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GENERALLY FAIR.

THREE CENTS

INTREPID AUSTRALIAN "HOPPED OFF" SUNDAY; WINNIPEG POSTAL CLERKS JOIN THE BIG STRIKE; WARNER HORNE TO JOURNEY BACK TO CANADA

THE INTREPID AUSTRALIAN "HOPPED OFF" SUNDAY TO CROSS THE ATLANTIC IN HIS BIPLANE

Raynham, the English Aviator, Made an Attempt to Get Away But Met With an Accident Which Wrecked His Machine—The Youthful Aviator Who Got Away in Attempt to Win Glory for Himself Has Doubtful Chances of Survival Should the Venture Meet With Mishap in Mid-Ocean.

St. John, Nfld., May 18.—Harry G. Hawker, Australian aviator, and Commander Mackenzie Grieve, his navigator, are winging their way across the Atlantic tonight on the most perilous airplane flight in history.

They took the air at 5:55 p.m. today, Greenwich time, 1:05 p.m. New York time, and expect to reach the Irish coast in twenty hours unless some accident forces them to plunge into the sea.

When the Sopwith biplane passed from view beyond the hills to the northeast, headed for the open sea, it left behind, with shattered hopes, Hawker's English rival, Frederick P. Raynham, who had hoped to be first across in a Martinsyde plane with glory and the \$50,000 prize of the London Daily Mail.

Raynham was lunging up the engine of his machine when Hawker dashed over the Englishman's airplane, dropping as he went the undercarriage of his Sopwith to lighten the load.

The 20-hour journey planned by Hawker would land him on the Irish coast at about 1:55 p.m. Greenwich time (tomorrow 9:55 a.m. New York time). He is flying straight for Ireland, winging his way regardless of shipping lanes.

Hawker got away in a lurching 300 yard run, bumping haphazardly over the uneven field. The little plane careened and rocked recklessly until a hummock lifted it and its wings "took the air" for a low swinging swoop. Hawker was at the controls. The airship began to speed up as soon as it floated and Hawker headed straight into the northeast. When he dropped his undercarriage he and Grieve waved a quick farewell.

Flying straight, without swerving a hair from the chosen course, the little plane faded rapidly from view. In five minutes it had dwindled to a speck in the sky and in six minutes it was out of sight beyond the hills.

Hawker's start was made in the face of weather conditions which he characterized as "not yet favorable—but possible."

He and his navigator gravely considered the hazards of the attempt and decided to stake everything on an effort to "beat the Americans."

Overweight reports to the meteorological station had showed increased atmospheric pressure, smoother seas and fair barometer conditions. Although winds and pressures were not all they hoped for, Hawker and Grieve ordered their hand satchels packed and made ready for the start.

Raynham and his navigator when they heard of the start determined to follow him for all their preparations had been made weeks ago, but misfortune intervened.

As the Martinsyde bowed along the uneven runway preparatory to take-off a rear axle broke under its heavy load and the machine plunged into the ground.

Pilot and navigator were jamed in the wreckage but apparently neither was seriously hurt. While Raynham's injuries were being treated Hawker was well on his way. Sunday sightseers watching what they supposed was to be a trial flight of the Sopwith, were amazed when they saw the undercarriage drop like a plummet, near the Martinsyde airplane. They knew it meant Hawker had determined to carry no longer, for it left him without landing equipment but lightened his craft for the voyage.

If the daring Australian wins his gamble with death it will bring him first honors in the non-stop trans-Atlantic race, undying fame and a rich prize. He decided to risk everything when he heard of the arrival of the United States navy's seaplane N-C-4 at Horta, and reiterated his statement that he would "beat the Yankees across," although the venture of the navy aircraft has no bearing on the Daily Mail's contest, nor did they attempt a non-stop flight.

Hawker considered weight as of utmost importance. Lifting Mackenzie Grieve's bag, he found it heavy and inequitable, so he decided to dispense with his pyjamas on the trip. When asked if he thought he would have a chance to sleep during the voyage Hawker replied: "I don't know."

"We'll have a long sleep coming at the end of it."

