

WEATHER FORECAST.

Fair to-day; to-morrow cloudy, probably showers, moderate variable winds. Highest temperature yesterday, 67; lowest, 53. Detailed weather reports on editorial page.

The Sun.

IT SHINES FOR ALL

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PRICE TWO CENTS.

HAWKER OFF IN 2,000 MILE DO OR DIE FLIGHT; DROPS LANDING WHEELS; HEADS FOR IRELAND; RAYNHAM TRIES TO FOLLOW; FALLS, UNHURT; NC-3 WITH TOWERS AND CREW STILL MISSING

CUMMINS GIVES RAILROAD PLAN FOR CONGRESS

Interstate Commerce Committee Head Wants Private Operation.

FAVORS U. S. GUARANTEE

Senator Would Divide All Roads Into 15 or 20 General Systems.

Special Despatch to The Sun. WASHINGTON, May 18.—Senator Cummins (Ia.), who will be chairman of the Interstate Commerce Committee in the Sixty-sixth Congress, which convenes to-morrow, to-day outlined his plans for legislation handling the railroad situation. Senator Cummins said that his programme was based on three general principles that he believed should outline the policy. These principles are:

- 1. The roads should be organized in a comparatively small number of systems, say fifteen or twenty, but not on what has been called a regional plan.
2. There should be a government guarantee assuring the roads some fixed minimum of earnings, say 4 per cent. on their valuation.
3. They should be operated by private corporations, all of them organized under Federal law, the law providing for this plan making provision for their formation and the terms on which they should operate.

To Protect Weak Lines.

Under this plan it would be possible for the strong and weak lines, which now are in competition to the great disadvantage of the weak ones, to be pooled together so that all could earn enough to support them without permitting the large roads to earn excessively.

"When a large road and a weak road compete in the same territory," said the Senator, "they must make the same rates, and those rates must either starve the poor or give its powerful neighbor earnings that would be regarded as excessive and a burden on business. Putting them together makes it possible to provide identical rates and avoid either starving one or overtaxing the other."

To this proposal of a Government guarantee the Senator recognizes that there will be strong objection, but he is convinced that it is necessary. "It will be objected to," he explained, "as giving special preference and security to private capital invested in railroads.

Under the conditions that will be imposed, the limited profits Government controlled rates and the like, they will largely lose the attributes of private property. Taking any period of three years in their history, the roads will be found to have averaged higher earnings than they would be guaranteed by this plan; so the business community would not be losing by it.

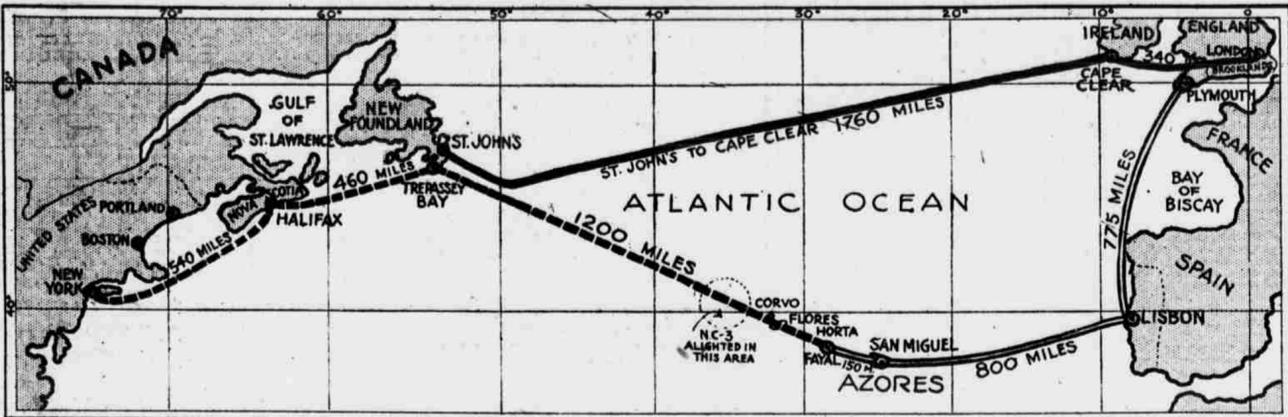
"In comparison with the present method the Government guarantee while it is in charge of the properties there would be a saving of at least \$250,000,000 a year."

