

WEATHER FORECAST.
Fair to-day and to-morrow; moderate temperature; fresh northeast winds. Highest temperature yesterday, 85; lowest, 72. Detailed weather reports on editorial page.

IT SHINES FOR ALL

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R-34 LANDS SAFELY IN MINEOLA AT 9:54 A. M.; SAILS MORE THAN 3,000 MILES IN 108 HOURS; WILL BEGIN HER RETURN TRIP TO-MORROW

TURKEY DEFIES ALLIES IN FIGHT TO SAVE EMPIRE

Military Chiefs Confer in Paris Following Violation of Armistice.

FEAR NEED OF TROOPS

Col. Haskell, as Commissioner to Armenia, Will Try to Solve Problem.

By LAURENCE HILLS.

Staff Correspondent of The Sun.
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PARIS, July 6.—The Near East, with Turkey the menacing figure in the foreground, looms up as the storm center of the Peace Conference. It is now impossible to ignore the fact that the Turks have aroused themselves from the lethargy following the armistice and are taking advantage of the indecision in the allied camp to conduct what would appear in ordinary times as a really serious war with a view of preserving the Turkish Empire. All this is being done in defiance of the terms of the armistice.

It is now admitted that the Big Three made a mistake in the sudden decision to allow the Greeks to occupy Smyrna, which action has aroused the Turks. Now the Allies, as a result, see the Greeks, despite reinforcements, steadily pushed back by the Turkish armies, massacres going on and trouble spreading throughout the Turkish Empire.

The Allies are confronted with the task of reinforcing the Greeks with tried fighters or letting the Turks secure a dangerous ascendancy in an area which the Allies were about to divide under the mandates of the League of Nations. Consequently, while on the eve of the so-called peace, the Big Five yesterday were obliged to call in the allied military leaders and to lay before them the Turkish situation and also the new Hungarian situation, both of which give every indication of requiring allied military measures of extensive scope.

Bela Kun Defies Allies.

The Hungarian situation was brought up by Herbert Hoover in a report to the Big Five, in which he stated that the task of feeding southeastern Europe virtually was at a standstill through the seizure by Bela Kun, the Soviet Dictator in Hungary, of all craft on the Danube and his refusal to permit their use by the Allies. Mr. Hoover also reported that the Hungarian army was much larger and of greater efficiency than generally supposed and believed. This information was based on careful reports to Mr. Hoover by his agents. Bela Kun therefore is defying the Allies, like the Turks, which is leading some of the ablest commentators here to describe the present situation as intolerable.

So far as the Turkish situation is concerned the allied move perhaps is of greater significance. At yesterday's session the appointment of Col. William Haskell as allied high commissioner to Armenia was announced. While ostensibly it is his main duty to direct the relief measures, in diplomatic circles it was accepted from the title given him and other circumstances as:

First, that Col. Haskell will question Armenia until the mandate question is decided.

Second, that the appointment of an American to this job is designed by President Wilson and the Big Three to influence sentiment quickly in America in favor of at least accepting the American mandate which the President is under promise to the Big Three to recommend to Congress as soon as he reaches Washington.

Big Task for Col. Haskell.

Col. Haskell is a former army man and has been one of Mr. Hoover's chief aids in relief work, having had charge of the Rumanian relief. He now has the task, as diplomats see it, of becoming an Armenian Cromer. Viscount Cromer, it will be remembered, assisted in straightening out the Government tangles in India and Egypt, his greater work, in the opinion of the British, having been ac-

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R-34 MOORED AT ROOSEVELT FIELD, MINEOLA, AFTER MAKING NON-STOP FLIGHT ACROSS ATLANTIC OCEAN



PHOTO BY THE SUN STAFF PHOTOGRAPHER

ALLIES ISSUE CRIMINAL LIST

Prince Rupprecht of Bavaria Among Those Sought for Trial.

WAR CRIMES OUTLINED

Field Marshal Mackensen, Gen. Below and Admiral Capelle Wanted.

Special Cable Despatch to The Sun from the London Times Service.

LONDON, July 6.—Here is the list of the Germans, with the crimes charged against them, whom the British, French and Belgians wish to put on trial:

PRINCE RUPPRECHT OF BAVARIA—Deportations from Lille, Roubaix, Turcoing and other places.

FIELD MARSHAL VON MACKENSEN—Thefts, incendiarism and executions in Rumania.

GEN. VON BELOW—Burning of Angers and for 100 people shot.

BARON VON DER LANCHE—Head of the German political department of Brussels, who was concerned in the murder of the English nurse, Edith Cavell and Capt. Fryatt.

ADMIRAL VON CAPELLE—Responsibility for U-boat outrages.

