



Navy Dirigible Nears St. John's in 900-Mile Flight; NC-4 Reaches Halifax; Big "Hop" Set for To-day; Germans File Three Protests, Call Treaty Ruinous

9 Lies Laid To Whitman By Thompson

Prevarication Is Charged by Senator in Detailed Testimony Concerning Interview at Luncheon

Scheme To Aid Fare Bill Alleged

Killed 6-Cent Act Fearing "Penny Governor" Niagara Man Asserts

Senator George F. Thompson under oath yesterday characterized ex-Governor Charles S. Whitman's sworn story, related before the Senate Judiciary Committee at Albany, as a fabrication. The Senator from Niagara picked the former Governor's testimony to pieces, branding nearly a score of important statements made by Whitman as falsehoods.

"He (Whitman) has attempted to deceive the public by weaving in a lot of unimportant falsehoods with a lot of unimportant facts," said Thompson, "in an attempt to make it appear:

"FIRST—That I sought an interview with him, which is untrue.

"SECOND—That I sought to make a connection to practise law in New York which is untrue.

"THIRD—That I sought his advice in relation to the Carson-Martin bill, which is untrue.

"FOURTH—That I gave him an intimation that I was going around talking about the Carson-Martin bill, looking for an excuse to change my attitude, which is untrue.

"FIFTH—That I was using that opportunity to criticize Governor Hughes, which is untrue.

"SIXTH—That I was using that opportunity to criticize Senator Burlingame, which is untrue.

"SEVENTH—That I was using that opportunity to belittle Senator Davenport, which is untrue.

"EIGHTH—That I tried to see him on Monday and sought an opportunity, which is untrue.

"NINTH—This conversation was not one which took the form of small talk or gossip."

Thompson mentioned other sworn statements made by ex-Governor Whitman which he branded as false.

The witness swore that fear that the voters would call him a "Penny Governor" during the 1918 campaign impelled Whitman to pass the death sentence on the Pratt six-cent fare bill during the legislative session last year. The big audience which packed the Board of Estimate room in the City Hall, where the Senate Judiciary Committee is conducting its investigation, laughed loudly at this reference to the erstwhile Chief Executive of the state.

Harry B. Weatherwax, president of the New York State Street Railways Association, and other traction men who testified that the ex-Governor had double-crossed them after he had promised to support and sign the bill, joined in the laughter.

Thompson stuck to his story that Whitman, after he had been retained in the sum of \$10,000 by the Interborough, had asked him to vote for the Carson-Martin bill, which would make possible an increase in streetcar fare, holding out as bait the nomination for Governor in 1920.

This meeting with the former Governor held on March 29 of this year at Hotel St. Regis, where Whitman lives, was arranged by George A. Glynn, who was handpicked by Whitman to head the Republican State Committee, Thompson swore.

His talk with Whitman, Thompson testified, following close on the heels of the alleged offer of a \$500,000 campaign fund by Richard H. Burke, seller of streetcar supplies, was largely responsible for his publication of the charges.

Made \$65,000 in Three Months

Thompson went into details regarding his interview with the ex-Governor, swearing that Whitman told him that he had made \$65,000 in the first three months of his practice of law and that he stood to make \$200,000 annually.

Whitman, he said, also informed him that he intended to run for United States Senator.

Thompson's denial of Burke's story that he had said Mayor Hylan was

City Celebrates Just From Habit

Manhattan Doesn't Know What Noise Is About, but Joins In, Anyway

The wail of a hundred sirens, shrieking their utmost, came across the river from Jersey yesterday. To this was added the regular thudding of field guns banging out a salute, and the shrill voices of a score of harbor craft.

As the noise echoed through the lower part of the city, New Yorkers began to join in the celebration, not knowing exactly what it was about, but unwilling to let any noise-making opportunity get by. Windows were thrown open and torn bits of paper were showered on Broadway, where motor horns blatted loudly and a few enthusiasts cheered. Among the reasons given by New Yorkers for the celebration were the following:

The President has come back. The peace treaty has been signed. Prohibition has been declared null and void.

The American fliers have started their transatlantic hop. Lloyd George has agreed to meet the Irish delegation.

But the uproar wasn't inspired by any of these causes. New Jersey was greeting some of her returning troops. The transport Calamaries was coming up the bay with 2,208 officers and men aboard, and a delegation headed by Governor Edge was welcoming the fighters home.

Whiskey Storage Here Increases

\$5,000 Orders Not Uncommon, Say Dealers, But Many Await Sales

Many of the large New York concerns handling expensive lines of wines and liquor are planning to hold big sales in the near future. These are expected to last until July 1, when the war-time emergency bone dry law becomes effective—unless President Wilson before that date proclaims the war ended and the army demobilized.