"It was five o'clock in the afternoon, Greenwich time, when Hawker ordered his Sopwith plane trundled out of its hangar for a ground and wind test. Over in the Qui Divi field, at the other end of the city, Raynham had found cross winds sweeping over his Martinsyde "take-off" grounds.

Hawker tried out the Sopwith for a minute or two, and called conditions for a start "good enough."

Grieve agreed. The plane was then given a final inspection. At 5:51 Greenwich time, the Sopwith was ready.

At 5:55 sharp, Hawker gave the word and the ground crew "let go." The little plane jerked forward, then moved steadily over the uneven ground. Hawker gathered speed rapidly as he bowed over the turf, rocking heavily.

At 300 yards he was going fairly well, but he was badly. A hummock "lifted" him at 300 yards, and with a last lurch the Sopwith took the air. From that instant it "set sail," directly northeast, winging higher and higher.

When the undercarriage was dropped the little group of spectators cried "she's off."

Raynham at Qui Divi, heard the roar of the Sopwith engine as it rose well into the air. He ordered his Martinsyde made ready and went into hasty consultation with his navigator, Morgan.

(Continued on page 2)

THREE HUNDRED TURKS AND ONE HUNDRED GREEKS KILLED; AIRMEN HAVE GRIEVANCE

Greeks and Turks Allied After the Landing of Allied Naval Forces at Smyrna on Wednesday.

TAKE POSSESSION OF ALL STRATEGIC POINTS

It Has Been Agreed That Great Britain Shall be the Mandatory of Mesopotamia and Palestine.

Paris, May 17.—Allied naval forces were landed at Smyrna on Wednesday. It developed in advice received today from the Near East, where military moves are being made in anticipation of the making of peace with Turkey. All the forts and strategic points at Smyrna were taken possession of by night-fall. The movement was directed by the Peace Conference as a precautionary measure for the maintenance of order.

According to reports from the Turkish armistice, the British and French forces will be withdrawn as soon as the authority of Greece, as a mandatory, is established firmly.

The occupation of Smyrna is preliminary to the establishment of mandates throughout European and Asiatic Turkey, virtually terminating the existence of Turkey as an empire. The Sultan of Turkey is to establish a small zone around Brousa, fifty miles southeast of Constantinople, as his capital.

French newspapers report that the United States will become the mandatory for Constantinople, but the American authorities say that this has not yet been decided finally.

The Committee of Four, it is said, has agreed that Great Britain shall be the mandatory for Mesopotamia and Palestine. France for Syria and Cilicia. Italy for Adalia, and the United States for Armenia. The acceptance by the American government of the mandatory of Armenia is being urged by Great Britain and France. If it is finally accepted by the American delegation it will be referred to Congress for approval.

In the fighting which took place after the landing of Greek troops at Smyrna 200 Turkish and 100 Greek soldiers were killed. The fighting took place for the most part in the Turkish quarter of the town where the Greeks were met by lively rifle fire.

ESSEQUIBO DOCKED WITH 571 WOUNDED SOLDIERS AND NURSES

Those for the Eastern Provinces Left Portland Last Night by Regular Train.

Portland, Maine, May 17.—Five hundred and seventy-one wounded Canadian soldiers and nursing sisters arrived here this afternoon from a seaplane on board the hospital ship Essequibo. Severe weather, which continued for four days, caused the ship to be two days late and she was not until she came alongside the pier that the homecoming soldiers caught their first sight of land as the Essequibo had been creeping through fog for the last two days of the voyage.

A few hours later the Toronto contingent had left on a special train and the men whose homes are in the western part of Canada were sent out during the night. Those living in the eastern provinces will remain here until tomorrow evening.

There are 45 cot cases, 35 amputation cases and 395 convalescent. Of the total number on board 24 were officers, 16 nursing sisters and 529 of other ranks.

One death occurred on the trip from Liverpool. On May 13, Private C. J. Twain, 44, of Halifax, died and was buried with military honors at sea. He had been broken in health as a result of two years' confinement in German prison camps and developed bronchial pneumonia on his way home to his wife and five children.

