

WILSON'S SECOND VOYAGE RUMORED

Paris Reports He May Visit Germany on Another Trip IS URGED TO GO NOW Dr. Suedekum Hopes He Will Go and See Changes Before Peace Is Signed

By JOSEPH HERRINGS Special Cable to Evening Public Ledger Copyright, 1918, by New York Times Co. Berlin, Dec. 4.—(via Copenhagen and London.)

A message dated Paris and published here mentions that President Wilson on a second European voyage might visit some German port. This news has created quite a stir in Government circles, since, for some days, they had considered the proposition of inviting President Wilson to come to Germany and personally inspect the existing political and economic conditions.

Your correspondent called on Doctor Suedekum, who is now Prussian Minister of Finance in that handsome Prussian Ministerium, to inquire what progress the proposition had made. Doctor Suedekum's well-known sympathies for the United States, where he has visited several times, and his close intimacy with men governing Germany today, suggested that he might know something positive about the plan. But he shook his head.

"Doubtless Wilson's visit to Germany or at least some of the German ports is held as of highest importance and would be heartily welcomed by every true friend of Germany, because of all the enemies, the American President is generally regarded here as the fairest."

The German people are longing but that President Wilson come and see with his own eyes that he is dealing with a new nation, having nothing whatever in common with the Germany of the Hohenzollerns and the twenty other monarchs and princes. He will find a Germany that has completely burned the bridges leading from old Kaiserland and militarism to the most modern republic in the world.

Urges Visit Before Peace "That Paris message, however, mentions President Wilson intends to defer his visit until the peace negotiations are about to be signed. I hope that in the interest of the world, President Wilson will reconsider this intention and see for himself before he commits the fair name of the United States to a deed that is bound to have the gravest consequences for the world's future welfare."

Your correspondent asked if the Government had already agreed on a formal invitation. "With events cascading down Germany hourly, each of which would form the task of a lifetime for an ordinary pre-war statesman, our overburdened Government has been as yet unable to give the proposition the careful consideration it requires before it can be brought to President Wilson's notice. However, the matter is far too important to brook any delay and a decision will doubtless be hastened as soon as possible."

But Doctor Suedekum had something more on his mind. He called attention to a telegram from London stating that, in his opinion, the German Government might be made to pay an indemnity in yearly installments of 5,000,000,000 marks.

Tries to Dodge Indemnities "What would the world say to the spectacle of a drowning man being taken from a safe position, jerking and sneering at a drowning man whom every time he tried to scramble ashore they heaved back into the deadly element? What would the world say if at last, by sheer luck and pluck, this abused creature managed to save his life, only to be kicked by the waves, his prostrate body and made his exhausted limbs carry their own burdens? That is exactly what the Entente is doing with Germany when it compels us to pay fabulous indemnities although we are starving and are torn with internal convulsions."

Notice from another newspaper dispatch that America and the Entente still distrust Germany to such degree that they feel they cannot afford to make any change in the inhuman armistice conditions for fear Germany should manage to crawl out somehow.

"Now, who has been cheated right and left but Germany? Who has been cheated for years by Entente statements that they dreamed of neither conquest, annexations nor revenge? Who has been told, even as late as a month or two ago, that if only Germany changed her Government she might reckon on a peace of justice and conciliation?"

"Germany has undergone a change of such completeness as is unparalleled in history, not because of those promises, but because her time had arrived. Nevertheless, those promises still stand. But now look at what treatment the most modern of all republics receives from the old democracies! Where is your peace of justice and conciliation? What has become of Wilson's fourteen points?"

President Wilson Sails for Europe Continued from Page One dipping flags and tooting whistles in salute to the departing chief executive.

Vessel Meets Its Convoy OR Staten Island, whose shores were black with throngs who had waited since early morning to witness a precedent-breaking spectacle in American history, the George Washington met its ocean convoy—the destroyer fleet of Pennsylvania and a cluster of destroyers, trim in new coats of battleship grey.

As the squadron passed through the gate in the submarine net which stretches across the Narrows and within 500 feet of the Staten Island shore a group of several hundred school children was transformed, by the word of command into a sea of waving flags.

