

# COMMUNISTS ASK ALLIES TO FIND SOLUTION

### Representative of Hungarian Government Predicts Germany Will Sign Peace Terms.

Vienna, May 18.—(By the Associated Press.)—Bolshevism is waning, the Germans will sign the peace treaty and delegates from the Hungarian communist government should be permitted to go to Paris, Alexis Bolgar, the representative here of the Hungarian communist government, declared in a statement to the Associated Press.

"All we ask," he said, "is for the allies to find some solution for our unfortunate country. When General Smuts was in Budapest (as representative of the peace conference) we told him we were ready to get out, but we would not be responsible for disorders and bloodshed, unless the allies occupied the city.

"If such a thing as self-government is permitted, then the red republic represents Hungary. I do not see why the allies cannot treat with the soviet unofficially at least. The allies should not take seriously the view that the new government is a self-constituted affair and is made up of men unrepresentative of Hungary.

**Soviet Keeping Order.**  
"Speaking in my official capacity, I ask only that delegates of the soviet in Budapest be requested to come to Paris. It can be said for the soviet that it is doing the best it can and also is keeping order. It is not true that there have been any political executions by us."

Bolgar, like many others connected with the Budapest soviet, is friendly to America. He said he felt that it was in the United States that the most sane solutions of the problems of poverty would be worked out. He expressed the opinion that President Wilson was not being treated fairly by the allies nor with proper consideration.

He said he understood that it had been suggested in America that the program was opened by Miss Ruth Farlow, pianist, and pupil of Miss Sophie Nostitz-Naimska. The little violinists are aged 9, 9, and 10 years, respectively, and they seemed unusually small as they stood before the audience playing their tiny instruments. The program was opened by Miss Ruth Farlow, who played "Fur Elise" by Schumann, and who played later four numbers from the "Scenes of Childhood," by Schumann. Kathryn Bavinger played a "Concerto in G," by Seitz, which seemed quite a prodigious undertaking for so tiny a miss. Margaret Donahue played the "Swan," by Saint Saens, and the "Golden Wedding," by Gariel Marie. David Gray contributed a brilliant waltz from "Faust." In addition to the solos, each little lady played a duet with David Gray, and a trio by Daniela and the "Larghetto" by Handel, in which Miss Anderson assisted her pupils, completed the entertainment. The audience was enthusiastic and several encores were given.

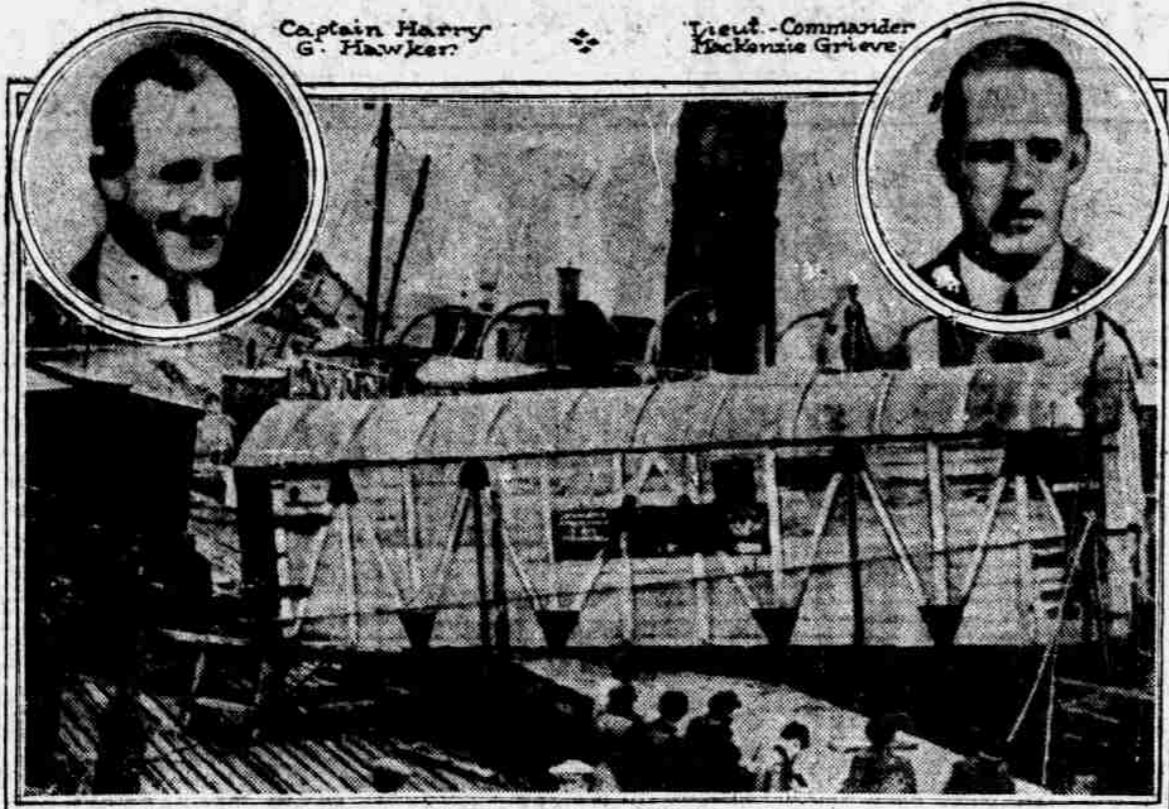
### Luella Anderson's Pupils Give a Violin Recital.

