

Bridgeport and vicinity—Generally cloudy with local showers tonight and Thursday, probably clear Thursday afternoon or night.

The Bridgeport Times

and Evening Farmer

Sun rises 5:30 a. m.
Sun sets 8:09 p. m.
High water 3:38 a. m.
Moon rises 12:59 a. m.
Low water 10:07 a. m.

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NC4 HAS TO POSTPONE HER FLIGHT MAKE OFFICIAL ANNOUNCEMENT REGARDING PEACE PACT

Von-Rantzau Wants Extension Of Time To Reply On Peace Pact

Further Notes Being Made and Time Too Short to Complete Them.

THINK REQUEST WILL BE GRANTED

Text of German Statement Regarding Reparations.

Paris, May 21—Count von Brockdorff-Rantzau, head of the German peace delegation, has asked an extension of time for Germany to present her reply regarding the peace terms. The Count stated that further notes were being prepared and that it would be impossible to complete them 1 p. m. Thursday, when the time limit is up.

It is believed, says the Havas Agency, that the request for the extension will be granted.

The note says the Germans desire more time to study a number of questions in the treaty which they have not yet had an opportunity to examine.

There is no official intimation regarding the decision of the Allied and associated powers on the request. The peace conference last night made public the text of the German note regarding reparations and the reply made by Premier Clemenceau as President of the Conference. The German note reads:

"At Versailles, May 11, 1919. To His Excellency, M. Clemenceau, President of the Peace Conference, Paris.

"In the draft of peace treaty submitted to the German delegates, part VIII concerning reparations, begins with Article 231, which reads as follows:

"The Allied and associated governments affirm and Germany accepts the responsibility for the loss and damage to which the Allied and associated governments and their nationals have been subjected as a consequence of the war imposed upon them by the aggression of Germany and her Allies."

"Now the obligation to make reparations has been changed, according to Secretary of State Lansing's note, in regard to reparations of war. The German delegation cannot admit that there could arise out of a responsibility incurred by the former German government in regard to the origin of the world war any right for the Allied and associated powers to be indemnified by Germany for losses suffered during the war."

"The representatives of the Allied and associated states have, moreover, declared several times that the German people should not be held responsible for the faults committed by their governments. The German people did not will the war and would not have undertaken a war of aggression. They have always remained convinced that this war was for them a defensive war."

"The German delegates also do not share the view of the Allied and associated governments in regard to the origin of the war. They cannot consider the former German government as the party which was solely or chiefly to blame for the war. The (Continued on Page Seven)

Engine Trouble Delays NC4 Postpone Flight To Lisbon

Dispatches to Navy Department Indicates Trouble Not Serious—NC1 To Be Listed As "Lost At Sea"—Commander Towers Will Go to Plymouth.

Washington, May 21—Although weather conditions were extremely favorable, Lieutenant-Commander Albert C. Read was unable to get the seaplane NC-4 away from Ponta Del Gada today for the 800 mile flight to Lisbon, Portugal, because of engine trouble, which developed when the ship was being tuned up for the start.

Dispatches to the Navy Department indicated that the motor trouble was not serious and that Commander Read may start tomorrow.

Commander John H. Towers, trans-Atlantic flight commander, has recommended that the NC-1, which sank at sea, be stricken from the navy list as "lost at sea" and that the NC-3 be placed out of commission for rebuilding when she returns to New York. The NC-3 is now being taken apart at Ponta Del Gada preparatory to being shipped home.

Lieutenant-Commander E. A. Lavender and Lieut. H. Sadenwater, members of the crews of the NC-1 and NC-3, will return to the United States on the first government vessel leaving Ponta Del Gada. The dismantled NC-3 will be taken to New York by the U. S. S. Melville with Machinist E. R. Moore, a member of her crew.

The destroyer Schooner has been placed at the disposal of Commander Towers and the remaining members of two crews who will proceed to Plymouth, England, the objective port of the NC-4.

The crew boarded the NC4 two hours before sunrise to tune up the motors. After making three unsuccessful attempts to take off with one engine functioning improperly, Lieutenant-Commander A. C. Read decided that it was too late to remedy the trouble this morning in time to make the flight to Lisbon in daylight hours.

Commander Read is confident that the engine trouble is not important and that it will be remedied in time to begin the flight to Lisbon at day-break tomorrow, weather permitting.

Crews of southerly hunters who tried to get pieces of the NC-3, the flagship of the flight, which is moored in the harbor here, made it necessary today for the naval authorities to issue orders that the ship be guarded day and night.

RAYNHAM WILL TRY BIG "HOP" BELIEVES HIS MACHINE WILL GO THROUGH—CAPT. MORGAN DISAGREES.

