

here could be no better way of helping the enemy than to refuse this loan—Meyer London

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New York Tribune

First to Last—the Truth: News·Editorials·Advertisements

WEATHER
Fair to-day and to-morrow; not much change in temperature; dimming in the evening; light northwest winds.
Full Report on Page 9

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THURSDAY, APRIL 25, 1918

TWO CENTS (In Greater New York and within commuting distance) THREE CENTS Elsewhere

German's Strike for Amiens on Wide Front; American Forces in Thick of the Battle

John D. Ryan Made Director Of Airplane Production

New Department of Aeronautics Created, With Brigadier General Kenly at Its Head

Coffin to Remain on Advisory Committee

General Speeding Up All Along Line Expected as Result of Reorganization of Bureau

WASHINGTON, April 24.—President Wilson to-day appointed John D. Ryan, Montana copper king, financier and railroad man, Director of Aircraft Production for the army. Simultaneously the War Department announced a reorganization of the aviation section of the Signal Corps which relieves General Squier, chief signal officer, from further connection with military aeronautics, which is placed in charge of Brigadier General William L. Kenly, as chief of a new division to control training of aviators and military use of aircraft.

Major General Squier will confine his activities in the future to the signal branch. Howard Coffin, chairman of the Aircraft Board, and under whose direction the building programme has developed to its present stage, retires from the board and relinquishes the chairmanship to Mr. Ryan. The Aircraft Board itself, created by Congress, will continue as an advisory body.

Effects Concentrated Control

Throughout all the agitation over delays and mistakes in getting quantity production of aircraft under way, all critics have agreed that the great fault lay in the absence of concentrated control. The power of Mr. Coffin and his board was subject to the Signal Corps, and this divided responsibility has been blamed largely for the fact that the programme is about three months behind.

Reorganization Long Predicted

This reorganization, forecast at the War Department since before the Senate Military Committee made its report referring to the aviation programme as a "humiliating failure," follows a preliminary report from a special committee of investigators appointed by President Wilson and headed by H. Snowden Marshall, of New York. The report never has been made public, but it is known to have been submitted to Secretary Baker soon after his return from France.

Secretaries Crowell and Stettinius and Major General March, acting chief of staff, are understood to have worked out the new plan of organization. Mr. Crowell, as Acting Secretary, is said to have been ready to set without waiting for Mr. Baker's return if the Marshall report had been received.

Authority given Mr. Ryan corresponds to that given General Schwab, as director general of the Emergency Fleet Corporation. He has the task of speeding up production in all of the many plants working on aircraft for the army and is given full power in that respect. In the matter of designing and engineering authority apparently is divided between the divisions of military aeronautics and production.

Mr. Ryan heretofore has taken an active part in the work of the War Cross War Council, and those who know him declare he is amply equipped for the big job now entrusted to him. President Wilson is said to have had a hand personally in the selection.

1,811,086 Tons of Ships Lost in the Last Three Months

LONDON, April 24.—The Admiralty has announced the cessation of the weekly return of shipping losses. A monthly report, on the Thursday following the 21st of each month, will be substituted. The monthly statement will give the gross tonnage lost and the tonnage of sailings to and from ports in the United Kingdom. A table issued to-night gives the losses of British, Allied and neutral merchant tonnage due to enemy action and marine risk since the beginning of 1917. The losses for the quarter ended March, 1917, were: British, 911,840, and plus Allied and neutral, 1,619,373. For the quarter ended in June: British, 1,361,370, and plus Allied and neutral, 2,236,934. For the quarter ended September: British, 952,938, and plus Allied and neutral, 1,484,473. For the quarter ended in December: British, 738,850, and plus Allied and neutral, 1,272,843. The losses for the quarter ended in March, 1918, were: British, 687,576, and plus Allied and neutral, 1,123,510.

Clearance in and out of the ports of the United Kingdom were very steady. The total for last March was 7,295,920 tons.

