KIEL CELEBRATED WHEN THE U BOATS STARTED FOR AMERICA

American coast had reached the Navy Department up to noon to-day, Secretary of the Navy Daniels is quoted from Washington.

He also said his department has no information concerning the reported capture of one of the raiders.

The Department, the Secretary said, has positive evidence that one U boat is operating, but only the evidence of a surviving captain that two were offshore. Other navy officials expressed the belief that three submarines had been engaged.

Daniels said he had told the Naval Committee yesterday that the navy had believed an occasional submarine might get through to this country. But, he added, one or two or more may be now engaged in an effort to draw the American fire from the European side. The Secretary was loath to discuss the subject of possible U boat communication with the American shore.

Adequate measures for the protection of the coast and the pursuit of the German undersea raiders were going forward at top speed to-day. Aeroplanes and hydroplanes armed with depth bombs are acting as auxiliaries of the large fleet of patrol ships. A hospital ship is waiting at Stapleton, with a corps of doctors and nurses, to minister to any wounded that may be brought in from the arena of the German activities.

Forty naval airplanes swept over the sea between Cape May and Fire Island, patrolling as far as sixty miles out, in a search for submarine victims. There was no early trace of three boatloads of survivors reported drifting off Beach Haven, N. J., yesterday, but it is believed these may have been the men of the Texel, who landed at Atlantic City early to-day.

A report that the American tanker Saranac was coming into City Island under tow after being crippled by a German submarine was found later to be true only in part. The Saranac was driven ashore off Halifax some time ago and, under temporary repairs, made its way down to this port with tugs towing.

The port of New York has been reopened, it was announced at headquarters of the Third Naval District to-day.

The Clyde Line received word to-day that their passenger vessel Huron, from Jacksonville, Fla., to New York, had put into a coast port as a matter of precaution.

All of the 111 coastwise vessels under control of the Railroad Administration were reported from Washington safe in port before noon to-day.

FIGHTING THREE YEARS, EAST ORANGE MAN DIES IN LATEST GERMAN DRIVE

Sister Gets Word of Death of Lieut. F. C. Williams of the Royal Field Artillery.

After being in the thickest of the fighting at the front three years Lieut. Fred C. Williams of the Royal Field Artillery, a resident of East Orange, N. J., was killed in the latest offensive. Word that he had fallen was received to-day by his sister, Miss Maud Williams, No. 6 North Clinton Street, East Orange.

Williams, who was instructor of Battery A, Field Artillery, now the 304th Heavy Feld Artillery, stationed at Anniston, Ala., was never seriously injured during his long stay at the front, although he was badly gassed a couple of months ago and was laid up for several weeks. His commander, believing he had done enough fighting, gave him a higher rank upon his recovery from the gas and assigned him to training British artillery recruits. After a couple of weeks of this work Williams said it was too inactive for him and pleaded to be allowed to go back to the front. His outfit had been practically wiped out many times, he recently wrote home.

Williams formerly was in the Regular United States Army, serving for six years in the Philippines. He went abroad on the Minnehaha, which caught fire at sea, and did good work in quieting the large number of horses that were being sent to England on the ship. His conduct won commendation from the ship's commander.

HELD A GERMAN PRISONER.

Detention of Private Lehane of Brooklyn Announced From Washington.

Private Jeremiah Lehane of No. 921 16th Avenue, Brooklyn, a member of the 9th Infantry, is a prisoner in Germany, according to a letter from the War Department received by his sister, Miss Katherine Lehane. The name of the prison camp is not known.

Miss Lehane was notified by the Red Cross that two 10-pound packages of food, tobacco, soap and other necessities will be sent to him each week. Lehane enlisted a month after the United States declared war on Germany. He was married two days before he sailed for France last August.

U. S. WOUNDED AT NICE.

Had Been Amalgamated With the French Troops.

NICE, France, June 4.—The first wounded American soldiers who had been amalgamated with French troops arrived at Nice yesterday.