St. John's, N. F., May 21.—The skeleton of Frederick R. Raynham's Martinysde plane, a thing of frail appearance, stripped of its covering of linen and veneer, was set up in a repair shop today to be reassembled. It seemed a slight structure for the burden assigned to it and, with the forward parts wrenched and torn, vehicle of doubtful strength to brave a passage of the upper regions of the Atlantic.

This view is held by Captain C. W. F. Morgan, who declared today that he could not put his former faith in a machine so damaged as the Martinysde was in the crash of Sunday. His statement indicated that he would not fly with Raynham in this second attempt to win fame, for which machine is being rebuilt.

However, Captain Morgan said he did not concur in the opinion of physicians who told him that the injuries he received Sunday ended his flying days. Captain Morgan said that when he recovered from his injuries he would make an effort to obtain a new plane and start an independent flight for the British Isles.

Raynham is of the opinion that his machine could be made fit to fly, either with a new engine, or with the old one. Following an inspection of the motor, experts said it had suffered no damage and could be put in shape for the great test demanded of it.

An attempt is to be made by the several expeditioners here preparing for flights to obtain more satisfactory weather reports than any heretofore obtained. Meteorologists of the expedition met last night and considered defects due to transmission delays, and a request will be made of the British Air Ministry for more voluminous reports. As an instance of the dangers of delayed information it was said that the minor depression reported near the Azores before Harry Hawker set out on Sunday had grown to tremendous proportions before the next report arrived on Sunday night. It was added that had an immediate report been made and forwarded promptly the missing airman might have been warned in time to avert disaster. This instance was cited as an example of short comings of the present system, regardless of whether it had any connection with the theory that Hawker's Sopwith plane was overcome by this storm.

New York, May 21—Trial of fourteen officers and employees of the Coastwise Lumber Co. on charges of conspiracy to defraud the government by delivering short measure of lumber at various army cantonments, was begun in Brooklyn today before Federal Judge Edwin S. Thomas of Connecticut.

WILSON SHIP CAN'T GET IN ANTWERP HARBOR

Paris, May 21—The American naval authorities have decided that the steamer George Washington, which President Wilson has used in his journeys between the United States and France, cannot enter the harbor of Antwerp, as it is not deep enough. The question had been raised in connection with a plan for President Wilson to sail homeward from Antwerp after visiting Brussels.

ABANDON HOPE OF HAWKER'S SAFETY

Other Teams At Newfoundland Ready To Start Overseas Flight.

St. John's, N. F., May 21—Hope for the safety of Harry G. Hawker and Commander Mackenzie Grieve, missing since they were eastward through the air on Sunday in their Sopwith biplane for Ireland, was virtually abandoned today by the British fliers preparing here to take wing in their wake. News of the safety of the NC-3 after being so long on the water had been a source of exclamation, but it is realized that Hawker and Grieve's machine carried only a coupled emergency boat, as compared with the large ones of the naval planes.

Undaunted by the Sopwith's disappearance, which must be taken into consideration as part of the hazards of trans-Atlantic flight, members of the other cross-ocean expeditions today continued to mature their plans for flights with the next full moon, three weeks hence. From Harbor Grace came word that the Handley-Page super-bomber would be in the air within ten days instead of a fortnight, as the operations of assembling this machine are being expedited.

Captain Alcott of the Anglo-American team, which will attempt a flight in a Vimy bomber, expects the latter machine to reach here tomorrow or Friday. While here he will use as his base the Mount Pearl lighted air-drome vacated by Hawker. Flying light to Harbor Grace he will there take on a full load of 865 gallons of gasoline before "hopping off." His plane will have a range of 2,440 miles, Captain Alcott said today, that he would carry as life-saving equipment only an inflatable vest, as he considered other contrivances of such doubtful value that he would not burden his machine with them.

Regarding the fate of Hawker and Grieve some of the airmen here believe the Sopwith collapsed within a short time after leaving St. John's, and that the wireless collapsed. The opinion is gaining ground that field ice and bergs extending for one hundred miles off the coast, may have affected the work of the engines through the intense cold congealing the ice. The American airmen who flew to Trepassy from Rockaway, N. Y., found in this condition, disturbing all their engines, some of which were virtually burned out from this cause, according to officers aboard the United States supply ship Prairie.

HOUSE TO PASS ANTHONY DRAFT

Senate Prepared to Act Promptly on Suffrage Resolution.

Washington, May 21—The Woman Suffrage resolution, before Congress for more than forty years, was taken up in the House today as the first real work of the extra session. Four hours of debate and adoptions of the resolution before adjournment were planned.