Jagow Admits That England Attempted to Prevent War

Former Foreign Minister in Reply to Lichnowsky Gives German Version of World Conflict

Prince Lichnowsky's recently published memorandum throwing the entire guilt for the war on the German government has received an official reply in the form of a statement issued to the German press by von Jagow, who was German Foreign Minister when Prince Lichnowsky was the German Ambassador to London.

In his memorandum Prince Lichnowsky makes the following charges against Germany:

That Germany had frustrated Sir Edward Grey's attempts to come to a rapprochement with Germany before the war.

That Germany's policy toward France had been provocative.

That Germany's Oriental and Triple Alliance policy had forced Russia to join the Entente Alliance.

That Germany and Austria wanted arbitrarily to change the terms of the Bucharest treaty.

That Germany encouraged Austria to attack Serbia, although no German interest was involved and the danger of world war fully appreciated.

That Germany rejected all proposals of mediation in regard to Serbia.

That Germany had declared war on Russia under a mere pretext.

That Germany wanted war with England and France.

Conciliatory Attitude By Grey Is Admitted

In his reply von Jagow accuses Lichnowsky of looking "on matters with London eyes," but admits that Sir Edward Grey was conciliatory and had "advised conciliation at Petrograd." The German Foreign Minister further admits that Germany "could not agree to the English proposal for a conference, for it doubtless would have meant a serious diplomatic defeat for us," and adds that "the best and only possible alternative was the localization of the war" (an attack on Serbia in which Austria would be uninvolved), and that all German energies were directed toward this end. A new diminution of German prestige in the world would have resulted from a diplomatic handling of the situation, he says, and could not have been allowed.

Following is the text of von Jagow's reply to the Lichnowsky memorandum as published in the German papers just received here: "When I was appointed Secretary of State in January, 1913, I regarded a German-English rapprochement as desirable and an understanding on the points where our interests conflicted as attainable. At any rate, I desired

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German and Dutch Envoys Start Home

Difficulties in Negotiations With Holland Reported by Berlin

Hague Clinging To Neutrality

Use of Railway Through Limbourg Depends on Germany's Intentions

AMSTERDAM, April 24.—The "Het Volk" announces that the German Minister to the Netherlands has left The Hague for Berlin and that the Dutch Minister to Germany is on his way from Berlin to The Hague.

The Berlin correspondent of the "Nieuwe Rotterdamsche Courant" is informed by a person in authority that difficulties have arisen in the negotiations between Germany and Holland and the negotiations are not making headway.

The Hague correspondent of the "Handelsblad" says that the question of the transport of sand and gravel and the use of the railway line through Limbourg depends entirely on the intentions of Germany. The correspondent adds that the Dutch government will firmly observe neutrality, whatever happens.

Germany Trying to Force Seizure of Dutch Colonies

LONDON, April 24.—Relations between Germany and Holland are still discussed in special dispatches from Holland with the suggestion that the situation is extremely serious, but none is able to give authentic details of the alleged German demands.

The sand and gravel question takes a prominent place in all the reports, but some of the correspondents write of several others. The correspondent of "The Times" at The Hague mentions, among other things, the reported demand that Holland shall guarantee to Germany a supply of raw materials immediately after the war, while a certain quantity of Dutch tonnage is demanded for the same period.

It is further suggested, "The Times" adds, that the Germans expect to be able to force Holland to accept such conditions as would virtually compel the Entente Allies to formally occupy the Dutch colonies, which would throw Holland completely into German hands. There are no special indications of nervousness noticeable in The Hague, and the correspondent of "The Times" says that reports such as the foregoing emanate solely from German sources.

Have You Bought Your Liberty Cabbage Yet?

Don't lay yourself open to the charge of pro-Germanism hereafter by calling it "sauerkraut." Refer to it as "Liberty cabbage."

The pickle dealers add to this admonition the earnest plea that people buy it, whatever they call it. For enough sauer-beg pardon—Liberty cabbage is in storehouses here to feed the whole German army for several days.