They were sent to the American Hospital here.

SHELL HITS THE LOUISIANA.

Battleship Mistaken for Target and One Man Killed.

WASHINGTON, June 4.—A warship engaged recently in target practice mistook the battleship Louisiana for a target and exploded a shell aboard her, killing one man, the Navy Department announced to-day.

The accident was due to hazy weather.

Colombia Reported Planning Platinum Monopoly.

WASHINGTON, June 4.—Reports that the Colombian Congress is holding a special session for the purpose of instituting a Government platinum monopoly reached the State Department to-day and caused considerable concern in Government departments that have been scouring the earth in search of platinum for war needs.

Arbitration Treaty With Britain Extended Again.

WASHINGTON, June 4.—The arbitration treaty between the United States and Great Britain, originally made in 1908 for a period of five years and once renewed, has been extended another five years by Secretary Lansing and Lord Reading, the British Ambassador.

SUBMARINE DRIVEN OFF FROM CHARLESTON WATERS

Mallory Liner Reports Sighting U Boat and Seeing the Chase to Sea.

AN ATLANTIC PORT, June 4.—The Mallory liner Sabine, from Tampa to New York, with forty passengers, came in here to-day and reported she met a submarine yesterday between Charleston and Frying Pan Shoals Lightship. Another vessel came to the rescue of the liner and chased the submarine out to sea.

The Merchants and Miners' steamer Nantucket also arrived here to-day, having been warned that enemy submarines were in the vicinity of the lightship.

MANY KILLED AND HURT IN FRENCH MUNITIONS BLAST

Plant at Baussens Blows Up and Much Damage Is Done, Says Havas Despatch.

PARIS, June 4.—Much damage was done by a violent explosion yesterday in a plant in which war materials were being manufactured at Baussens, in Southern France, near Arles, a Havas despatch from Marseilles reports.

The number of persons killed or injured is large.

CLYDE LINER HURON, WITH NINETY PASSENGERS, SAFE

Ship From Jacksonville to New York Puts Into Port to Escape Submarines.

ANATLANTIC PORT, June 4.—The Clyde liner Huron, Jacksonville for New York with 90 passengers and a heavy cargo, put into an Atlantic port last night to escape the submarine menace and arrived to-day at the Clyde Docks in this city.

The passengers were sent from here to their destinations by rail.

HIGHER POSTAL RATE.

Great Britain Makes Charge of Extra Cent.

Postmaster Patten invites special attention to the following extract from a communication received from the Post Office Department:

This Department has been advised by the Postal Administration of Great Britain that, commencing June 3, 1918, the rate of postage on letters mailed in the United Kingdom and addressed for delivery in the United States will be increased to one and a half pence (1½d) for the first ounce or fraction thereof and one penny for each additional ounce or fraction thereof.

BOYS HELD AS ROBBERS.

Opened Store With False Key and Took Cash, Is Charge.

Angelo Gillo, fourteen years old, of No. 32 Coles Street, and Joseph Revere, fifteen years old, of No. 141 Atlantic Avenue, Brooklyn, were arrested to-day charged with entering the grocery store of Mattio Ladoletta on Sackett Street with a false key. According to Policeman Kelly, the boys broke open the money drawer, took the cash and had about $100 worth of groceries packed up ready to be taken away.

Detective's Son Aboard the Lincoln Died of Exposure.