The resolution is the historic Susan B. Anthony draft, proposing submission to the states of an equal franchise amendment to the constitution. It was adopted by the last House 274 to 136 on January 19, 1918, but twice failed in the Senate, first by two votes and then by one.

A large margin over the requisite two-thirds majority was predicted today. The vote was expected about six o'clock.

With favorable action in the House regarded assured, Senators were prepared to act promptly.

JITNEY DRIVER STRIKES POLE IS BADLY INJURED

James Sued, aged 26, of Deacon street, a jitney bus driver, bound for Ash creek this morning about eight o'clock, collided with an electric light pole in front of the telephone exchange building on Fairfield avenue. He was injured internally and taken to St. Vincent's hospital where he is under observation. The pole was broken off at the base and the bus was smashed at the front end. Dr. Burns of the Emergency hospital was called and hurried the man to the hospital.

New Haven, May 21—By vote of the Yale corporation announced today, Sheffield Scientific School will arrange for reserve officer training corps course in ordnance, engineering and military aeronautics, next year.

German Cabinet Definitely States It Will Not Sign

Huns Determined To Adhere To Wilson's Fourteen Points

Text of Statement Issued By German Cabinet—Claim Cannot Sign Peace Terms In Form Placed Before Plenipotentiaries.

Berlin, Tuesday, May 20—"Germany has not only a moral right to compliance with the general promises made it, but a firmly grounded definite, clearly defined claim, according to the basic rules of international law on all the Entente powers, especially on the United States," a cabinet statement to the Associated Press read. "Germany cannot sign the peace terms as placed before the plenipotentiaries in its present form."

"The Secretary of State notified the Swiss government in Washington unconditionally that the established basis of President Wilson's 14 points should be authoritative for the basis of conditions. Secretary Lansing announced further that the Entente governments after careful consideration, were also prepared to recognize the conditions set up by President Wilson as the basis for peace."

"The declaration of rights from this specific declaration of all Entente powers and the United States constitutes Germany's sole asset in the moral breakdown of all international politics which has found unsurpassable expression in the Versailles terms. "Germany answers them with its clearly juristic right in international law. Toward the politico-moral bankruptcy of Versailles the German nation stands as a creditor with undeniable rights, and it is not in a position to yield on this chief point. Germany concluded peace on the basis of President Wilson's 14 points, which all America had made its own, and all America, every individual, is responsible for the fulfillment of its claim."

"It is not the German people's business to indicate how its rights shall be released by the 14 points, or especially by the note of Secretary Lansing. That rather, is the task of those who constructed the 14 points and brought them to acceptance, thereby inducing Germany to lay down her weapons. We do not believe that President Wilson's program."

"And here begins America's definite duty to step in. America either must put its fourteen points through or it must declare that it is unable to do so, or that it does not want to do so, or that in no case may the world be led to believe that America desires to have the peace conditions count as President Wilson's fourteen points."

"That is our demand, to which we cling, and we cannot imagine what argument from the American side would be effective against it."

W. T. MEYER IS HEAD OF I. O. O. F.

Local Man Assured of Election At Grand Lodge Session Today.

The election of William T. Meyer as grand master of the Odd Fellows of Connecticut is assured today at the annual session of the Grand Lodge, which is being held at New Haven. Sidney W. Challenger, a prominent newspaperman of this city, will also be re-elected as grand treasurer. The new grand master is superintendent of finance at the local post office.

The reports read at the session today show that the Odd Fellows contributed liberally in men and money to the winning of the war. The lodges of this state sent 1905 men into the service and 61 were killed. Fifty-four were wounded, 685 discharged and 1,169 are still in the service. The total state membership on January 1, last, was 25,821.

S. H. Harris lodge, No. 99, of this city, ranked second among the state lodges in the number of men sent to the service. This lodge had 72 and 10 were killed. The lodge of New London was first with 76. The state lodges have \$102,875.07 invested in war securities.

A step to help in the Americanization campaign was seen in the ruling that in the future no ritual work will be allowed in any lodge unless it is done in the English language.

The financial reports showed that the total assets of the state lodges on January 1, 1918, were \$1,016,698.79 and on January 1, 1919, \$1,027,880.88, a net gain of \$11,082.

"During the year 1918 the sum of \$152,889.41 was paid out in relief. A report was also made on the assessments levied to pay all dues, sick and death benefits for men in the service. The total amount collected in 1918 was \$19,206.25 and after various sums were drawn out, the balance on hand is \$5,142.32.

Similar Statements Made by Ebert and Other Prominent Germans.

EXPECT DELEGATES VIEWS TOMORROW

Impression Prevails in Paris That Treaty Will Be Signed Despite Denials.