Valuation Nearly Completed.

This plan involves the actual valuation at which the roads should be taken over. For several years the bureau of valuation, under the direction of the Interstate Commerce Commission, has been engaged in making a valuation. Senator Cummins has investigated the progress made in the task, and commented: "Actual valuations have been completed of only a small group of roads, and these all minor ones. But on the other hand, the inventory of the railroad property of the country is about 80 per cent. finished. In addition the commission has decided many of the difficult questions that must be settled under the plan, the principles that will be applied to the inventory, will enable the determination of the actual value. The data which the bureau of valuation has gathered will be of the utmost utility in the final determination of value under the plan in mind."

It is explained that as a whole about 60 per cent. of the value of the railroads has been determined. The other 40 per cent. will be of the other 40 per cent. of the stock; if when the valuation is completed it is found that the actual value of any road was less than the face of the bonds outstanding, then the bonds would be required to scale down and be brought to the amount of the determined value; and on such a

MAP SHOWS WIDELY DIVERGENT COURSES OF AMERICAN AND BRITISH AVIATORS



Broken line shows flight completed by one United States Navy plane. Solid line shows the course of Harry G. Hawker, the Australian aviator. Double line shows proposed continuation of the American flier's course. All distances indicated are in nautical miles.

U. S. MAY GUARD RHINE 5 YEARS

Wilson Will Ask Congress to Keep Detachment There With Allied Army.

PROMISE TO CLEMENCEAU

American Force Will Be Composed of Volunteers if Plan Is Sanctioned.

By LAURENCE HILLS. Staff Correspondent of The Sun. Copyright, 1919; all rights reserved.

PARIS, May 18.—President Wilson has made for the United States another promise which is filled with possibilities of involving America in whatever future troubles may arise in Europe from Germany's failure to fulfill the conditions of the treaty. The President has assured Premier Clemenceau he will ask the sanction of Congress to permit a detachment of American troops to remain on the Rhine for five years as a part of the interallied army which will enforce Germany's compliance with the treaty. This promise, on top of the "triple alliance," constitutes another victory for Premier Clemenceau and makes still clearer the price which President Wilson paid for the adoption of the covenant of the League of Nations and the rejection of Marshal Foch's plan.

The President's idea, it is understood, is that the American force, amounting, it is said now, to "a regiment or two," will be composed of volunteers offered by regulars, and will remain at the Coblenz bridgehead until the expiration of the first five year period specified in the treaty.

This will require special legislation by Congress, for which the President will ask at the same time that he requests the ratification of the "triple alliance." This is certain now, despite reiterated American statements that immediately after the treaty has been signed the American troops would leave the Rhine. If Congress approves the plan the new watch on the Rhine will be composed of volunteers recruited in the United States, the first thousand of whom have just arrived, and of volunteers recruited in France, of whom there are now less than a thousand from the two millions who have been or are here.

In this matter President Wilson finally yielded to the French Premier, who urged that some troops should be left on the Rhine "to keep the American flag flying" as ocular evidence for the Germans that the American Army still was patrolling the beat with the other policemen. It is understood that the President had grave doubts as to his ability to get the consent of Congress and the American people to this, but as on the question of the "triple alliance," Premier Clemenceau finally won him over.

CRISIS IN CONSTANTINOPLE.

Political Situation Acute Since Troops Left. PARIS, May 18.—A political crisis has arisen in Constantinople since the departure of Greek and allied forces at Smyrna, the Journal says. The Turkish Grand Vizier, or Prime Minister, is said to have resigned.

Wilson at Scotch Church. PARIS, May 18.—President Wilson attended services at the Scotch Presbyterian Church in the Rue Bayard to-day.

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TREATY FRAMERS CERTAIN BERLIN ENVOYS WILL SIGN

Architects of Pact Believe Germans Are Imitating Italians' Fiume Fuss—Saar Residents Are Becoming Reconciled to French Control.