Miss Luella Anderson presented her pupils Kathryn Bavinger, Margaret Donahue and David Gray in their violin recital at the Blackstone hotel Sunday afternoon. These three young people were assisted by Miss Sophie Nostitz-Naimska. The little violinists are aged 9, 9, and 10 years, respectively, and they seemed unusually small as they stood before the audience playing their tiny instruments. The program was opened by Miss Ruth Farlow, pianist, and pupil of Miss Sophie Nostitz-Naimska. The little violinists are aged 9, 9, and 10 years, respectively, and they seemed unusually small as they stood before the audience playing their tiny instruments. The program was opened by Miss Ruth Farlow, who played "Fur Elise" by Schumann, and who played later four numbers from the "Scenes of Childhood," by Schumann. Kathryn Bavinger played a "Concerto in G," by Seitz, which seemed quite a prodigious undertaking for so tiny a miss. Margaret Donahue played the "Swan," by Saint Saens, and the "Golden Wedding," by Gariel Marie. David Gray contributed a brilliant waltz from "Faust." In addition to the solos, each little lady played a duet with David Gray, and a trio by Daniela and the "Larghetto" by Handel, in which Miss Anderson assisted her pupils, completed the entertainment. The audience was enthusiastic and several encores were given.

### Former South Omaha Men Return from Camp Dodge

Four South Side soldiers arrived at midnight last night from Camp Dodge, Ia. John G. Shramek, Tommie Sullivan, Jim Sterba and Tom Owens are the four. Shramek was gassed in the Argonne forest. Sterba and Owens suffered wounds from machine-gun bullets, the former in the Argonne forest, and the latter at Soissons. Clarence Johnson of Ralston also arrived at midnight.

# Seaplane in Which Harry Hawker Started Yesterday on His Long Flight to Ireland



Arrival of Sopwith plane at Newfoundland.

This is the Martinsyde transatlantic plane, which broke down when it attempted to leave the American continent for Europe. Its pilots, Capt. Frederick P. Raynham and his navigator, Capt. C. W. Morgan, who are shown climbing into the machine, were not seriously injured when the plane was wrecked.



# HAWKER STARTS IN ATTEMPT TO BEAT AMERICAN

(Continued From Page One.)

de, though not as favorable as they would have demanded had not the Americans been well started on their passage, they went direct to the Mount Pearl plateau, where the Sopwith was waiting in the air-drome, and began preparations for the flight.