The officers returning on the Essequibo were: Major C. A. Bell of Toronto, who lost both legs and his right eye and was decorated with the Military Cross while in the front line; Captain C. McLean, Lieutenant W. Sears, Lieutenant H. E. Matthews, Lieutenant D. K. MacDonald, Lieutenant L. Libbison, Captain A. McEachern, Lieutenant O. S. Crak, Major R. J. Stockton, Captain W. A. Livingston, Lieutenant O. L. Erickson, Lieutenant J. R. Strome, Captain H. S. Chisholm, Lieutenant D. S. Goodwin, Lieutenant E. Budge.

Fear For Safety of Commander Towers and Crew

Seaplane N. C-3 Has Been Lost for More Than Forty Hours and Searching Vessels Can Get No Trace of Them.

Washington, May 18.—Apprehension as to the safety of Commander John H. Towers and his crew of four men, who in the seaplane N. C-3 have been lost at sea for more than forty hours, had begun tonight to displace the feeling of confidence among naval officials that the trans-Atlantic fliers soon would be found by searching vessels.

Now word has been received from the N. C-3 since 8:15 o'clock yesterday morning when Commander Towers reported that the plane, the flagship of the U. S. S. Melville of the fleet, was on the sea northwest of the Azores and that high waves were running.

With the N. C-4 at Horta, grounded and ready for the next leg of the trans-Atlantic flight, and the crew of the N. C-3 safely aboard the cruiser Columbia at Horta, the navy, with its vast force of vessels, concentrated its aid in the trans-Atlantic attempt was sending all of its energies to the finding of the lost men.

QUEBEC SOLDIER FREED BY THE KIMMEL COURT

Was Accused of Joining in a Mutiny at the Recent Riots Among Soldiers in Camp.

London, May 17.—(Reuter).—At the Kimmel court-martial, Private Arthur Marsden, of a Quebec battalion, who required the aid of an interpreter, pleaded not guilty to a charge of joining in the mutiny.

Captain Corbett said that the accused was among a body of rioters who attacked camp four guard room to release prisoners. They threw stones and were attacked by the picket. Witness caught the accused 150 yards away, at the door of a hut. Among the articles found in his possession were eight cigarette cases.

Rev. D. B. Hemmeon, B. A. of St. John's, preached a powerful Baccalaureate sermon from the text "I Kings, v. 26, his subject being 'A challenge to youth.' The sermon contained much that was thoughtful and forceful and was listened to with close attention throughout.

O. R. Blandy, Lieut. A. G. Bowler, Lieut. G. L. Warnock, Lieut. A. W. Barnard, Lieut. C. Matheson, Lieut. N. Bucknam, Captain Wm. Waldron, Nursing Sisters H. J. Woolson, M. I. Anderson, Irene Martin, Katherine E. King, Emma I. Murton, Myrtle A. Kemp, Winnifred Laphair, Stella Lindsay, Elizabeth Bush, Eleanor J. Thompson, Mabel E. Harding, A. L. McKay, Margaret M. Fortune, H. M. Quinn, Dorothy H. Hornby, Christine E. Budge.

Nine Hundred Canadian Airmen With a Kick Arrived at Montreal Saturday on S. S. Canada.

TREATMENT NOT WHAT OFFICERS EXPECTED

Were Not Listed and It Was Impossible on Their Arrival to Obtain an Official Roll Call.

Montreal, May 18.—The Canadian airmen, to the number of nine hundred, arrived on the steamship Canada, which docked in Montreal on Saturday at 1:30 p.m., had certain grievances which apparently would not have existed if the proposal for a Canadian air force had matured. The men had two complaints, first, that they had been kept waiting for repatriation for about five months, and second, that when they were sent home, the accommodation was not such as they, as officers, were entitled to.

When, finally, arrangements were made for their repatriation these officers found that they were being put on a ship, the normal accommodation of which is for about 650, and there were a little over 900 military, with 250 civilians. Their complaint was as to space and berthing only, and this lay with the White Star-Dominion line, but with the Imperial War Office. The letter in order to cover anticipated criticism required each man to sign an undertaking that he would accept just what accommodation was provided. Nyer, the less, when they found that they were given berths in fore-holds, with a dozen or more beds packed side by side, severely allowed elbow room was a strong protest.