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PARIS, May 18.—The Germans may rage and fume and send out broadcast hints and statements that they will not sign the treaty, but the architects of the peace edifice here refuse to be perturbed and took a week end rest, thereby giving assurance that the treaty surely would be signed. The American commission regards reports from Germany as bearing out the belief of its members that the apparent popular indignation in Germany over the treaty is a tempest in a teapot, created largely in the hope that it may have some effect upon the Allies.

It is declared that the Germans are trying to take a leaf from the book of the Italians and make the same kind of a demonstration over the treaty that the latter did over Fiume. They say that the Italian surrender on Fiume was inevitable, as they believe a German surrender on the treaty is. Importance is attached to the news that the German Workers' Council and Herr Kaustky urge the necessity for signing the treaty. The American commission has been led to believe that the strength of this element is growing steadily in Germany and that its opinions are those which are most likely to prevail.

The feeling of reassurance is increased by the first published reports of how the people of the Saar Valley received the news of the future lot which the peace

14 POINTS ARE HELD AS TREATY RANTZAU ASKS TO RESIGN POST

German Peace Delegates Will Contend Policy Binds Each Side. Differs With Emissaries From Berlin, Seeks to Be Relieved of Peace Work.

By KARL H. VON WIEGAND. Staff Correspondent of The Sun. Copyright, 1919; all rights reserved.

VERSAILLES, May 18.—It is quite possible that Count von Brockdorff-Rantzau, the head of the German peace delegation, who left here last night, will not return to conduct further negotiations at Versailles, according to reports received here to-day from Spa.

The views of the chief of the German delegation and those representatives sent from Berlin to consult with him differed so strongly as to the further conduct of the negotiations, according to these reports, that Count von Brockdorff-Rantzau requested that he be replaced at Versailles. The special train which took the German party to Spa last night is expected to arrive at one of the suburban stations of Paris to-morrow afternoon on its return trip. It will then be evident whether Count von Brockdorff-Rantzau has abandoned the mission or not.

Serious disagreements have arisen in the last twenty-four hours among the German delegates. A majority, including the financial experts, is said to be violently opposed to signing the treaty, while the minority, seen no way out but to sign. The departure of the Count is said to be in connection with the disagreements. A member of the German delegation with the rank of Councillor of Legation, who returned here recently from Berlin, made this declaration to-day concerning the peace treaty: "We will sign despite all, because we will be hacked to pieces if we return to Berlin without signing."

'BABY' M'LEAN KILLED BY CAR

Boy Heir to Millions Run Down in Street by Ford Automobile.

GUARDED ALL HIS LIFE

Kept in Steel Barred Carriage to Balk Kidnappers Who Trailed Him.

Special Despatch to The Sun.

WASHINGTON, May 18.—Vinson Walsh McLean, 9 years old, "the \$100,000,000 baby," son of Mr. and Mrs. Edward P. McLean, and heir to one of the greatest fortunes in America, was run down by a Ford automobile driven by a woman this morning, receiving injuries from which he died at 7 o'clock to-night. The accident happened in front of the McLean mansion and country estate on Wisconsin avenue, which was the old Georgetown pike, a part of the Old Trails road system.

Since his birth the boy had been famous as the most closely guarded child in America. He was always closely watched by guards and servants and police. This morning he escaped his guardians for a moment, slipped through one of the great gates, and was run down in the road. Three women were in the car which struck him. They stopped and were assisting the lad when his guardian ran to him. He was taken to the mansion, but insisted upon walking. Apparently he was not seriously hurt, and after seeing him in the house the women drove off. They have not been identified.

Constantly Feared Kidnapping.

Physicians were hurriedly called, and after examination said that the boy had a compound fracture of the skull. He was put to bed and began to sink. He grew rapidly worse through the afternoon and died unconscious.

Mr. and Mrs. McLean were at Louisville, where Mr. McLean has a stable, attending the races. They were notified shortly after the accident, and are speeding to Washington on a special train.

The Washington police have the West Virginia license number carried on the Ford car, but up to a late hour they had not located it. Police of the adjacent States have been notified. During his infancy, and indeed even after he became old enough to take care of himself to a certain extent, Vinson Walsh McLean was probably the most carefully guarded baby in the United States. So much was printed in the newspapers and magazines about him, and about the fact that he was heir to one of the \$20,000,000 estate of his grandfather, John R. McLean, a newspaper publisher of Washington and Cincinnati and holder in great utilities companies, that letters threatening to kidnap the child were received almost constantly by his father and mother.