The dealers are not holding out hopes of reductions in prices of whiskey and wine, but nevertheless they feel that many persons are waiting vainly for the "market to break."

In the meantime most of them have had numerous orders for wines and whiskey in excess of \$1,000. Orders in excess of \$5,000 are not uncommon. Some of them boast of single orders amounting to \$10,000.

There is nothing in the statute books at present that forbids storage by individuals of unlimited quantities of beverage alcohol. However, the storage warehouse men are expecting to be informed some time before prohibition becomes effective of stringent regulations affecting such alcoholic caches.

The dealers say most of their large customers are having their purchases delivered at their homes, where doubtless they will cherish them in secret chambers.

At present there is practically no imported champagne or whiskey for sale. There is a similar dearth of cordials and liqueurs. All French wines are scarce. Champagne is quoted at \$70 a case, but few dealers will admit that they have any. Imported whiskeys are quoted at \$5, \$6 and \$7 a quart, and there is little at these prices.

Many dealers are beginning to recognize the faces of customers who call once each week—presumably on payday—and carry away one or two precious bottles to be added to the store they are hoarding, not against a rainy day, but against a dry one.

Of domestic whiskey there is plenty for present needs. There are said to be 40,000,000 gallons, a normal year's supply. Distillers in New York say there is no chance of this whiskey being dumped on the market at the last minute.

Rabbi Wise Wouldn't Be Seen With Hylan, He Says

INDIANAPOLIS, May 14.—Rabbi Stephen S. Wise, of New York, who was a guest of honor with Colonel Robert H. Tyndall, commander of the 150th Field Artillery of the Rainbow Division, at a dinner given here today by the Kiwan Club, took occasion to tell what he thought of Mayor Hylan, of New York.

Colonel Tyndall had just been presented the proverbial wooden key of the city of Indianapolis by Mayor Charles W. Jewett, and Rabbi Wise was called upon to speak. In opening he said:

"It is good to come to a city like Indianapolis where the Mayor is respected. It is far different in New York. In Gotham it is a disgrace to be seen with the Mayor."

Referring to the presentation of the key, Rabbi Wise remarked that the people of New York would not trust their Mayor with even a wooden key.

'Non-Existent' Censor Here Holds Up News

Tribune Correspondent Who Supposed Bureau Had Ceased Is Forced to Submit Papers for Inquiry

Roosevelt Letter Helps Release of European Press Matter Effected After a Delay in the Examination

The Tribune has come unexpectedly into contact with a live and vigorous "non-existent" censorship. On Tuesday Elias Tobenkin, who has been in Europe as The Tribune's correspondent for six months and who came to The Tribune directly from the Commission on Public Information, returned on the steamship Frederick VIII. He was relieved of all his papers and documents, despite all his protests.

Yesterday morning a representative of the censor's office called The Tribune on the telephone and asked whether Mr. Tobenkin's cables had been altered in any way after they had been received. He was told that this question seemed to have little to do with any reason for holding up Mr. Tobenkin's correspondence. He then asked, in effect, whether The Tribune be-

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Foch Ready to Act If Germans Balk

Marshal Told to Take Necessary Action if Teutons Refuse to Sign

PARIS, May 14 (By The Associated Press).—Immediate measures tending to the further subjugation of Germany if its delegates refuse to sign the peace treaty were indicated to-day by the announcement that Marshal Foch had been sent to the Rhine by the council of four to take such action as may become necessary in the event that the treaty is not signed.

The council of four, composed of President Wilson, David Lloyd George, M. Clemenceau and Signor Orlando, to-day considered the immediate reimposition of the blockade against Germany if she declines to sign the peace treaty.

It is anticipated that the blockade will be lifted immediately if the German delegates sign.

Labor Convention for Beer and Removal of Burselon

HARRISBURG, May 14.—The State Federation of Labor went on record here to-day as favoring the sale of beer and light wines. The convention also demanded the removal of Postmaster General Burselon from office.

Transfer of Districts in Belgium and Saar Valley Clause Are Objected To

PARIS, May 14 (By The Associated Press).—Three notes from the German peace delegation were delivered to the Allied council of four this morning. They were very long.

One of the notes, dealing with economic clauses of the treaty, declares that they mean the ruin of Germany if they are enforced.

A note on territorial questions protests particularly against the Saar Valley arrangement and the transfer of the Malmody, Moresnet and Eupen districts to Belgium, as well as the forced evacuation of a part of Schleswig.