Just because the food has a German name true patriots are avoiding it. Before the war it was selling at from \$45 to \$50 a barrel. It is down to \$14 or less now, with no buyers. The pickle dealers sent a delegation to the Federal Food Board yesterday to ask its cooperation in getting rid of the supply of sauerkraut. They offered to change its name to anything; the board might suggest, and "Liberty cabbage" was at last selected.

Food conservationists are urged to adopt this slogan: BUY, BUY, LIBERTY CABBAGE! AND BYE-BYE SAUER-KRAUT!

(Mole of Zeebrugge broken—Ostend Harbor partly blocked—Page 3.)

Think Capture Of Zeebrugge Was Possible

U. S. Military Officers Believe Great Opportunity Lost

Blocking Harbor Only Temporary

Possession of Port Would Have Menaced Hindenburg in Rear

WASHINGTON, April 24.—Criticism was heard in military circles here today over the Zeebrugge exploit of the British and French navies. Why was it not more boldly conceived? Why was it not a bigger attack? Why did not the Allies take Zeebrugge, for the ease with which they entered the harbor shows they could have done so.

Opinion on the exploit was withheld yesterday until sufficient facts were available for comment. But to-day officers did not hesitate to say that if the British and French had been present in adequate force—in other words, if they had conducted this offensive as the Germans are conducting their offensive on the West front—they would have captured Zeebrugge and thus created a dangerous diversion in the rear of the German army.

Since their contest with the land guns at Gallipoli the British warships have been shy of attacking shore batteries. Yet it is to be remembered that if the warships had persisted in their bombardment one day longer Constantine would have fallen. This raid at Zeebrugge was, in this spirit of caution, conducted with ships that were of little or no value to the British navy, obsolete cruisers that were taken to Zeebrugge to be lost. Yet the only vessels lost were the ones deliberately sunk in an attempt to stop the channel.

Cruiser Spent Hour in Harbor

The only cruiser not loaded with cement for sinking passed under the shore batteries, penetrated the harbor, spent an hour in it, came out under her own steam, although damaged by one shot from a 17-inch gun. Besides this old cruiser, destroyers entered the harbor and steamed about at will. Dispatches do not indicate they were injured.

Summing it all up, these boats did not have any effect. They were in Zeebrugge, in the rear of the German lines, but they were not there long enough to do any harm. They were in the harbor, but they were not there long enough to do any harm. They were in the harbor, but they were not there long enough to do any harm.

Great Possibilities In Taking of Zeebrugge

Great possibilities, both naval and military, would have lain in such a situation as the taking of Zeebrugge would have created. If in the end the hold upon Zeebrugge had to be relinquished as is likely, it need not have been relinquished till the mole there had been destroyed, and all possibility of using the harbor as a submarine base for many months to come had been destroyed. On the whole, Zeebrugge will rank with Gallipoli, with the Channel ports, once they had them, as one of the lost opportunities of the war.

What has been accomplished is, of course, much less. If the passage had been blocked by the sunken ships and there remains no way out among them, the obstacles can either be dynamited or a channel around them cut. At most the use of the harbor by submarines has been only temporarily discontinued or impaired.

THE DRIVERS RESUME THE DRIVE



1919 Ship Plans Call for Over 10 Million Tons

Schwab, Hurley, Goethals, Franklin and Guthrie Hold Conference

WASHINGTON, April 24.—The Shipping Board has decided on a substantial increase in its building programme for 1919 over the tonnage planned for this year, and indications are that the increase will be continued in 1920.

Plans for next year were discussed to-day at a luncheon attended by Chairman Hurley and other members of the Shipping Board, Vice-President Piez and Director General Schwab of the Emergency Fleet Corporation, P. A. S. Franklin, of the international ship control committee, Major General Goethals and other officials. Especial attention was paid to the question of passenger ships and refrigerator ships, for which the War Department will make increasingly large demands as the war progresses.

Senate Seat Offered To Speaker Clark

JEFFERSON CITY, Mo., April 24.—Governor Gardner to-night tendered to Champ Clark, Speaker of the House of Representatives, the appointment as Senator to fill the vacancy made by the death of Senator Stone.