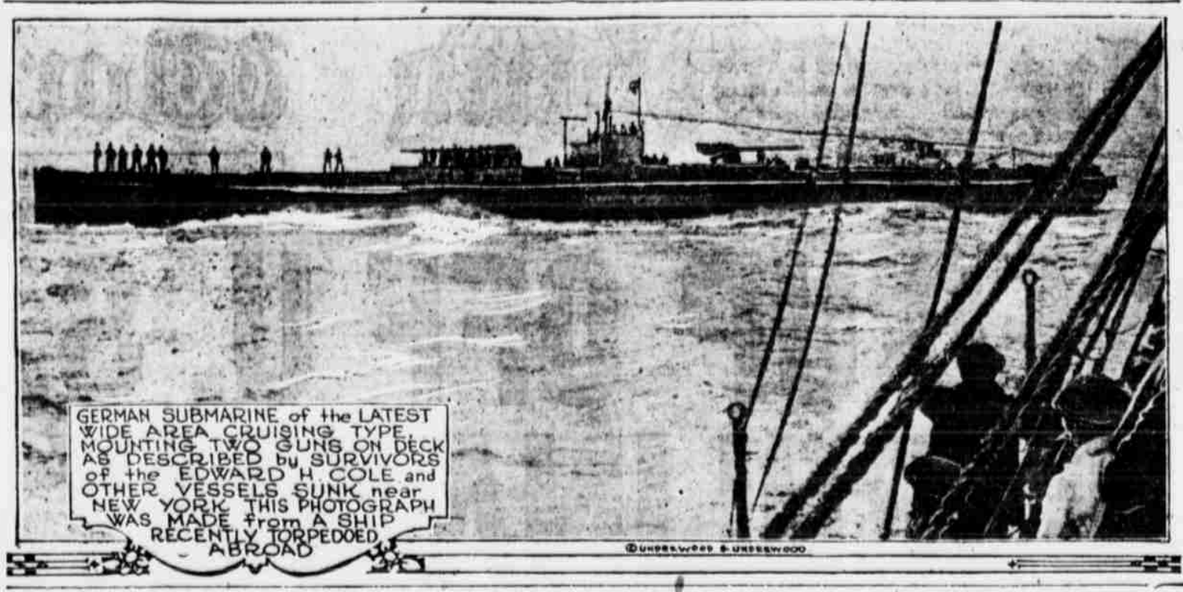
Detective Sergeant Charles Wilhelm of the Division of Lost Property at Police Headquarters to-day received information that his son Warner met death from exposure subsequent to the sinking of the President Lincoln.

As a member of the 68th Regiment of Artillery young Wilhelm sailed on the President Lincoln May 10, but contracted pneumonia on the voyage across. He was put on the invalid list and started back on the ship's return trip. The exact cause of his death is not known, but it was said he died from exposure while in an open boat. Sergt. Wilhelm resides at No. 410 East 240th Street.

Porto Rico Judge's Wife and Child on Carolina.

MOBILE, Ala., June 4.—Mrs. P. J. Hamilton and daughter, Miss Carlotta Hamilton, of Mobile, were on the steamer Carolina, sunk by a German submarine. Relatives received a cablegram to-day from San Juan saying they sailed. Mrs. Hamilton is the wife of Peter Joseph Hamilton, Federal Judge of Porto Rico.

NEW TYPE OF U BOAT RAIDER HOLDING UP STEAMSHIP



GERMAN RAIDERS MAY HAVE "GOT" COLLIER CYCLOPS

Possibility of Her Capture Commented On After Remark of U Boat Commander.

WASHINGTON, June 4.—Did the German submarines which raided American shipping off the Jersey coast destroy the missing collier Cyclops, or did they capture her at sea, put aboard a prize crew and send her to Germany?

Out of the mysterious disappearance of the American collier, now missing three months exactly to a day, this question has been raised by the passing remark of one of the submarine commanders to Capt. Lowry of the steamer Texel, that the U boats had been on the American side of the Atlantic for two months.

It is possible, though not probable, naval experts say, that the collier with her great cargo of Manganese and some 30 souls might have been "spurlous versenkt"—sunk without a trace—after she left Barbados, where she had put in for fuel. It is more likely, however, they say, that the Cyclops, sailing homeward, some time after March 4, when she cleared from Barbados, was met at night by submarines, possibly by prearrangement, at a time when only an officer on the bridge and a small watch on deck was to be reckoned with.

If the Germans met the ship by arrangement it would have been easy to send an armed crew below to quarters where most of her men were asleep and take possession of the ship.