A curious feature about the arrival was that it was quite impossible to obtain an official roll-call, or to get any information whatever about the troops aboard. The White Star-Dominion line had issued a passenger list which gave the names of civilians, but not the military, and the purser disclaimed having even the number of troops. Major G. H. Kohl, R. E. was shown on a concert programme to be O. C. troops, but no one seemed able to locate him. The result is that these men are allowed to come back to their homes without mention of their names.

DUNSTER CASE TO BE TAKEN TO THE APPEAL COURT

Sentenced to Pay \$350 or Two Years in Dorchester for Having Failed to Register—Attorney Making Strong Fight to Quash Conviction.

Fredericton, May 17.—The case of Albert Thomas Dunster, of Lake Ed-ward, who was recently convicted at Andover for having failed to register under the Military Service Act, and fined \$350, or two years in the Penitentiary at Dorchester, is to be argued on appeal in the Supreme Court.

On application of W. E. McMonagle, counsel for the accused, Mr. Justice Barry granted an order nisi for writ of certiorari and an order nisi to quash the conviction returnable before the Appeal Division of the Supreme Court at Fredericton in June. It is understood that several grounds are advanced to quash the conviction.

GERMAN OFFICER UNDER ARREST

Property Stolen from France Was Found in His Possession.

Coblenz, Thursday, May 15.—(By the Associated Press).—A former captain in the German army was arrested in Coblenz today on the charge of having in his possession property taken from France during the war. The German was turned over to the French military authorities who propose to try him in a French civil court on a charge of common robbery. It was the first arrest of this character in this area of occupation.

WARNER HORNE TO BE RETURNED TO NEW BRUNSWICK TO ANSWER TO HIS PREMEDITATED CRIME

Sheriff Hawthorne of Fredericton Goes to Vanceboro Today Where it is Expected Horne Will be Delivered Into His Charge by United States Officials—Charged With an Attempt to Destroy the C. P. R. Bridge at Vanceboro—Will be Taken to Fredericton Where, it is Said, Several Counts Will be Brought Against Him.

"The mills of the gods grind slowly, but they grind exceeding fine," and after four years of waiting, this old proverb grasps within its terrible coils Warner Horne, an agent of the German government, for his dastardly attempt to dynamite the Vanceboro bridge, and thus paralyze traffic between Canadian and American ports.

As the result of negotiations between the American and Canadian authorities, the former government have decided to hand this villain over, and he will be tried by the laws of the country whose property he vowed to destroy. Sheriff Hawthorne, of Fredericton, goes to Vanceboro today to take the man in charge, receiving him from the American police, who left Boston with him.

It will be remembered clearly how on February 2nd, 1915, the city and province awaited with feverish anxiety for the particulars of the explosion, and how the people, with eased minds, returned to their homes when it was learned that the attempt was far from successful. However, it was the first diabolical act within the province instigated by the students of Prussianism, and brought the people of Canada and the United States to realize that this continent was not immune from the base methods adopted by the Germans to win the war.

The explosion was timed for 2:05 a. m., and when the loud roar rent the air it was thought that the entire bridge had been destroyed, but, in examination, it was found that only a portion of a span on the eastern side was damaged. The dynamite was placed on this side near several cars. Only a few minutes before the explosion a freight train had passed over the bridge. It was thought that it was the intention of the German to destroy the bridge before the passing of this cargo, as the train had hardly reached the other side before the explosion occurred.

It was not long before he was arrested by the United States officials in the State of Maine. The only charge that he was brought on was that of time, since the United States was neutral, was for transporting dynamite on a passenger train.

He was found guilty of this offence and sentenced to be imprisoned for a term in the Federal Prison at Atlanta. At the time the Canadian authorities had strong representations to the American government to pass him over, but it was contended by legal men that extradition proceedings could not be successfully defended on the ground that the offence was a political one, and an act of war between the German government and the British Empire, during which time the New Brunswick authorities have been working diligently for his extradition.