The presidential fleet passed quarantine at 11 o'clock, the Pennsylvania leading and the destroyers deployed on either side and the wakes of the transport. Gunboats in the lower bay fired salvoes in salute.

As the squadron steamed out to sea a steady stream of flying pink and blue flags above the water, could be seen leading the way toward the eastern horizon.

Cheered by Returning Troops Across the waters of the Hudson, just as the George Washington was about to sail, there came the cheering voices of more than 2000 American soldiers returning to American shores in the British transport Lapland. From crowded decks, from densely packed rail cars, from every perch the homecoming soldiers shouted greetings to the President, and from the decks of the Lapland, the cheering destroyers came answering cheers came

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PEACE SHIP'S CREW CHEERS ARRIVAL OF PRESIDENT



When the President arrived at the Hoboken pier the great crowd surrounding the dock burst into a mighty cheer. The crew of the George Washington demonstratively greeted the Commander-in-Chief with enthusiastic shouts as he stepped aboard.

took a short stroll on the pier deck, and were applauded by persons assembled on the pier.

President Wilson in High Spirits The President, in high spirits, said he was looking forward to the voyage as a rest—indeed the first real rest since he assumed office. He remarked that it might be an enforced rest for a few days, thus acknowledging his reputation for being a very poor sailor.

The George Washington, with its convoy of war vessels, will take the southern route, going by way of the Azores in order to avoid the colder temperatures which would be encountered on the northern route.

An office desk in one room of the President's suite was piled high with telegrams and official documents before the transport sailed, and indications were that the President would plunge into this work even before the George Washington got out to sea.

Tumultly Wanted to Go With the transport's departure today, it was disclosed that Secretary Tumulty had been very anxious to accompany the President, but that he sacrificed this desire by yielding to the wishes of the President, who believed that Mr. Tumulty's presence was needed in Washington.

The George Washington called with a complement of seventy-five officers and 1019 men of the United States navy, with Commander E. M. Perkins, executive officer, and Lieutenant Commander John H. Peters, navigating officer, serving as chief aides to Captain McCauley. A detachment of seventy-four marines, led by Major David H. Miller, formed a guard of honor to the President.

Details of the sailing were in the hands of Lieutenant J. Lawson, flag officer on the staff of Vice Admiral Gleaves, chief of the cruiser and transport service.

Stormy Weather Ahead The prospects were that the George Washington would run into rough weather early in her trip. The Weather Bureau issued a warning of storm in this vicinity and ordered storm signals hoisted from Sandy Hook to Narragansett on the train trip from Washington, extraordinary precautions were taken by the secret service. Captain John J. Henry and his entire Washington staff accompanied the President. Meatwhale 900 secret service experts had their

oroughly examined the George Washington and the loyalty of every officer and seaman on board was absolutely proven.

A picturesque military reception was accorded the President, Mrs. Wilson, Secretary of War Baker, Secretary Lansing, Secretary Tumulty and others who were passengers on the special train which reached Hoboken at 7:29 a. m.

Between the spur of track on which the train drew up at the entrance to the pier and the North River and terminus of the pier an archway of American flags had been erected. As the President stepped from the train and shook hands with General G. H. McManus, bugles and drums sounded and an army band played the "Star Spangled Banner." Armed guards and girls of the army transport service were drawn up in military formation.

Under Archway of Flags Accompanied by General McManus and his staff, the presidential party moved slowly under the archway of flags and between solid rows of soldiers, who presented arms as the President and Secretary Baker passed.

Admiral Albert Gleaves, head of the cruiser and transport division of the Atlantic fleet, met the President and shook hands with him at the entrance to the gangway.

The President said good-by to General McManus, and accompanied by Admiral Gleaves, went aboard the transport, where he was introduced to Captain McCauley, the commander of this former North German Lloyd steamship. The George Washington carried many noted persons on this voyage. Besides the peace envoys, they include Rear Admiral H. S. Knapp and Captain William V. Pratt, who will report to Admiral Benson, naval representative, now with Colonel House on the peace mission; as the admiral's assistants; Rear Admiral Cary T. Grayson, the President's physician; George Creel, chairman of the committee on public information; Gilbert T. Cross, confidential clerk to the President; Brigadier General W. H. Hart, former aide to the President, who will command the military aides and messengers at the conference; Brigadier General Churchill, chief of military intelligence division; Raymond D. Fossick, chairman of the commission on training camp activities, who will direct welfare work for the War Department among American soldiers in France, and twenty-three mem-

bers of the peace information commission, headed by Colonel House.

