

Wilson Forces Peace Show-Down

Continued from Page One
and others, on which divided reports have been presented.

Americans More Hopeful

It was said by American delegates that the general situation was improved somewhat today, because of the agreement reached by the commission on reparations on the main features of the reparations question, leaving only a few unessential details for adjustment.

Generally, a more hopeful tone prevailed in conference circles as the day went on. Members of the American delegation declined to give an explanation of the many rumors in circulation that the conference would circulate its work shortly. One member, when asked for definite information on the situation, said:

"You know the George Washington has been ordered to Brest. That is a good subject for speculation."

President Wilson's orders that the transport George Washington proceed immediately to a French port have aroused much comment here and are even construed by some officials as preliminary to a determined move to force an agreement at an early date by the end of the conference.

One report was that the President had delivered an ultimatum to the effect that he would withdraw from the conference unless an agreement was reached within forty-eight hours.

It is confidently asserted by those close to the President he did not contemplate any such action, but the same authorities have no hesitation in declaring that the President has made his position plain on the questions at issue.

Can Leave at Once

The summoning of the George Washington will place the President in such a position, it is pointed out, that he cannot be embarrassed by having to wait for the transport should the time come when he might wish, owing to failure of the peace delegates to agree or unwarranted delay in finding a settlement of the peace question, to withdraw from the discussions.

The views of President Wilson's attitude on French claims before the Peace Conference put forth by "certain American circles" are declared by the Matin to be "entirely fantastic."

President Wilson, the Matin says, is conscientiously studying the final details of the preliminary peace. The Petit Parisien comments in much the same vein, emphatically denying that there are differences between the French and American delegations, especially regarding financial questions, as has been declared.

Paris newspapers, as a whole, reiterate the view that it will be several days before the work of the conference will be completed in such a way that peace may be made simultaneously with Germany and her allies. They predict that the meeting in Versailles probably will take place within fifteen or twenty days, however.

Other Nations Dodging Blame

Continued from Page One
of the "fourteen points," can carry it on where the French cannot.

The main quarrel seems to be over reparations, where Lloyd George apparently feels his political fate, like that of Clemenceau, rests, no matter whether he elects to join the radical or conservative wing when the British split comes.

The policy of the British and French seems to be to agree with President Wilson in principle, but to defend him in practice. This is illustrated in the recent raising of the blockade.

The German economic delegation in conference with a similar German delegation at Cologne has rejected the Allied armistice commission's interpretation of the recent agreement reached at Brussels.

The understanding left here by the announcements was that Germany was to have free intercourse with the neutral and belligerent countries, except on certain blacklisted articles. It was specifically said here that the intention toward Germany was to be liberal.

Object to Agreement

Germany protests that her understanding of the Brussels agreement coincides with the understanding just stated, but says what the Allies have proposed is merely to shift the external blockade into a system of internal blockade, giving the Allied commission a stranglehold on German economic life.

She objects to signing such an agreement when peace is near, evidently feeling that it would encourage the perpetuation of such a system after peace.

The system proposed by the Allies would give them option on two-thirds

of most German staples, except alkalis. This would virtually enable the Allies to control the prices and general conditions of Germany's trade and to have full knowledge of her trade, leaving her free to export to neutrals only what the Allies rejected above one-third; moreover, the list of firms on the blacklist in neutral countries would give the Allies further control of German trade there.

Many Other Disputes

Germany says this would defeat the very ends the Allies said they had in view in removing the sea blockade and would discourage the economic development of Germany and defeat her efforts to restore among her population the will to work as well as discourage the laborers now willing to work and in general precipitate the social crisis. It is understood this is one of the issues between the Allies.

There is also the provision for the reparations commission to have authority to fix the amount of German reparations in future years giving the Allies a similar stranglehold on Germany. It is reported also that the Saar valley issue is not yet settled.

Apparently Lloyd George, having established a record as a thoroughgoing "fourteen point" man, has elected to stand with France on reparations and the Saar valley.

The task of President Wilson is to break the British and French combination. The American delegation, besides talking over these issues, discussed the question of feeding Russia.