**Challenge to Raynham.**  
Hawker followed his announced intention when he dropped the undercarriage of his plane. Some persons thought the act was intended as a challenge to his rival, Raynham, and quoted almost the last word of Hawker before he started: "How about old 'Tinsides'?" Tell Raynham I'll greet him at Brooklands, England.

At the start the sun was only a little over two hours beyond the meridian. The flyers had its aid in navigating for four or five hours as they sped eastward. After that they plunged into darkness over the ocean, with the prospect of starlight and moonlight to break the monotony of sky and sea at night and to serve as navigation guides.

Barring untoward events the plane should meet the sun again just short of mid-Atlantic and race against its westward swing to reach the Irish coast before darkness falls again. Mackenzie Grieve declared before the start that the Sopwith would head straight for Ireland.

**May Change Course.**  
Indications tonight were that westerly winds would favor the flyers for the first 1,000 miles of their course. The remainder of the way will be "ticklish" sailing and it is thought possible Grieve will have to "bend" his course somewhat south to avoid wind and weather dangers in the last half of the flight.

In the Sopwith plane Hawker and

### Brief City News

Lighting Fixtures—Burgess-Granden Co. Have Root Print It—Beacon Press. Burglary Ins.—Wheeler & Welpton Carey Leases Farm—George Schweers has leased the "Carey-hunt" farm of 150 acres at Wisner, from Frank Carey.

**Held for Des Moines Authorities.**  
C. E. Brown, 3204 Franklin street, was arrested last night by Detectives Toland and Brinkman and held as a fugitive from justice. He was apprehended at the request of Des Moines authorities, who say they hold a warrant for him charging forgery.

Grieve are without landing devices other than light "skids," which must do the work of the undercarriage, which he dropped at the start. The possibility of accident to Hawker's plane is considered great. Unless he drops down gently, under the most favorable conditions, with a very short "run," he will smash his propeller and wreck the little craft at the conclusion of the flight.

**Limit of 250 Miles.**  
Hawker's wireless set will allow him to receive wireless messages from ships a long distance off, and the radio calls he will be able to intercept will aid his navigator greatly in keeping on his course. But the sending apparatus cannot transmit over 250 miles, it is said, and once beyond the trans-Atlantic shipping lanes, it is doubtful whether an S. O. S. would be picked up by a steamer.

What was probably the last message to the Sopwith from shore was a wireless tonight telling of a fresh atmospheric depression developing over Ireland. It was radiographed from St. Johns, on receipt of meteorological advices from the open sea.

Both aviators said before the start that while they anticipated some physical and mental strain through the long hours in their cramped positions, unbroken by any prospect of being able to "spell" each other by changing seats, they expected to find some relief. Concentrated rations are being carried on the Sopwith for food. The fuel supply was 340 gallons of gasoline.

**Felt Carriage Go.**

Raynham, after he had recovered from the temporary collapse he suffered when his craft broke down, made this statement: "I was just beginning to get a lift. I felt the undercarriage weaken, and pulled back on the control stick in an attempt to assist the machine clear of the ground. But the propeller struck and we spilled. Another 25 yards and we would have been away."

Hawker had provided against such a mishap by installing an all-steel undercarriage on the Sopwith and a device for dropping it when well off the ground.

### Mrs. Ester Siegel's Funeral to Be Held This Afternoon

The funeral of Mrs. Ester Siegel, who died Saturday evening, will be held this afternoon at 2:30 o'clock from the home, 712 North Nineteenth street, with interment in Golden Hill cemetery.

Mrs. Siegel, who was born in Manchester, England, 55 years ago, is survived by six children: First Class Sergt. Abe Siegel, formerly of Nebraska Base Hospital No. 49, at present with the 41st Signal Corps in France; Harry Siegel, a veteran of the recent war; Hymie Siegel of Denver, Colo.; Mrs. Harry Milder, Mrs. Leo Truehalt and Miss Ida Siegel, all of Omaha.