Friends Believe Clark Will Accept Senate Seat

WASHINGTON, April 24.—Speaker Champ Clark will decide to-morrow whether he will accept the appointment as Senator to fill the vacancy made by the death of Senator Stone.

Major Thaw Scores Double Air Victory

Spurring Other American Flyers On to Great Deeds in the Air

WASHINGTON, April 24.—A dispatch from Paris to-day relating to the exploits of American aviators says: "The 'Petit Parisien' gives dates concerning the most recent exploits of the American aviators. On April 20 Major Thaw, commander of the Lafayette Squadron, won a splendid double victory, bringing down in turn a Drachen and a monoplane. These two victories permit him to be enrolled among the prize aviators."

"Since he assumed the command of the glorious unit, he seems to have particularly distinguished himself. Major Thaw evidently wishes to set an example, and many of his compatriots will take their places within a short time among the air champions, notably Captain Biddle, Lieutenant Baer (nine victories, four of which were official in the space of forty-three days), and Sergeant Bylies. Meanwhile two Americans already have taken precedence of them, Major Lufbery and Major Thaw."

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German Blow Aims to Split Allied Armies

Ludendorff Again Sends Hordes Forward on Wide Front

By Arthur S. Draper [Tribune Cable Service] LONDON, April 24.—The gigantic show is on again. After a pause of three weeks the Germans have resumed their efforts to uncover Amiens and to split the British and French armies. All through the moonlit night the great guns boomed along the wide Picardy battlefield and at daybreak to-day the enemy hordes began their attack between Albert and Arras, a distance of some fifteen miles.

Simultaneously an onslaught on the British right wing between Givenchy and Robecq was made. Diversions also took place southwest of Mount Kemmel.

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Enemy, Using Tanks, Takes Town From Haig's Men

Teutons Are Hurlled at Juncture of British and Franco-American Armies

Severe Fighting Around Hangard

French Check German Efforts to Straighten Salient and Battle Continues

The Germans yesterday opened a violent attack on a thirteen-mile front east of Amiens. They failed to gain ground except at a few points. Heavy fighting continues. American troops are engaged in the battle, Paris announces officially. The communication says: "An intense bombardment of the Franco-American positions south of the Somme and on the Avre was followed by a German attack carried out all along this front by considerable forces at 5 o'clock in the morning."

The enemy has captured Villers-Bretonneux from the British. The town is about a mile west of the former front and eleven miles east of Amiens. The Germans also gained a footing in the woods held by the French northwest of Hangard and in the eastern outskirts of this village. Everywhere else the attacks were shattered with heavy German losses.

The sector selected for attack covers the junction of the British and Franco-American armies. The Allies hold a rather sharp salient in the German lines on the high ground around Hangard. This the enemy seems to be trying to straighten out.

The first assault was delivered at 6:30 o'clock in the morning, after a violent bombardment, and failed completely. Later the Germans advanced again, and the fighting from then on has been continuous, often leading to hand-to-hand conflicts.

The German advance at Villers-Bretonneux was led by three tanks. This is said to be the first time the enemy has used tanks in such an action.

The Berlin official statement last night ignored the battle, stating simply: "There is nothing new to report."

On the Lys salient the British have captured a German salient about a mile wide and a mile deep just east of Robecq, and held it against a counter attack. The Germans claim they have won Vleugelhoeck Hill, southwest of Dranoutre, on the north side of the salient.

The British early yesterday beat off what appeared to be a heavy attack just north of Albert. At several points the British improved their line in local actions.

British Lines South of Somme Attacked; Enemy Using Tanks

WITH THE BRITISH ARMY IN FRANCE, April 24.—Hard fighting developed this morning on the southern battlefield, the enemy attacking south of the Somme along the line of Villers-Bretonneux, Hangard on Santerre, Haillies and Castel. Early developments indicated that the Germans were trying only for limited objectives. On the British sector Villers-Bretonneux, which nestles on a ridge overlooking the long stretch of the Somme Valley, was the storm centre, and here the enemy, for the first