The Washington home of the McLeans was guarded by a detail of city policemen to keep the kidnapers away, and the baby never travelled without a large entourage of private detectives and special policemen. When the child was only a few months old his parents had constructed for him, as an additional safeguard against kidnapping, a steel cage on wheels, or an armored baby carriage, which was closed and bolted by locks of special design and intricate pattern. It was in this that the baby's nurse, accompanied by her dozen detectives, took the child for his morning's ride. And besides the detectives, the McLeans employed thirty house servants and fifty outside rhy-

BRITONS PRAISE FEAT OF FLIERS

Airmen and Officials Give Full Credit to Plane's Crew and U. S. Navy.

LONDON IS ENTHUSIASTIC

Hawker's Wife Contrasts Admiralty Apathy With American Support.

Special Cable Despatch to The Sun.

LONDON, May 18.—With their customary sportsmanship all British give the American naval aviators full credit for their great feat in flying from Newfoundland to the Azores. Air Ministry officials unhesitatingly praised the pluck and endurance of the Americans and praised the American naval authorities for their share in accomplishing the great feat.

Mrs. Harry Hawker, wife of the British aviator, when told that the American fliers had reached the Azores said: "There is no doubt that the American boys are fine sportsmen. They have been admirably backed by their Government, however, which is great help to them. Our Government has done nothing. I feel this is an injustice to our men, because it is not merely a matter of winning a prize but rather a great international honor. Our boys haven't even had satisfactory weather reports. However, I still hope we will be first across."

In some of the conversations in naval circles chagrin was expressed over the delays which handicapped the British fliers at St. John's. All, however, were willing to concede credit to the Americans, and particularly to the manner in which the naval vessels cooperated with the fliers.

Called Great Accomplishment.

One of the best known of British fliers declared that the Americans lived up to the best traditions of the sea. This official was unwilling to have his name used, on account of Ministry regulations, but he wanted it known that every English aviator was heartily glad because of the success achieved by the Americans. That the Americans were able to hold their course through the uncharted air over the Atlantic, and at night, was, in the minds of the British, a great accomplishment. There is considerable speculation here

Continued on Second Page

Ready Mades Are Rare in German Cities

SOLDIERS in the Army of Occupation write to donors of THE SUN Tobacco Fund saying that to get "tailor made" cigarettes is an occasion of much joy. According to postal cards just received for John P. Morgan, Dr. and Mrs. Morris, Mrs. A. O. Randall and a number of other donors there was a large distribution of these joy bringers the first week of May.

WARNING! THE SUN TOBACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

ANXIETY IS FELT FOR SAFETY OF LOST AVIATORS

Admiral Jackson, in Charge of Destroyers, Reports Gales Off Azores.

VISIBILITY IS VERY LOW

Swarm of Warships Engaged in Wide Search; the NC-1 Is Out of Race.

Special Despatch to The Sun.

WASHINGTON, May 18.—A day of anxious waiting, broken only by a few short despatches from the Azores, left the Navy Department late to-night still without definite information as to the fate of the NC-3, flagship of the division of flying boats which started from Newfoundland on the first aerial transatlantic voyage.

More than forty hours had elapsed since the last message had been received from Commander John H. Towers, then off his course and lost in the fog 300 miles west of Foyal. Despite the fact that every available destroyer and the battleships Texas and Florida are scouring the sea over a wide radius from the last known position of the missing plane no word came to cheer the anxious officers and officials at Washington.

Despite the streak of bad luck which downed two of the three seaplanes almost at the moment of victory, there is no talk of abandonment of the trans-Atlantic flight. It appears that the NC-1 is definitely out of the race—Lieut. Commander Bellingner never would have left her otherwise—while the fate and condition of the NC-3 now adrift many hours in a rough sea, is uncertain. But not a navy officer could be found in Washington to-night who did not confidently predict that as soon as weather permitted—and to-morrow was mentioned as the probable date—the NC-4 will go on alone, first, possibly to Ponta Delgada and later to Lisbon, Portugal.

Confident of Completion.