The United States authorities have decided to hand him over to stand trial in New Brunswick. It is understood that Horne will be indicted on several counts and already charged with the murder of the German agent, Repeha and Kusenkin, twenty vessels northward of the Narva, were bombed by enemy ships. Gloff, on Lake Peipus, was abandoned by red troops under pressure of the enemy.

BRITISH AVIATORS GIVE THE AMERICANS CREDIT FOR FLIGHT

Many Think it an Object Lesson to British Authorities Because There is no Chain of Destroyers to Help Out the British Fliers if They Should Meet With an Accident.

London, May 18.—(By the Associated Press).—Claude Graham-White, the aviator, although not unduly surprised that the Americans succeeded in crossing the most dangerous part of the trans-Atlantic flight, says he is thoroughly delighted with the enterprise shown. He says that the flight is an object lesson to the British authorities, because, as far as the British machines are concerned, the flight means life or death as there is no chain of destroyers to pick them up if they meet with an accident.

J. A. Whitehead, Managing Director of the Whitehead Aircraft Company, says that, irrespective of nationality, the great feat of crossing nearly 1,400 miles of open sea marks a tremendous step in the progress of aviation. The Americans, he says, had the advantage of a patrolled course, and, therefore, the possibilities of life and death did not enter into their calculations as they must with the British aviators.

front and that his guilt for at the time of his arrest he stated that he did the act because Germany was at war with Canada. Horne is about forty years of age and weighs in the vicinity of two hundred pounds, standing five feet, eleven inches in height.

Judged by the circumstances, it was an act conceived in Berlin, developed in German quarters in New York and executed in Canada to minimize her assistance to the Allies. Horne travelled from New York to Vanceboro with all the implements necessary to carry out his mission—but it failed. The bridge which Horne attempted to destroy is on the direct line from Halifax Nova Scotia, to Saint John, N. B., thence to Montreal. It is 1,200 feet long, consisting of three steel spans on granite piers. The portion destroyed was on the New Brunswick side of the St. Croix River. The bridge connects the Canadian Pacific tracks with those of the Maine Central Railroad, over which the Canadian road has traffic right; between Vanceboro and Mattawamkeag.

CREW OF WRECKED SCHOONER SILVER REACH BOSTON

Capt. Link and His Men Were Forced to Abandon Ship on April 19th.

Boston, Mass., May 17.—Captain A. M. Zink and the crew of five men of the three-masted British schooner Richard B. Silver, of Lunenburg, N. S., were brought in here today by the steamer Fagerlund from St. Croix, Virgin Islands. Captain Zink and his crew abandoned their vessel April 19, after she had sprung a leak on a voyage from Santos, Brazil, to Havana, and were picked up four days later by the Fagerlund. The steamer was en route, way from New York to Martinique.

THE BOLSHEVIK ADMIT DEFEAT

Say That Enemy Under Cover of Warships Made Trouble Along Gulf of Finland.

London, May 17.—A report on military operations sent out by wireless from Moscow by the Bolshevik government says:

"Along the Gulf of Finland the enemy made a descent and captured our warships, in the region of Kaskoivo, ten vessels eastward of the mouth of the Luga (75 miles south-west of Petrograd). The villages of Repeha and Kusenkin, twenty vessels northward of the Narva, were bombed by enemy ships. Gloff, on Lake Peipus, was abandoned by red troops under pressure of the enemy."

The American flight was a good one in the opinion of Colonel V. Henderson, pilot and member of the House of Commons for Glasgow, but with a trail of destroyers was comparatively easy without a risk to the airmen. It makes one sad that our men should have so little practical assistance from the Air Ministry. Even the Americans admit that our men are as good as they. There is no doubt our machines are better.

G. Hold Thomas, an authority on aeronautics, and who was identified with several flying fleets some years ago, attributes the American success to "organization" and national effort. He added that criticism of the Admiralty is not helping the British cause. He said that the British destroyers, or even captured German submarines be placed along the route from Newfoundland to Ireland met with the response: "The expense is too enormous."