John W. Davis, newly appointed Ambassador to Great Britain, with Mrs. Davis, and the French and Italian ambassadors, with their families, also were on the passenger list.

Hoboken Awaited Wilson Long before the President's train arrived from Washington there was unusual activity about dock number four, at Hoboken, where the transport George Washington was moored. Workmen were busy throughout the night putting the finishing touches on the liner and about hands with General G. H. McManus, bugles and drums sounded and an army band played the "Star Spangled Banner." Armed guards and girls of the army transport service were drawn up in military formation.

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Anna Hamilton of Limerick, Ireland, who had the experience of being on three ships that were torpedoed. The commission sailing with the President carries with it the most nearly complete set existing of base maps, chart diagrams and other cartographic material furnished by the United States Government and by the American Geographical Society. Maps have been made to visualize not only all manner of territorial boundaries, but all manner of distribution of peoples, racial and local densities of population, religious, economic activities, distribution of material resources and trade routes.

The library for the commission includes hundreds of books and maps from the American Geographical Society of from Harvard, Princeton, Haverford College, the Library of Congress and the New York Public Library. All of the data has been under strict guard.

Wilson Sleeps Through City President's Special Stops Only Long Enough to Change Engines President Wilson slept peacefully through Philadelphia early this morning, on his way from Washington to New York to embark on his trip to attend the peace conference.

The puffing of the engine and the grinding of steel against steel as the train made its way across the city were the only evidence of the visit.

Mr. Wilson was asleep and every one in his party seemed also to be deep in slumber. As the train rolled into West Philadelphia station at 3 o'clock, not one member of the train crew got off. They gave the word that the President was in his berth, asleep.

The special host on the tracks only caught minutes—just long enough to change engines.

Senate Discusses Wilson's 14 Points Continued from Page One are said to have opposed it, while the Republicans were divided on the subject.

For nearly two hours, behind closed doors, the committee argued the questions involved. Senator Cummins is understood to have suggested that he did not propose that the committee should interfere with or embarrass the functions of the President and the American peace delegation; that the committee only would be to obtain information the Senate should have in considering ratification of the peace treaty or treaties.

There was little disposition, committee members stated, in today's meeting to criticize the President for not giving the Senate representation on the peace delegation, although Senator Cummins and others believed that co-ordinate treaty-making branches of the Government might have been considered in this connection.

Asks for Peace Data Senator Borah made a suggestion that a resolution requesting the American peace delegation to furnish the Senate complete copies of the official proceedings of the peace conference and also all data and documents the Senate might need in considering the treaty.

In opposition to the Cummins resolution, Democratic committee members, it was stated, took the ground that a Senate committee might embarrass the President.

Mrs. Wilson will be served as queens are served when they travel abroad. The stewardess selected for her is Mrs.

The long pier was lavishly decorated with thousands of flags and bunting. A canopy, consisting of a mass of American flags and emblems of the Allies, extended over the gangplank.

Stewards and their assistants worked well into the night completing their arrangements for the comfort of the party. Phonographs were installed in the gentlemen's smoking room and the ladies' lounge; the records ranging from popular war songs and jazz band music. Half a dozen card tables were placed on the floor of the smoking room, while the library was replenished with historical and scientific books.

The gymnasium was refurnished with punching bags, rowing machines, "horses" and other athletic equipment.

Two Brass Bands Two brass bands made the trip—the Kensington (Kansas) Band and the sailors' great Lakes station band, these organizations having been selected from among a score that offered their services.

It was noticed that paintings of George

that it would be without invitation of official standing; that it is unnecessary, in view of President Wilson's assurance in his address Monday that he would fully advise Congress regarding his action, and that appointment of a committee would be an extraordinary and unusual procedure.