LIEUT. WILHELM WERNHER, COMMANDER MAX VALENTINER and COMMANDER VON FORSTNER—Sinking hospital ships.

MAJOR VON MANTEUFFEL—Burning of Louvain.

MAJOR VON BUELOW—Destruction of Aerzchet and the execution of 150 civilians.

GENS. OLSEN and von CASSEL—Cruelties at Dohert's prison camp.

LIEUT. RUTIGER—Cruelties at Ruhleben prison camp.

MAJOR VON GOERTZ—Cruelties at Magdouburgh prison camp.

Two brothers named ROCHLIN—Bullies of Holmshinden and Chausin prison camps, who ill treated British prisoners.

GEN. VON TSEY—Summary execution of 112 inhabitants of Arlon.

GEN. VON OSTROWSKY—Pillage of Deynse and the massacre of 163 civilians.

GEN. LIMAN VON SANDERS—Massacres of Armenians and Syrians.

Two brothers named ROCHLIN—Arrested by the French in the Saar Valley. Vast quantities of stolen machinery, covering almost twenty acres, were found in their possession.

WEIMAR GETS TREATY RATIFICATION BILL

Baron von Lersner Now Heads German Party.

BASEL, Switzerland, July 6.—A despatch from Weimar, received to-day, says a bill has been introduced in the National Assembly providing for ratification of the peace treaty.

By the Associated Press.

PARIS, July 6.—Baron Kurt von Lersner of the German peace delegation has informed Paul Dutaits, secretary of the Peace Conference, that he has been appointed by his Government to be president of the delegation at Versailles.

The German representatives have sent a note to the Council of Five asking which of the documents signed at Versailles must be ratified by the National Assembly. They inquire whether all three—the treaty of peace, the additional protocol and the covenant dealing with the occupation of the Rhine territories—must be submitted to the Assembly, or only certain of the documents.

The Allies, the Temps says, consider that all three must be approved by the National Assembly.

OPPOSE KAISER'S TRIAL IN LONDON

English Officials and Citizens Fear Hohenzollern Comeback May Result.

SMALL CAPITAL FAVORED

Lloyd George's Opponents See Trick—Plan Invites Martyr Hero Stand.

Special Cable Despatch to The Sun.

LONDON, July 6.—Second thoughts and calmer consideration of the proposed trial of the former Kaiser are bringing out amazing criticisms by British public men. Premier Lloyd George's dramatic announcement at first took the country by storm, but now there is a reaction under way, stirring up reasonable objections, some dictated by a revulsion of feeling, some by political animosity and some by real hatred of such extreme action.

Legal minds in London point out the serious disadvantage of trying the former Kaiser among Englishmen, and they assert that so great and unprecedented a trial should be invested with a dispassionate judicial atmosphere, each and every effort to present the arraignment as a spectacle. The atmosphere of London relative to the former Kaiser is anything but dispassionate and all minds have been made up for the last five years about what should happen to him.

Wild horses could not drag an unprejudiced opinion from any loyal Britisher, therefore no court sitting in London could remain unmoved by such an intense and popular feeling. According to British barristers it would have been far better to have arranged the trial in the capital of one of the lesser belligerents.

Blood Relationship Figures.

Another and even more serious objection to holding a trial in London lies in the conflict of blood relationship which has been one of the cruellest phases of the war. Wilhelm is a grandson of Queen Victoria, the son of the British Princess Royal and a cousin of King George. When these facts are considered it would seem painfully thoughtless to try the former Kaiser within sight of Buckingham Palace.

Still another objection is raised by those who understand the country's economic condition. These maintain that England is not able to afford to have her war wounds continually aggravated by the months of a sensational court proceeding. The nation's greatest need, these critics assert, is an immediate return to the normal habit of thought.

If the trial is dragged over a long period it would keep the public mind in a continual nervous ferment and induce an excited and inflamed condition, perhaps countrywide. This, it is feared, might lead to insurmountable difficulties in getting the people back to normal living conditions.

It is argued that punishment of the former Kaiser simply would make him a martyr hero instead of a horrible example to be shunned in the future. It is not outside the range of possibility, according to some, that public degradation of the former Kaiser in London might rebuild the house of Hohenzollern. British thinkers are not so much against the trial of the former Kaiser, but agree that it should be held in some

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Where others sell Why don't you buy LIBERTY BONDS? The best \$10 and \$100 investments. John Muir & Co., 61 Bay—Ado.



On the left—Major G. H. Scott, commander of the R-34. On the right—Lieutenant-Commander Zachary Lansdowne, U. S. N., who was the American observer on the voyage.