It is not clear whether the American determination to feed Russia is insistent enough for this to be one of the issues President Wilson has in mind in precipitating the present crisis, but there is no doubt that he is alarmed over the advance of Bolshevism into Bavaria and the danger of the present French and British attitude precipitating the collapse of Germany, which is plainly threatened in the communication from the economic commission at Cologne, and the prospect of having to fight Bolshevism with arms.

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Lenin asks only an armistice and the right for Russia to buy food. He does not ask recognition of his government nor charity.

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though he would hardly admit it, is a post at heart. Every aviator is just at that time, however, eager was pretty busy as a racing motorist. Also his mind was kept occupied by agents of the British intelligence service. Perhaps on account of his name, these gentlemen seemed to have an idea that that tall, strongly-beaked figure with the humorous eye nourished dangerous possibilities for jolly old Blighty.

Enter Sherlock

When he landed at Liverpool they tried off the heels of his shoes, and were disappointed to find nothing but first-class leather.

His mail was examined, before he ever got it. When he got back to the states and made a long tour across the continent, stopping in Detroit, Chicago, Cleveland and other cities, every now and then he would notice a couple of familiar faces. Finally, in Los Angeles, he spoke to one of his affectionate followers. "Say," said Eddie, "when are you fellows going to find out that I'm not the Crown Prince of America?"

"That's all right, old chap," said one of the English secret service men. "We've learned that you're all right. But we couldn't take any chances. We just wanted to thank you for the lovely trip you've given us. It's been top-hole."

The Sky Lure Lingers

"Well," continues Eddie, "I still had that flying bug in my head. Then, one day when I was in Cincinnati, a friend of mine called up to ask if I'd go over with Pershing to drive his car. This seemed like a good chance to get across, somewhere near the fighting. I said yes, and sailed with the general two days later, as a private. We met a tour of a week or below on one side. Well, there were only with him a few weeks. I got him to let me transfer to the air service."

"The only trouble about driving round with Pershing was that when we came to a really dangerous place he would get out on further to see what the danger looked like, and tell me to stay with the car."

Trained at Tours

"I took my air training in the French school at Tours. That's all nonsense about a flying man being born, not made. The first thirty days were horrible. I used to go up with Lufbery and he'd take me corkscrewing through the sky—sickness, yes. I used to be so sick I thought I'd die. I had to force myself to go up, by sheer will power. I knew I had to get over it, and I did."

Eddie's ambition was to get into combat work as soon as possible. They made him chief engineering officer at the Issoudun camp, but he pinned to get away to the school of aerial gunnery. His commander said he was too valuable to be spared.

Eddie prospered this by framing up a two weeks' hospital stay with the doctor. During this time Eddie's assistant, knowing what the game was, managed to increase the motor production record. Eddie, delighted, got his transfer to the gunnery school.

On April 14, 1918, he entered active fighting duty with the Ninety-fourth Pursuit Squadron, the American crack air unit, which boasts about a dozen aces. The squadron had had the benefit of Lufbery's training. James Norman Hall was another member. About six weeks of Eddie's time after entering the squadron were spent in hospital with ear trouble, but in his five and one-half months' flying he brought down twenty-six planes officially—and also several others.

The Closest Call

"I had amazing luck," says Eddie. "My closest call was in a scrap with three Germans over Metz. My right upper wing collapsed and threw me into a whipping tail spin—no matter how I put the controls I couldn't get out of it. I dropped 12,000 feet down toward Hunland. As a last resort, I threw my

motor wide open, and was just able to glide over the front-line trenches. I landed a few hundred feet inside our lines, among the barbed wire. "One morning in July, during the battle of the Marne, I was out alone. I dived on the tail of a formation of eight Germans. I got the rear man, and zoomed up again above them—then my motor missed. They came up all around me. There was only one thing to do—I had to drop right through them."

300 Miles an Hour

I put her nose down and dived. The Spud will go 300 miles an hour going straight down with the motor full on. It's the only machine that can stand it. I dropped 12,000 feet in a few seconds—it was a damn good thing I did—they were pumped lead all round me. There were twelve or fourteen bullet holes in my plane.