Of the three seaplanes which rose with naval precision one minute apart at Rockaway Beach, it may be that the NC-4, which experienced trouble before she had flown 200 miles of the 3,925 nautical miles and was compelled to land with three of her engines out of the running, will be the only seaplane to finish the flight. But it will be finished, the navy is sure of that.

Nor do the officers here despair of the NC-3 or her crew. Tales of seaplanes adrift off the coast of France and off our own coast for days at a time in heavy seas are told. One plane, for instance, weathered a storm of eleven days with a sail improvised with one of her wings. Final as the hull of the NC-3 is in comparison with a navy hull, they say, and the ship is staunch and the crew is the pick of the navy flying crew.

Early reports from Rear Admiral Jackson, commanding the destroyer force which patrolled the course of the flight and is now searching for the missing craft, were encouraging in that they minimized the damage to the NC-1, which had been abandoned by her crew 100 miles west of the island of Flores and subsequently picked up by the destroyers Harding and Fairfax. The damage, however, proved more serious than at first reported and later despatches indicating that the conditions of wind and sea made it impossible to tow the plane into port served to create further anxiety. Lloyd's in London, in fact, received a bulletin that the NC-1 plane had sunk 120 miles off Flores.

The NC-2, in spite of a missing pontoon and broken wing, had the advantage of being lightened by the removal of her crew, and as the day went on without word from the NC-1, it became evident that only good luck could save Commander Towers's plane with its extra weight of five men.

NC-1 Badly Wrecked.

The situation was summed up to-night in a message from the U. S. S. Columbia at Horta which reads: "NC-1 right wing badly broken, pontoon carried away, elevators broken, fabric left wing ribs badly damaged. Condition of sea too rough to

Continued on Second Page.

Australian Racing at 106 Miles an Hour Direct for Cape Clear.

NO HOPE IF HE FAILS

Discards Ground Structure as He Sails Over Camp of Rival.

GRIEVE IS HIS NAVIGATOR

Venturers Use Biplane and Are Helpless Either on Land or Sea.

St. John's, N. F., Monday, May 19.—Up to 2 o'clock this morning no word had been received from Harry G. Hawker since he started on his transatlantic flight. Weather reports from the Atlantic were favorable and indicated improvement in some of the storm areas.

More than 2,000 land miles (1,700 nautical miles) before they again sight land—the imposing mass of Cape Clear, on the southwest coast of Ireland. The flight, made without a chain of protecting ships below, in a machine which probably will sink within a few minutes if the engine fails, can only be compared for daring in the air with the attempt of Prof. Salomon A. Andree to reach the north pole by balloon in 1897. Andree's airship disappeared into the north, neither he nor his two companions ever being heard of again.

Drops Carriage to Ground.

Raynham mounted from his hangar on the Mount Pearl plateau at 1:55 P. M. (12:55 New York time) and roared along at a hundred miles an hour over to the camp of Frederick Grieve, his rival. Within the sight of the camp he pulled a lever which released the wheels and under carriage crashed to the earth as Raynham watched, a challenge and fair warning to the Martinsyde man that Hawker was off on the record flight which now can end only in a forced landing on water or a "crash landing" in the British Isles with almost certain death in the former and possibly with serious injury to the men in the latter case.

Raynham watched the carriage crash and saw Hawker and Grieve wave gay farewells. Then, although taken by surprise, he quietly ordered immediate preparations to take off on the flight. He had recognized in the dropping wheel the symbolical thrown gauntlet and had picked it up. Young Raynham and his navigator, Capt. Charles Morgan, sprang into their machine, but were compelled to wait more than an hour after all gasoline and supplies were aboard for a favorable breeze to help the heavily laden machine get off the ground.

Their Craft Is Wrecked.

Finally at 4:20 P. M. Newfoundland time the biplane rocked its way across the uneven cricket field at Quiddville and finally rose slowly in the air. Four hundred yards from the start, when the plane had reached only a slight height above the field, she nosed suddenly downward and before her pilot could check her had crashed to the ground.

The plane was a useless wreck and out of it crawled Morgan and Raynham, their faces bleeding and their bodies bruised, but otherwise unharmed. Young Raynham, who is only 25