Whether she then could have been skilfully navigated through the Allied blockade to Germany or hidden in some out of the way port only adds to the mystery.

U. S. TO BE BLOCKADED BY FLEET OF U BOATS, SAYS MATE OF U 151

(Continued from First Page.)

from the Edna, which the German commander hauled down.

Telling of his experiences on the day he was torpedoed, Roker said:

"A shell whistled near us.

"'Gee, it must be an English patrol boat!' said a member of the crew as he saw the submarine's ensign.

"'English nothing; that's a German! See the Iron Cross on the flag?' I answered. The captain was surprised.

"By this time all hands were on deck. We hoisted the American ensign. Just then the German flag unfurled. I was so surprised when I knew she was an enemy I threw my pipe overboard. For five years I've had that one pipe. A German lieutenant and another officer came alongside in a small boat.

"'What's the matter with you fellows?' he shouted in perfect English. 'Put over a ladder; heave us a line.'

"Capt. Gilmore started to obey. 'That's not your work, captain. Get your men busy. You get me the ship's papers. Get a hustle on.'

"The lieutenant jumped aboard, went and pulled down the American colors. He did have the courtesy to fold the flag, however. We all stood about, open-mouthed. We couldn't understand the suddenness of the attack. I guess we didn't move lively enough to suit the German and he shouted: 'I see you need more submarines over here. That'll wake you Americans up.' I didn't dispute him, but helped to pile up supplies and luggage on deck preparatory to loading it aboard the sub. He got excited and told us we had ten minutes to get away. We made it in five. We were ordered into the boat and taken to the U 151.

U BOAT 350 FEET LONG AND HAD ONE CONNING TOWER.

"Believe me, that sub was some craft. Guess she must have been 350 feet long. Had one large conning tower. She had two six-inch guns, one forward and the other aft. We were ordered to go below into a small room, near the engines. It was terribly hot, phew! We found other prisoners from American ships there when we got there.

"There must have been seventy-five members of the crew of the enemy sub. Our sleeping quarters were poor. Every one was compelled to sleep on his side—so crowded were the bunks. Eight days of this. We were allowed the liberty of the ship in the rear when running on the surface. Below decks it was stifling hot. I don't see how these Germans can stand it. I guess they won't have to for long, eh, boss? Some of the sleeping bunks and bedding was lettered 'U 151.' The small steering wheel bore the number 'U 153.'

"That evening at five o'clock we tasted food for the first time. It was black bread and tea without milk or sugar. We saw lots of good food around us, but didn't get the chance to taste any. It was our stores from the Edna. The Germans enjoyed it, however. The next morning we were handed out small slices of the black bread. This time it had some cheap jam on it. Also coffee without sugar. Noon came and we were doled out some beans, a little potato and a mixture of chopped pork—and what not.

"Aboard the Edna I had two discharges from the English coast trade ships. Before I stepped foot aboard the sub I destroyed them. If those Germans had known my status, good night! I had picked up a few German words while sailing into German ports years before and I began to get interested in what the crew were saying. I learned they had sailed from Kiel six weeks ago. They had been cruising around Cuba, the Bahama Islands and the West Indies before they were sighted off Cape Hatteras. I overheard one sailor tell they were out for a six months' cruise and had provisions and supplies for such a visit.

GERMAN CREW TALKS ABOUT INCIDENTS IN AMERICA.

"Many of the crew spoke good English and often talked about incidents in Baltimore, Philadelphia and other ports. The German storekeeper had lived in America for eight years. At one time he had served an enlistment in the United States Navy. Occasionally we were allowed to go on deck, but when anything was sighted we got our orders and they were 'Rause mit un.'