"Under ordinary conditions you can't do that sort of thing, but when you have to, well, I thought I was all right. When I got home my machine said 'What's the matter? You're as white as a ghost.' Then a terrible pain started in my right ear. I found that dive had broken the ear drum."

When the Eagle Ruled

"We definitely got the command of the air in our sector on September 12," said Eddie, "after that date every time you'd see a boche in the air there'd be three or four Americans picking on him. Our chief opponents were the flyers of Richthofen's flying circus. Richthofen himself was killed a couple of weeks or below on one side. Well, there were about thirty-five in their outfit, all crack men, the German shock troops of the air."

A Warm Windup

"The last planes? Thought about it? It was a Sunday afternoon, about the end of October. There were three Germans flying together, and I thought I'd go out and pick on them. One of them dove at me out of the sun, the blind spot of the sky, and his bullets were buzzing all around me. I went into a blind loop, which, just by a bit of luck brought me on top of him."

"You know in combat flying you haven't any idea where Mother Earth is. You become simply a part of your machine."

"Often for fifteen minutes at a time you don't know whether Mother Earth is above or below or on one side. Well, I got that fellow, and the other two had disappeared. I felt pretty cocky and dived down toward Dun, where I found one of our bombing planes straggling along with a Hun on his tail shooting him up."

"The German was so busy he didn't see me coming. I dived on his tail and my first bullet shot up his motor. That made him helpless. I didn't want to kill him, for he couldn't shoot back at me; also, I saw he had a brand new Fokker which I wanted badly."

It was between him and Hunland, so I kept edging him back toward France. I maneuvered him along and he got close to within 100 feet of the ground with a nice easy spin picked out for landing when someone came along with a Spud. This busybody dived onto Fritz and began shooting him up just as he was trying to land. This made me mad, and I threw a burst across the Spud's nose to show him I was quite in control of the situation. But it was too late! The poor boche had been sent to death; he stuck his nose down and went smash. He broke one brand new Fokker all to bits!

"The Salute of Knights
I circled around about twenty-five feet above him till I saw him crawl out of the wreckage. He waved his hand at me to show he was O. K., and I flew away. The next day I went over to see him. He was a lieutenant, and gave me a letter to some of the boys in

the German air force, so that if I should have to land over there they would treat me right. Besides, we got some splendid information from him about the disposition of the German forces. "Their morale was pretty shaky those last days. Only a few days before the armistice was signed one of their flyers came over and landed on our fields. He said he wasn't going to be the last man shot in this damned war."

Air Game the Square Game

"There's no room for atrocities in air fighting," added Eddie, thoughtfully. "You take every advantage of your enemy you can, but you fight him clean. Yes, it's a wonderful sport."

"It's a funny thing, you know. I've never flown in American air yet. But I think for a fight, I've got a nice little captured Fokker coming over to use as a pleasure bus."

Captain Rickenbacker will lecture in the Academy of Music tonight on the "Arena of the Sky," under the auspices of the Automobile Club of Philadelphia today by E. E. Hoyle, secretary of the Automobile Club of Philadelphia, and Charles M. McLeod, director of the club. He was entertained at luncheon at the club.

Counter-Uprising Develops in Bavaria

Continued from Page One

Protests against the formation of the Bavarian soviet government, voiced at a political meeting in Bamberg, northern Bavaria, are reported in dispatches from that city. Deputies of all the bourgeois parties of the three Franconian governments, Upper, Lower and Middle Franconia, met in Bamberg and registered a unanimous protest against the proclamation of the new regime at Munich.

Warn Against Terrorism

"The whole population of northern Bavaria," reads the protest, "is warned against allowing itself to be intimidated through fear of a vanishing minority, mainly consisting of persons predominantly of a foreign race."

"Bavaria is on the edge of a precipice, and if it is not preserved from a downfall everything is lost. Bavaria will then become the prey of fratricides, plunderers and famine. A further consequence will be the complete collapse of economic life. Foreign countries will refuse food and assistance to a Bolshevized Bavaria, and help from Russia and Hungary is out of the question, as they are tormented by famine."