A note on reparations does not protest against the payment by Germany for the devastation wrought in Belgium and Northern France, which, it says, Germany is ready to do willingly. It is added, however, that Germany will not pay reparation for this damage on the principle that she was responsible for the war.

The three new notes from Count von Brockdorff-Rantzau have been referred

Oppose Leaving Schleswig Area

PARIS, May 14 (By The Associated Press).—The Austrian peace delegation, headed by Chancellor Karl Renner and accompanied by its attendants, arrived in St. Germain, near Paris, to-day, and at a later date will appear before the representatives of the Allied and associated powers to receive the conditions which will spell peace for the former empire. There are about sixty persons in the delegation.

A notable feature of the reception was the absence of Germans who had requested permission to greet the Austrians, but had been denied this privilege. The prefect of the department, M. Chaleil, met the Austrians courteously, and although there was no official handshaking, many members of the party were greeted by unofficial handshakes from old acquaintances.

The delegates then proceeded under military escort to the villas set aside for them overlooking the valley of the Seine and Paris, and lacking the high fences and sentries so much in evidence at Versailles.

Renner in Joyful Mood

Chancellor Renner was apparently in excellent spirits. He smiled engagingly and his eyes shone as he greeted the representatives of the Allied countries. In the course of his remarks he said, among other things: "I hope I may go away with as joyful a heart as I bring."

Although strict military regulations were enforced and the crowds of villagers held back by sentries from the railway station and the shady avenues through which the delegates were hurried to their abiding place, such precautions were unnecessary, for the crowds displayed mild curiosity rather than hostility.

Under official escort the correspondents and others were conducted ceremoniously to the station through streets from which other traffic had been barred. The good spirits of the crowd awaiting the Austrians appeared to be shared by them, for they emerged smiling from their special train.

Professor Lammash was accompanied by his wife and daughter, and there were several women secretaries, who were shown the greatest courtesy.

Apology for Speaking German.

The Austrian Chancellor, in his speech on arrival, and later in conversation, spoke German, but excused himself as being unable to speak French.

Members of the Austrian delegation, questioned on their arrival, intimated that they would demand the attachment of German Bohemia and German Tyrol to Germany and declared that without these concessions they would be unable to sign the treaty. This was not said with such conviction as would indicate a firm determination.

Besides Chancellor Renner and Professor Lammash some of the better known members of the party were Dr. Franz Klein, Peter Eichhoff and Dr. Richard Schuller.

Belief that the peace treaty with Austria would be handed to the delegates of that nation by the end of the present week was expressed to-day.

It is learned from members of the party that the leading representatives are sharply divided among themselves regarding the question of annexation to Germany; so that the delegation as a whole can scarcely take a firm stand on permanent prohibition of union with Germany, which appears in the draft of the treaties for both Germany and Austria.

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Would Pay Damages But Not Accept Blame for War

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Unofficial Handshaking and Smiles Feature Meeting of Chancellor Renner and the Allied Representatives

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C-5 to Try Non-Stop Sea Flight

ST. JOHN'S, N. F., May 14.—Naval officials here said to-day that if the dirigible C-5 attempts the transatlantic flight—and only a poor performance on the voyage here will prevent her—the "blimp" will try for a non-stop flight, heading direct for the English coast.

Three United States battleships already are stationed on this route, the Utah, 500 miles out; the Florida, 600 miles beyond the Utah, and the Arkansas about 300 miles from the Irish coast.

If the naval seaplanes complete the Trepassey-Azores leg of their flight in time the destroyers along this route will be moved for the C-5's benefit. It was definitely stated, however, that if the C-5 is found upon arrival in condition to make the transatlantic flight it will not waste any time waiting for a new disposition of the destroyers.

Austrian Envoys Reach France In Happy Mood

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Belated Plane Hopes to Reach Trepassey in Time to Join in 'Jump' to Azores

WASHINGTON, May 14.—The American naval seaplanes NC-1 and NC-3 probably will be in flight before sundown to-morrow in the first attempt to cross the Atlantic Ocean through the air. Official reports to the Navy Department late to-day from Trepassey Bay, Newfoundland, the starting point of the proposed flight, intimated that the "hop-off" would be made within twenty-four hours, as favorable weather along the route to the Azores was indicated.

The navy dirigible C-5 also may attempt the long "cross-ocean" trip either to-morrow or next day. Rising from Montauk Point, Long Island, early to-day, the big airship passed Halifax before sunset, and Liscomb, N. S., eighty-five miles farther on, at 7:40 p. m. She is expected to reach St. John's, N. F., before daylight to-morrow, making a non-stop flight of 900 miles. A decision as to a transatlantic attempt by the C-5 will be made immediately on receipt of her commander's report of his arrival.