(By the Associated Press)

The definite statement that Germany will not sign the peace terms as they were presented to her plenipotentiaries at Versailles is made by the German cabinet through the Associated Press. Statements along a somewhat similar line by President Ebert, Premier Scheidemann and other Germans in high place have preceded this one.

Meanwhile European despatches show that Germany's representatives are still endeavoring to secure modifications of these terms. Thus another note was sent yesterday by the German peace mission at Versailles to the Secretariat of the Peace Conference. This is the tenth communication forwarded to the Allies by the Germans since they received the peace terms. The contents of the note are not yet known.

Today or tomorrow the German representatives are expected to transmit to the Allies a comparative statement on Germany's attitude toward the peace treaty as a whole, specifying what points they accept and what they desire to have modified. The fifteen day time limit for them to make known their standpoint expires Thursday.

Up to yesterday, at least, the prevalent opinion in Paris seemed to be that, notwithstanding all their protests, the Germans ultimately would sign the treaty. Premier Orlando of Italy has gone to Rome for a conference with members of his cabinet on "certain interior and foreign questions," according to a Paris despatch. It seems probable, therefore, that the peace terms will not be presented to the Austrian delegation before Friday, when the Italian Premier is due to return to Paris.

In view of the fact that the settlement of the Italian and Jugoslav claims to Fiume and Dalmatia are still not settled, and that every effort has been made to bring about an agreement before the peace terms are laid before the Austrian peace missions it may be assumed that Signor Orlando's flying trip to Rome indicates some new development in the work of adjusting the situation. Apparently, Premier Orlando will, at the most, remain at Rome but a few hours.

Judge Schumacher, who represented Tyrol on the Austrian peace delegation has returned to Vienna, it is stated in Paris advices. It is pointed out that he was bitterly attacked by the Italians and the French press for his activities against the Italian and Tyrol where he was stationed during the war.

MARION LAWSON SEEKS DIVORCE

Prominent Brooklawn Club Member Accuses Leonidas Lawson of Infidelity.

Bridgeport social circles were thrown into a flutter today when it was learned that Marion L. Lawson, the young matron who has taken a prominent part in activities at the Brooklawn club and in other exclusive organizations, had started divorce proceedings against Leonidas Lawson, formerly of this city, but now of Detroit, Mich.

In papers filed today in the superior court, Mrs. Lawson charges her husband with infidelity and names June Smythe as co-respondent. The alleged act is said to have taken place at the Hotel Wilson, Detroit, on May 1, 1919. The wife asks for the custody of one child, Leonidas Lawson, Jr., aged 14.

The Lawsons were married February 24, 1907, the wife's maiden name having been Marion L. Addison. The Lawsons lived at 1084 Iranistan avenue until the recent separation. They were interested in amateur theatricals, the husband having been a well known member of the Comedy club. Lawson is a member of the Brooklawn club.

False Alarm Joker Said Finger Caught in Hook; Fined \$50

The story that his finger became caught in the hook of the fire alarm box and thereby caused the bell to ring a false alarm did not make much of an impression when Charles Laure of this city told it to Prosecutor Huxford in the Criminal Common Pleas court today. Judge Walsh imposed a fine of \$50 on Laure. The box he pulled was at Hamilton and Hallett streets.

Another man whose impulsive nature got him into trouble was Andrew Biellen of Stamford. It was alleged that he told his wife to throw a pail of water on a policeman who was standing in front of Biellen's place of business. She did not throw the water but Biellen was thrown into jail. He was fined \$10 today.

HELP DRIVE TOTAL \$39,048

E. S. Wolfe Says Pace Must Be Sped Up in Remaining Four Days.

With subscriptions for the day amounting to \$28,873, the total amount raised to date in the Combined Help Drive in this city was announced as \$39,048 at noon. Division A reported \$11,335; Division B \$6,262, and the Executive Committee \$2,651.

Subscriptions reported by this committee were as follows: Mr. and Mrs. Walter B. Lashar, \$5,000; Mr. and Mrs. Sigmund Loe, with \$1,000; Howland Dry Goods Co., \$1,500; H. H. Chaffee, \$500; Bassick Co., \$500; Mr. and Mrs. David Day, \$400; Mr. and Mrs. Isaac Moss, \$300; McKenney Brothers & Co., \$300; Zimble Brothers, \$300; Smith-Murray Co., \$250; American Hardware Co., \$200; K. Windsor Farris, \$200, and the Wolverine Motor Co., \$150.

E. S. Wolfe, chairman of the executive committee, announced today that work must be speeded up if \$100,000 is to be raised in the remaining four days of the campaign.

Ray Starboard of the Salvation Army forces in France addressed the members of the luncheon this noon.