"Those who tell you this are your countrymen and not foreigners, who a few months ago knew nothing of Bavaria, and who are indifferent to your fate."

A Berlin dispatch says that Erich Muehsam, a prominent communist who is included in the Bavarian soviet government, has been given unlimited powers by the Bavarian central council, according to the Ahrhaffblatt, and thus exercises an unrestricted dictatorship. Muehsam and Landauer (the minister of "popular enlightenment") are today the rulers who dominate Munich, with the support of the garrison, this newspaper declares. It expresses the opinion that the soviet government,

however, will not last, as the people are opposed to the dictatorship and hope that the counter-revolution, taken by Premier Hoffman, of the old government, will be effective.

Munich, April 7, Delnyed. (By A. P.)—Complete severance from the old German imperialism, as declared still to be manifest in the Ebert-Scheidemann government of Germany, and the resumption of a "brotherly connection" with the Russian and Hungarian peoples, is announced in the proclamation of the new soviet government for Bavaria formed here. "Long live the world revolution!" the proclamation concludes. The text of the document reads:

"The decision arrived at by Bavaria is the formation of a council of the republic of revolutionary workers and peasants of Bavaria, including all our brothers, now united, separated by no party laws. From now on no exploitation or oppression will be tolerated. The dictatorship of the proletariat now becomes a fact. The legalization of a general socialist community now is achieved, in which every workingman may participate in public life and in a just socialist age."

Reds Dissolve Landtag
The Landtag has been dissolved and the old ministry retired. People's commissioners, responsible to the people and chosen by a council of the working people, will receive extraordinary powers to be employed in certain labor fields. Their assistants will be intelligent men from all parts of the revolutionary and socialist community. Countless valuable forces of officialdom, especially from the lower middle official class, will be asked to co-operate in the new work. The bureaucratic system will be absolutely eliminated and the press will be socialized.

As a protection for the Bavarian council of the republic against revolutionary attacks from without and with in, a Red army will be created immediately and a revolutionary court will pursue ruthlessly every attempt upon the council.

Follows Russian Example

"The government of the Bavarian council republic follows the example of the Hungarian and Russian peoples. It will resume immediately a brotherly connection with these peoples, but it declines any connection with the contemptuous Ebert-Scheidemann government, because that government is continuing under the flag of a socialist republic the imperialistic, capitalistic and military business of the disgraceful, broken-down German empire. It calls upon all German brothers to take the same view. It grows all power to wherever revolutionary socialism is fighting in Wurtemberg, in the Ruhr district, in the whole world."

"As a sign of joyous hope for a fortunate future for all humanity it establishes April 7 as a holiday for all humanity. As a sign of the beginning of the departure, the flight, of the age of capitalism, all work is stopped. Bavaria ceases, on April 7, in so far as it is not necessary for the welfare of the working people, to do labor."

"Long live free Bavaria! Long live the council government! Long live the world revolution!"

Sees New Sport in Air Racing

Continued from Page One

to me as though the English are going to get away with it."

It was hard luck for at least twenty-six Germans that a nice clear little bugle call used to wake up Rickenbacker in his bedroom in the Savoy Hotel in London. Eddie was over there in the fall of 1916, buying racing cars and that bugle call from a barracks just under his bedroom window brought him out of bed every morning.

He used to look out of the window and see a dozen planes looping and twisting in the bright blue air over the barracks.

"That's the life," he said to himself, and he resolved to become an aviator. Sometimes, after a comfortable English breakfast of porridge and bacon and eggs and coffee and marmalade and toast, his high resolve would slacken a little, until the bugle sounded again next morning. But that little strain every day with the picture of those delicate planes, their wings lit by the early sunlight. For Eddie,

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If you smoke 5 cigars a day—
Smoke 1 about 10:30 A. M.
Smoke 2 from 1 P. M. (after meal) to 5 P. M.
Smoke 2 from 7 P. M. (after meal) to 10 P. M.

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Smoke 1 about 1 P. M. (after meal).
Smoke 1 about 4:30 P. M.
Smoke 1 about 7 P. M. (after meal).