KAISER'S TRIAL STIRS GERMANY

Monarchists and Other Adherents Seize on Demand to Work Up People.

By KARI H. VON WIEGAND.

Staff Correspondent of The Sun.

BERLIN, July 5 (delayed).—Germany is deeply agitated by newspaper despatches from London telling of the determination of Great Britain to compel Holland to give up the ex-Kaiser for trial in London. He was almost forgotten here and seldom mentioned in public or by the Berlin newspapers, but the news from London has made Wilhelm II. a most active figure again in the German public mind.

All the newspapers are discussing the question of his delivery to the Allies and are printing columns from London and from Holland on the subject, rekindling intense bitterness. Without any apparent reason, except perhaps faith in the magnanimity of the victors, Germans generally believed that after Germany had been forced to bend the knee the Allies would not really make a demand for the ex-Kaiser and the others. There seemed to be an impression that the victors would be satisfied and consider Germany sufficiently punished.

The sudden revelation that the Allies, or at least Great Britain, will put the ex-Kaiser on trial, came as a rude

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TRIP TIRESOME, SAYS ENGINEER

Lieut. Shotton, in Diary, Jots Down His Impressions of Flight.

Lieut. James Shotton, the engineering officer of the R-34, kept a diary when he was not on duty. Here are some of the entries he made:

"We are now flying through thick fog, or low-lying clouds. Everything is soaked through with the wet atmosphere. It seems very strange to see one of the crew peeling potatoes for the next meal. One becomes used to this in naval life, but in airships it makes one ponder for a moment on the possibilities of this type of craft."

"For instance, the midday meal today (Wednesday) was an excellent stew—the meat stewed just right, with potatoes boiled, and carrots served up on a clean, neat mess table, in an aluminum plate, with knife and fork and last, but not least, one cup of fresh water."

"Just had a slight mishap on one engine. But by good luck we 'noosed' out of the cause of the trouble in time to prevent bad breakage. I hope to get the engine going in an hour."

"Three P. M.—Engines now O. K. Steaming along on five engines now, with beam wind, and making thirty-two knots."

"Three-thirty Wednesday afternoon—"

Continued on Second Page.

OFFICIAL LOG TELLS OF BAFFLING STORMS; TRIP IN DIARY FORM

Gen. Maitland Gives Graphic Story of Life on R-34, With Pen Pictures of Skies, Icebergs, Sunsets and Forests Which Interested Crew.

Brig. Gen. Edward M. Maitland, C. N. G., D. S. O., official observer for the British Air Ministry, on board the R-34, made public last night the official log of the world's greatest airship on its historic voyage from East Fortune, Scotland, to Mineola.

The log follows:
Distances covered were as follows: East Fortune to Trinity Bay, Newfoundland, 2,050 sea miles; Trinity Bay, Newfoundland, to New York, 1,050 sea miles.

It was originally intended that this flight should have taken place at the beginning of June, but owing to the uncertainty of the Germans signing the peace terms the British Admiralty decided to detain her for an extended cruise up the Baltic and along the German coast line. This flight occupied fifty-six hours under adverse weather conditions, during which time an air distance of roughly 2,400 miles was covered.

At the conclusion of this flight the ship was taken over from the Admiralty by the Air Ministry and the airship was quickly overhauled for the journey to the United States of America.

The date and time of sailing decided upon was 2 A. M. on the morning of Wednesday, July 2, and the press representatives were notified by the Air Ministry to be at East Fortune the day previously.

At 1:30 A. M. on the early morning of Wednesday, July 2, the airship was taken out from her shed and actually took the air twelve minutes later, thus starting on her long voyage exactly eighteen minutes in advance of scheduled time.

Giant Craft Rises Slowly, but is Quickly Swallowed by Clouds.

1:42 A. M. Wednesday, July 2.—The R-34 slowly arose from the hands of the landing party and was completely swallowed up in the low lying clouds at a height of 100 feet. When flying at night, possibly on account of the darkness, there is always a feeling of loneliness immediately after leaving the ground. The loneliness on this occasion was accentuated by the faint cheers of the landing party coming upward through the mist long after all signs of the earth had disappeared.

The airship rose rapidly 1,500 feet, at which height she emerged from the low lying clouds and headed straight up the Firth of Forth toward Edinburgh. A few minutes after 2 o'clock the lights of Rosyth showed up through a break in the clouds, thus proving brilliantly that the correct allowance had been made for the force and direction of the wind, which was twenty miles an hour from the east.

It should be borne in mind that when an airship sets out on a long distance voyage carrying her maximum allowance of petrol she can only rise to a limited height at the outset without throwing some of it overboard as ballast, and that as the airship proceeds on her voyage she can, if so desired, gradually increase her height as the petrol is consumed by the engine.