# PEGGY'S PARTNER IS ARRESTED ON FEDERAL CHARGE

(Continued From Page One.)

Mineral Journal," and in the promotion of oil companies. The young woman also testified that she warned Chrisman on December 18 that Harris was "framing on him."

**Started at Billings.**  
The story started at Billings, on November 6, when Green introduced Chrisman to Peggy as a prospect; and, according to the evidence, Green represented that Peggy was a daughter of Patrick Gilchrist of Casper, Wyo., and that Gilchrist controlled several thousand acres of oil lands in Kentucky.

Peggy, on the witness stand, admitted that Harris inspired several telegrams sent from Casper, Wyo., to Chrisman, and which referred to the mythical "Patrick Gilchrist," Chrisman testified that when he reached Barberville, Knox county, Kentucky, he suspected that there was a scheme. He said he was introduced to a "Mr. Bywater," and a "Mr. Carroll," at Barberville, and he added that he stopped a payment of a \$1,000 check he had deposited before leaving Billings. The check had been issued in anticipation of Chrisman's investment in some of the lands said to have been held by Patrick Gilchrist. Peggy admitted that "Patrick Gilchrist" was a fictitious person.

The young woman further claimed that when she returned to Omaha to warn Chrisman of the alleged scheme, Chrisman told her that he owned 500,000 shares in the Success Refining company of Billings, and that she and Chrisman then went into business together to "freeze Harris out."

**Knows Harris for Years.**  
Chrisman stated on the witness stand that he had known Harris and Green for several years and that he believed Harris was his friend until recent developments upset that belief.

Notwithstanding Chrisman's suspicions over the situation in Kentucky in November, he was led a merry chase by 19-year-old Peggy over a period of months. The affair got into the courts when Chrisman attached Peggy's clothes and other personal effects to satisfy an alleged claim of \$816.44.

### South Side Brevities

For Sale or Rent—Four-room house, large lot. Very reasonable. 2410 T St. Call owner, So. 1628.

WE HAVE A CARLOAD OF REFRIGERATORS ON SALE at special prices and terms. \$1 down and \$1 per week if you wish. We advise you to buy yours early while our stock is different sizes is complete. Your saving in ice will pay for it. Koutsky Pavlik Co.—Adv.

# U. S. AGE OF AGES TO BE GUEST OF THE CITY TODAY

### Capt. Eddie Rickenbacher to Be Entertained by Automobile Trade Association; Big Parade Arranged.

Palma, De Resta and their like and beat them. He demonstrated he was not afraid to take a chance in the racing game, and when the United States got into the war Rickenbacher wanted to get in also.

**Picked Air as His Field.**  
He picked the air game as his field, but the military powers overruled him and so he went to France as an auto driver. He did not stay in the ground-driving pastime very long, however, as his persistence won him the long sought opportunity of sitting at the wheel of an air-going machine.

From the very beginning of his air service Rickenbacher made good and in time became one of the most famous, if not the leading of the American flyers on the western front.

He flew and fought as he had driven on the auto race track. Apparently reckless, and when he managed to come through alive and generally victorious.

Many a Boche went to earth in a fight with Eddie Rickenbacher because the latter had learned to take a chance on the motor racing tracks of the United States.

**Handled Plane Like Racer.**  
To him running an airplane 150 miles an hour several thousand feet in the air in France was not much different from running a racing car half as fast around a race track back in the old United States.

Not very long ago Eddie returned home with decorations and honors in plenty and still all wrapped up in the air game.

He said he did not believe he would ever go back to the auto racing game because it was too tame after his air races with the fighting, flying Boche, 3,000 miles away.

And so it is not improbable that Eddie Rickenbacher will be seen, perhaps by his Omaha friends, running a mail plane carrying letters to and fro above the earth.

It would be the only peace job that would not seem too prosaic to the American ace.

**Will Visit Old Track.**  
When Captain Rickenbacher arrives in Omaha this morning at 7:15 o'clock he will be met by Dick Stewart and others. During the day he will be taken out to this old track where he made his start as an automobile racer. Nebraska City claims that Rickenbacher entered his first automobile race in that city on July 4, 1908.