The third seaplane of the transatlantic division, the NC-4, held up by engine trouble on the first leg of the journey, made up much of her lost distance to-day and was moored to-night beside the mine-layer Baltimore at Halifax awaiting daylight to proceed to Trepassey Bay. The boat travelled from Chatham Light, Mass., to Halifax to-day, nearly 350 miles, in less than four hours. Urged by a favorable fifteen-mile wind, she attained a speed of ninety-nine land miles an hour.

The decision of Lieutenant Commander Read of the NC-4 was taken the night at Halifax was passed to mean that he had encountered further trouble to delay him. He had expected to proceed to Trepassey Bay after a stop of a few minutes. In that case the transatlantic attempt might have started this afternoon.

The Navy Department was keyed to high pitch to-day as the NC-4 and the C-5 were hurrying northward on a favorable wind. Until a late hour it was not certain that the NC-1 and NC-3 would not also take wing during the day, starting the transatlantic dash. It was obvious that the hour of the start, in any case, was close at hand.

NC-4 Makes 99 Miles an Hour

Weather Conditions Reported Good all Along the Route

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Forecast System Perfect

Again to-day the far-reaching system set up by the department and the Weather Bureau to obtain adequate weather data for the experts at Trepassey Bay worked with clock-like precision. At regular intervals the streams of reports from more than a score of destroyers along the route, from half a dozen battleships posted far to the north or south of the route to the Azores, from all European points covered by the British weather system, and from the American Weather Bureau poured into the station ship at Trepassey to be charted and used in making predictions.

Officers believe the most comprehensive weather forecasting ever done has been accomplished as an aid to the attempt to cross the Atlantic by the air.

Late Forecast Less Hopeful

Late to-night the weather predictions for the next twenty-four hours over the proposed route from Trepassey Bay to the Azores, as reported to the Navy Department, were "less encouraging." This was not interpreted by officers, however, as necessitating a decision by Commander

Armed Sinn Feiners Attack Irish Police

One Officer Dead and One Missing as the Result of Fight at Knocklong

KNOCKLONG, Ireland, May 14 (By The Associated Press).—Four police officers, who were taking a Sinn Fein prisoner to Cork, were attacked by an armed band at the Knocklong Station to-day. The armed men rescued the prisoner and killed one of the policemen and seriously injured another. A third policeman is missing.

Knocklong is a small town in County Limerick, about eighteen miles south-east of the city of Limerick. It is on the Great Southern and Western Railway.

President Not to Sail From Port of Antwerp

PARIS, May 14 (By The Associated Press).—President Wilson was considering sailing for the United States from Antwerp, so that he might visit Brussels on the way, but on inquiry it developed to-day that the United States transport George Washington is of too great a draft to enter the port of Antwerp. The project, therefore, has been abandoned.

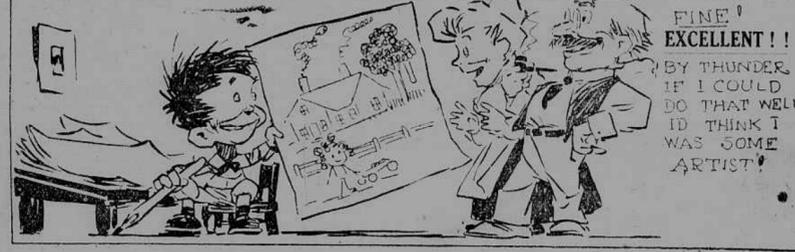
The President will visit Brussels, however, before starting on his homeward voyage.

Scottish University Makes Pershing Doctor of Laws

ST. ANDREWS, Scotland, May 14.—The honorary degree of doctor of laws was conferred to-day on General John J. Pershing, commander in chief of the American Expeditionary Forces, by the University of St. Andrews, which is the oldest in Scotland.

This was on the occasion of Field Marshal Sir Douglas Haig being made Lord Provost of the university. General Pershing was represented by Colonel Lloyd Griscom.

PASSING THE FLOWERS



Did you ever notice with what reckless generosity we greet the efforts of the home-grown genius?



And with what unstinted measure we reward the accomplishment of our custard pie emulators?



And to Lee-Wah-Koo-Tee, who spent 67 years engraving the Declaration of Independence, the Koran and Shakespeare on a black Mexican bean we accord heartfelt appreciation?



But how would you like to be a peace delegate?

Continued on page twenty

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