An airship of this type when most of her petrol is consumed can rise to a height of about 14,000 feet.

For this reason the next few hours were one of the most anxious periods during the flight for Major Scott, the captain of the ship, who, owing to the large amount of petrol carried (4,900 gallons weighing 15.8 tons) had to keep the ship as low as possible and at the same time pass over northern Scotland, where the hills rise to a height of over 3,000 feet.

Bumps in Air Disturbing Element at Start.

Owing to the stormy nature of the morning the air at 1,500 feet—the height at which the airship was travelling—was most disturbed and "bumpy" due to the wind being broken up by the mountains to the north, causing violent wind currents and "air pockets."

The most disturbed conditions were met in the mouth of the Clyde, south of Loch Lomond, which, surrounded by high mountains, looked particularly beautiful in the gray dawn light.

The islands at the mouth of the Firth of Clyde were quickly passed. The north coast of Ireland appeared for a time and shortly afterward faded away as we headed out into the Atlantic.

The various incidents of the voyage are set down quite simply as they occurred and more or less in the form of a diary. No attempt has been made to write them as a connected story. It is felt that by recording each incident in this way, most of them trivial, a few of vital importance, a truer picture of the voyage will be obtained.

Time, 6 A. M., July 2.—Airship running on four engines with 1,600 revolutions. Forward engine being given a rest. Air speed 38 knots—land miles per

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Favoring Wind Saves Big Dirigible From Danger of Disaster.

PETROL ALMOST GONE

Parachute Jumper Leaps From Bag as Airship Arrives.

PERFECT LANDING MADE

Major Scott Predicts Voyage Back Will Be Made in 70 Hours.

For 3,000 miles the giant British dirigible R-34 gamely fought her way against head winds, fogs and thunderstorms which threatened her. Then when less than 200 miles from Mineola, the one place where she could land with fair safety in this country, it seemed that her brave struggle against the elements was futile, not because her weary, red-eyed crew was weakening, but because her petrol supply was almost gone.

But suddenly, just before daybreak yesterday as if weary of the struggle against the aerial cruiser and her undaunted crew, the wind suddenly shifted to a following breeze and the R-34 floated triumphantly in off the Atlantic to Roosevelt Field, Mineola, after 108 hours and 12 minutes in the air, more than four and a half days. Her mooring rope struck the soil of the field at 9:52 A. M.

During all her vicissitudes, despite her calls for ships to stand by, the R-34 had accepted no offer of a tow, and it was her own five engines which brought her across. The time of this aerial liner, which carried thirty-one passengers and members of the crew, was more than an hour faster than the fastest eastward passage of the record holding Mauretania, despite the fact that the airship travelled about a thousand miles further.

Major Scott's Prophecy.

Weary and a bit stiff and creaky after the days and nights of unceasing vigilance and heavy weighted responsibility Major G. H. Scott, commander of the ship, was nevertheless quick to defend his craft despite her failure to arrive on the Fourth of July, as originally scheduled.

"We'll go back to England in seventy hours or less," he declared, and there was quiet determination amounting almost to absolute confidence in his voice. "The start will probably be made an hour before dawn on Tuesday. We're here under our own power, and we're going home the same way."

The coming of the R-34, an event which has brought visitors to the gates of the three flying fields at Mineola—Roosevelt, Mitchell and Hanshurst—for some days was unexpected by the navy authorities in charge of the handling of the R-34 and also by Lieut.-Col. Frederlek Lucas, the Royal Air Force man who is here to look after the preparations for her reception.

All Saturday night and early yesterday morning the radio stations and telephones of the three fields were busy relaying messages from and to the great dirigible, which was then slowly, almost imperceptibly, fighting her way down the coast from Newfoundland. Many were the reports received and many the plans discussed for aiding the slow moving airship or supplying her with fuel.

Anxiety at the Field.

There was little rest for Lieut. H. W. Hoyt, in charge of the naval aviation section attached to the field, and his assistants. Yesterday morning from midnight on it became more and more apparent to the anxious officers and to Lieut.-Col. Lucas that unless gasoline could soon be sent to the R-34 she would be compelled to take her chances on some landing field or plain where she would find no skilled dirigible men who could make her fast before she crushed herself against the ground in attempting to land.

As the night wore on the long shanty on Roosevelt Field which is the headquarters of the naval aviators became more and more a place of low voiced discussion and less a place of sleep as radio after radio came hurrying in indicating that the R-34 must soon land to replenish her petrol supply or face almost certain disaster when, with engines cold and hydrogen far reduced, she slowly settled to the ground or the sea.

Several messages were despatched