If you smoke 3 cigars a day—
Smoke none in the morning.
Smoke 1 about 1 P. M. (after meal).
Smoke 1 about 4:30 P. M.
Smoke 1 about 7 P. M. (after meal).

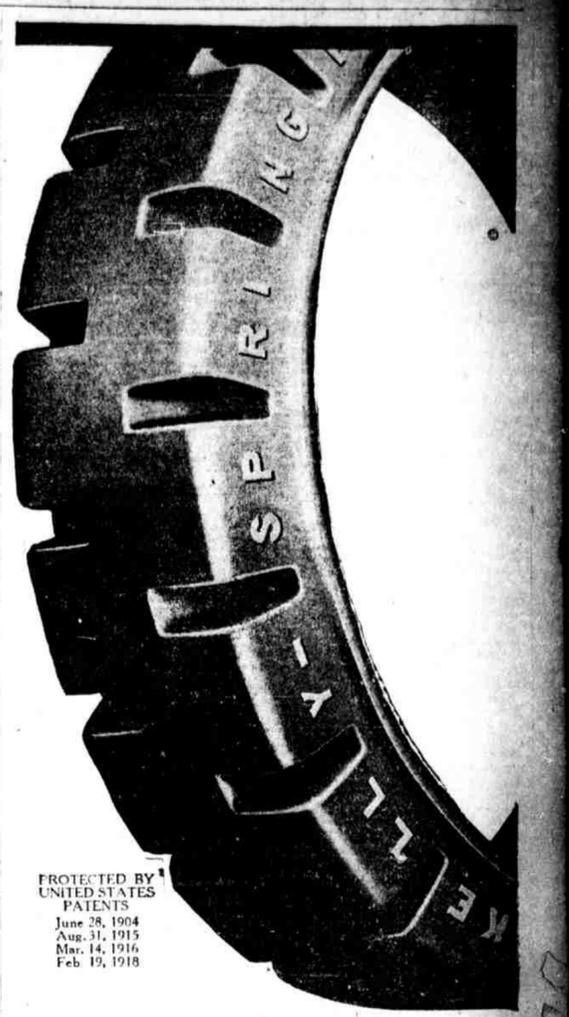
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Smoke 1 about 1 P. M. (after meal).
Smoke 1 about 7 P. M. (after meal).

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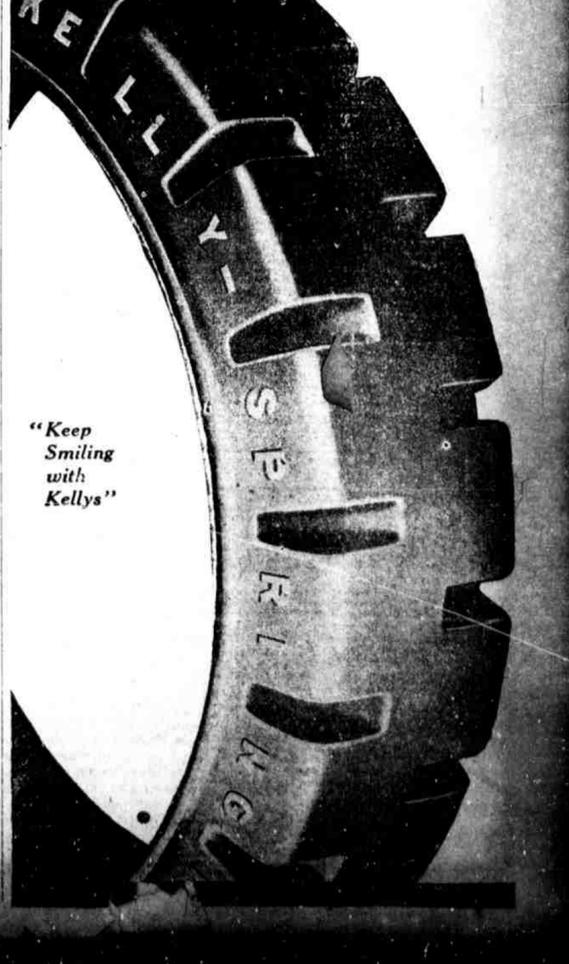
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