions during the war and became acquainted: They became engaged last October.

Hawker's Reported Comment.

London, June 16—The Aero Club is making plans for a reception and banquet for Captain Alcock on his arrival in London. When he will reach this city is not known as yet.

Harry G. Hawker, who recently made an unsuccessful attempt to cross the Atlantic from Newfoundlaud, is credited by the Central News as saying with regard to Alcock's achievement:

"It was a magnificent and very fine feat. I am very glad Captain Alcock was able to make the flight in real fashion without warships and all that sort of thing. It is very gratifying from that point, indeed."

U. S. Congratulations.

London, June 16—Major Murray of the United States army air service, has telegraphed the following message to Captain Alcock: "As representative of the United States army air service in Great Britain, I take great pleasure in extending you and your splendid crew heartiest congratulations on your brilliant achievement."

Praise by New York Papers.

New York, June 16—New York morning newspapers are unstinted in their praise of the great accomplishment of Captain Alcock and Lieut. Brown.

The Tribune says:—"The Atlantic is now conquered. What next? Secretary Daniels is talking about conquering the Pacific. After that the record-making aviator will weep, like Alexander, that there are no more worlds to conquer."

The Herald says:—"Great Britain, with her Vickers-Vimy bombing biplane flying from Newfoundland to Ireland without stopping, has set up another marvellous record of the air. Captain Alcock and Lieut. Brown deserved unlimited praise for their daring in starting across an unmarked sea in an airplane, and of course their success will bring them much material reward. But to the science of aviation, still in the incubator, will fall the greatest benefit.

The Times calls it "a great feat," and says it ranks among the greatest human achievements, and not merely as another highest mark of British sportsmanship.

The Sun says when flying to Europe has become a routine incident of every day life, as it soon will be, the names of Alcock and Brown will gleam bright in the records of man's progress in mastering the elements.

The World says:—"The flight of Alcock and Brown across the Atlantic was a splendid feat. In the scientific skill and pure sportsmanship, in physical endurance and indifference to danger, it has never been surpassed in the records of aviation. For all time they have won the honor of being the pioneers to bridge the ocean from Newfoundland to Ireland."

AMERICANS OVER BORDER; DEFEAT VILLA'S REBELS

Battle Early Today at Juarez Race Track

Fighting in Streets and Many, Both Americans and Mexicans, Reported Killed—American Force 3,600 Strong

El Paso, Texas, June 16—American troops sent into Mexico last night to stop indiscriminate firing across the border, fought their first general engagement with the Mexican rebel forces of Francisco Villa at the Juarez race track a little after 2 o'clock this morning. Villa's troops were driven from the race track by rifle and machine gun fire and many prisoners were reported taken by the United States cavalry, which took up positions on the east and southeast of the track, according to an official report at military headquarters.

The Mexican rebels and federal troops fought in the streets of Juares on Saturday night and Sunday night, many on both sides being killed. Many bullets from the rebel guns came cross the Rio Grande and two persons were killed and several wounded on the American side.

When the Mexican bullets came too thick, Brig.-General Erwin, at 11 o'clock last night, ordered American troops to cross the border, and in ten minutes after the order was issued, 3,600 United States soldiers were in Mexico.

LONDON PAPERS IN AMERICA ON DAY OF ISSUE

New York Papers In England, Also, Says Northcliffe

WHAT OCEAN FLIGHT MEANS

Issues a Warning to Cable Companies — Speaks of Landing in Ireland, "Future Happy and Prosperous Dominion"

London, June 16—Viscount Northcliffe has sent the following message to Captain Alcock: "A very hearty welcome to the pioneer of a direct Atlantic flight! Your journey with your brave companion, Whitton Brown, is a typical exhibition of British courage and organized efficiency. Just as in 1913, when I offered the prize, I felt it would soon be won, so do I believe that your wonderful journey is a warning to cable monopolists and others to realize that within the next few years we shall be less dependent upon them, unless they increase their wires and speed.

"Your voyage was made more quickly than the average press messages of 1919. Moreover, I look forward with certainty to the time when London morning newspapers will be selling in New York in the evening, allowing for the difference between British and American time, and vice versa in regard to New York evening journals reaching London next day.

"Then we shall no longer suffer from the danger of garbled translations due to telegraphic communication. Then the American and British people will understand each other better, as they are brought into closer daily touch.

"Illness prevents me from shaking you by the hand and personally presenting the prize. But I can assure you your welcome will be equal of that of Hawker and his gallant American compeer, Read, whose great accomplishment has given us such valuable data for future Atlantic work.

"I rejoice at the good augury that you departed from and arrived at those two portions of the British commonwealth, the happy and prosperous dominion of Newfoundland, and the future equally happy and prosperous dominion of Ireland.

"Yours sincerely,
"NORTHCLIFFE."

FORT OPPOSITE CRONSTADT TAKEN

Stockholm, June 16—White Guards have captured the import fort of Krasnayagorka, across the Bay of Cronstadt from the fortress of Cronstadt, the chief seaward defence of Petrograd, according to an official statement at Esthonian headquarters. It is said the White Guards won their success after the garrison of the fort had mutinied against the Bolsheviki.

Helsingsfors, June 16—The garrison of Krasnayagorka mutinied on Saturday and opened fire on the fortress of Cronstadt, which replied. Five Bolshevik warships were sent out and they shelled the fort until evening, when fires broke out in the place. Ships on Sunday were still bombarding the fort, which is said to be in the hands of White Guards.