To this Senator Cummins is reported to have replied that the President's course in going to the conference also is "unusual and extraordinary," and that the Senate should have representation on the ground to secure full information.

Consideration of the resolution of Senator Knox of Pennsylvania, Republican, proposing postponement until after the peace conference of settlement of the questions of a league of nations and freedom of the seas, was deferred by the committee until next week.

King Albert Creates New Order Paris, Dec. 4.—(By A. P.)—King Albert of Belgium intends to create a new military order, to be known as the Order of the Year, the Etoile de Paris says. The first man to be decorated with the new order will be Marshal Foch.

Northwest-Corner 15th & ARCH STS. IMMENSE PURCHASES OF WIDELY POPULAR BRANDS ENABLE US TO OFFER CIGARS AT CONSIDERABLE SAVINGS

Table listing various cigar brands and prices, including HENRIETTA, EL PRODUCTO, and JARVIS CORONA SPECIAL.

Mail Orders Accommodated by P. O. Order Shipped Anywhere Christmas Boxes of 25 in any above brands extra on each box.

CHRISTMAS OVERSEAS For Officers and Men in Army and Navy, for Red Cross, Y. M. C. A., Knights of Columbus, Jewish Welfare Board and other War Workers MONEY may be remitted through us by mail or cable DRAFTS ON PARIS, LONDON OR GENOA may be purchased and forwarded direct by sender BROWN BROTHERS & CO. Fourth and Chestnut Sts., Philadelphia Established 1818 ARRANGEMENTS FOR SUCH REMITTANCES CAN BE MADE THROUGH YOUR OWN BANK

Weekly Coal Bulletin of the Federal Fuel Administration for Philadelphia

An erroneous report has been published

and has gained circulation among a large number of coal consumers, to the effect that the coal dealers, presumably with the authorization of the Fuel Administration, are delivering the last one-third of tonnage to consumers who already have two-thirds.

This report has been accepted as fact by many consumers who have very naturally considered it unfair to give more coal to those who do not now need it, when there are many who do need it.

In a great many cases, consumers with only a small amount of coal have been led to feel that dealers were discriminating against them in favor of other consumers whose needs were less immediate. And many consumers having two-thirds of their coal already were led by this report to apply to their dealers for the last one-third, and when the dealer denied his right to give it to them, were led to doubt his word and his square dealing.

These instances will illustrate how a false rumor can work harm, once it gets abroad.

I wish to state as plainly as words can do it, that dealers have not been authorized to deliver and are not delivering the last one-third of tonnage to those who already have two-thirds. Last September I advised the public that the delivery of this last one-third would certainly not be permitted until after January first at the earliest. This date has not since been changed.

Francis A. Lewis Federal Fuel Administrator for Philadelphia (This space contributed by the Philadelphia Coal Exchange as an aid to the U. S. Fuel Administration.)

You Need No Longer Postpone Getting Your HUDSON Super-Six Perhaps you are one of those who postponed their purchase of a Super-Six during the war because of a patriotic—and very laudable—desire to practice war time economy. With the sudden coming of victory, there is no longer any reason why you should not enjoy your new Super-Six at once. Waiting until Spring is an obsolete custom of the early history of automobiles. Now is the time when you need your car. Now is the time to get it. You will enjoy the comfort and certain easy performance of your Super-Six during the wintry months ahead. Super-Six Performance Is All-Year Performance The Super-Six engine with its three years of increasing success in the hands of thousands of users calls for no elaboration of its merits. Super-Six records for power and endurance have made the Hudson Super-Six the first-choice fine car in every country where motor cars are sold. In body styles, too, Hudson has won acknowledged leadership for originality, practicability and genuine beauty. We have practically every model to show you now. Place your order at once and begin to enjoy Hudson motoring satisfaction at the earliest possible moment. With peace here, there is no reason why you should deny yourself or your family the Super-Six you have so long desired. Gometry-Schwartz Motor Car Co. 128-40 North Broad Street Philadelphia, Pa. BELL PHONE, SPRUCE 1004 KEYSTONE, PAGE 2355