Captain Rickenbacher will wear the Croix de Guerre, a Distinguished Service Cross and a badge of the Legion of Honor when he greets his Omaha friends today. While in command of the 94th aero pursuit squadron he received personal credit for bringing down 26 Hun planes and the squadron scored a total of 69.

Dick Stewart is chairman of a committee which is arranging for a parade from Tenth to Twenty-sixth on Farnam street at 3:30 o'clock this afternoon. Motorists who will participate are requested to meet in the vicinity of Eleventh and Jackson streets at 3 o'clock.

**Motorists Urged to Parade.**  
The machines will move four abreast on Farnam street, and when the head of the parade shall have reached Twenty-sixth street the

# New Buyer and Manager Of Shoe Department Of Burgess-Nash Co.



E. S. Bates, formerly with the Dayton company of Minneapolis, has joined the Burgess-Nash Co., as buyer and manager of the downstairs store shoe department.

# RANTZAU WILL NOT RETURN TO PEACE PARLEYS

(Continued From Page One.)

dorf-Rantzaus, came to Paris last night, but only for a brief stay. On his way from Versailles to Berlin the count and other members of his party went through the city to the Northern railway station. They arrived at the station at 10:20 o'clock and departed an hour later.

When the count will return is uncertain. It was stated in French circles, which at first attempted to conceal his intended departure, that he was going only to Spa, and would return on the next train, but his absence undoubtedly is for a considerable period. Among those who accompanied him was Max Warburg, Herr Leinert and Herr Schuecking were not in the party, as they will remain at Versailles. It was evident from a survey of the baggage that several of those who left for the German capital would not return. Their departure from Versailles was shrouded in mystery by the French.

The purpose of the trip of the peace delegates to Berlin is to discuss with their government whether or not to sign the peace treaty. None of the socialist supporters of the government, with the exception of some leaders of industry, are strongly opposed to accepting the conditions imposed by the entente. The independent socialists outside the government are just as strongly in favor of signing. Chancellor Scheideman himself apparently has not yet made up his mind and is awaiting a detailed report of Count von Brockdorff-Rantzaus.

**To Secure Data.**  
Paris, May 18.—The real purpose of Premier Lloyd George's trip to the occupied areas, on which he started today, is understood to be to secure for the "big four" complete data from Marshal Foch and Generals Plummer and Liggett regarding the military preparations for enforcing the blockade and extending the occupation of Germany in the event she refuses to sign peace. Ostensibly the British premier undertakes the trip to bid farewell to a Welsh regiment leaving France for home.

Owing to the absence of Premier Lloyd George, the "big four" did not meet Friday. President Wilson spent the day chiefly receiving callers, among whom were Albanian delegates, who protested for what they called "the oldest independence in the world"; Prince Charon, a delegate from Siam, and Dr. Buerio, brother-in-law of the president of Uruguay.

AS A GUIDE to what you may expect in GMC construction consider the WORM DRIVE AXLE.

It is the result of the combined efforts of GMC and Timken-Detroit Axle Co. Engineers.

The entire construction is simple and practical—can readily be understood and cared for when attention is needed, which (with the exception of oiling) should not be during the first year.

Timken bearings are used throughout. The shafts are chrome nickel steel, heat-treated and are of the full floating type. They are free from load or strain of any description and remain free to transmit the power to turn the wheels.

The gears run in oil—the worm gear acts as a pump, circulating the oil over the worm and thru all bearings. This system is simple and positive, and requires no attention for a long time.

When you buy a GMC Truck you buy it with the assurance that the axle construction, and as well as all other parts, are the best that can be made.

Let Your Next Truck Be a GMC

Nebraska Buick Auto Co.

Omaha Lincoln  
Sioux City  
Buick Cars  
GMC Trucks

(Truck Talk No. 4. Watch for Truck Talk No. 5)