"One night — I can't remember which—we were ploughing along on the surface. I was aft of the rear hatch. I could just see a light about eight or ten miles away. I believed we were in the vicinity of the New England coast. Perhaps it was a lighthouse. When the officer of the sub caught it we were immediately ordered below. We stayed for a couple of hours. The sub's wireless was crackling overhead all the time we were below. We got chummy with members of the crew. Two of them showed me photographs of their sweethearts. One of them lives in Philadelphia. I saw photographs of two of the members taken with Iron Crosses pinned to their breasts.

"Sunday morning the chief engineer said: 'Nigger, rause. America ga come.'

"By golly, that sounded good to me. Pretty soon from below we heard the boom-boom. That meant, we learned afterward, that the Winneconne had been hit. We were then loaded into two boats with the other members of the Winneconne and set adrift. Some of the crew shook hands with us and hoped to see us soon in America. They gave us water and black bread. I have got a souvenir—a piece of the cork lifebelt from the U boat. Once I sat down in the small boat I didn't even turn my head to see what became of the sub. I had enough."

U. S. SEAMAN, CAPTIVE OF U BOAT EIGHT DAYS, WHO TELLS OF BIG RAIDER

ENOCH ROKER

NAVY OFFICIALS SAID MAY 27: "NO U BOATS ON THIS SIDE;" 4 BOATS SUNK MAY 25 AND 26

On May 21 a Submarine Fired Torpedo at the Cheyenne Off Delaware Breakwater — Warnings Frequent Thereafter.

(Associated Press Despatch Reprinted From The Evening World.)

WASHINGTON, May 27.—Navy Department officials said to-night that there was nothing to indicate the presence of enemy submarines on this side of the Atlantic. They thought the British ship which reported at Newport News firing at a submarine 150 miles off the Virginia Capes probably had sighted a bit of wreckage or some other floating object.

That enemy submarines have been lying in wait a few miles out to sea off the Delaware Capes since May 21 is a certainty. On that date the master of the British tanker Cheyenne arrived at the Delaware Breakwater and told that a submarine had fired a torpedo at his ship 180 miles from shore. The wireless naval station got his call for help. A destroyer hunted for the submarine without result.

The schooner Edna was sunk off Cape Charles, Va., May 25; the schooner Hattie Dunn was sunk at about the same spot on the same day. The schooner Isabel B. Wiley was sunk at the same point May 26, and the steamship Winneconne was sunk off Cape May May 26.

A ship from the West Indies arrived here on May 30 and reported it had been held three days in San Juan, Porto Rico, because of a warning of submarines along the coast.

A ship from Bermuda, arriving yesterday, reported a forty-eight-hour delay at its point of departure for the same cause.

FLYERS WRECKED AT SEA LOOKING FOR SUBMARINES

Patrol Boat Rescues Two U. S. Aviators Ten Miles Off Nantucket.

NANTUCKET, Mass., June 4.—Two American aviators, Ensign Roleau and Mechanic Harrington, were brought to port to-day by the patrol boat Sadie, which had rescued them from their disabled hydroairplane adrift ten miles southeast of Sankaty Head at the east end of the island.

The machine sank soon after the two men were taken off. They had been forced by engine trouble to alight on the water yesterday, presumably while out looking for German submarines.

The aviators were nearly exhausted when picked up. They had no food with them and were roughly tossed by the sea.

TELEGRAPHERS' STRIKE CALL-OUT TO-MORROW

President of Union Announces It Will Be Sent by Mail From Chicago.

WASHINGTON, June 4.—S. J. Konenkamp, President of the Commercial Telegraphers' Union, announced late to-day that he would call a strike of telegraphers after he reaches Chicago, whence he will go to-morrow. The strike call, he said, will go out by mail, which probably will take three days for its delivery.

Konenkamp made the announcement after conferences with Samuel Gompers, President of the American Federation of Labor, and members of Congress, at which he discussed the possibilities of Government control of wire lines.

The strike, Konenkamp said to-day, will not affect the operation of railroads. Where operators handle both railroad and commercial business, they will refuse to handle commercial messages only, he said.

STRIKE OF 35,000 ENDS.

Textile Mill Operatives Accept Compromise Offer.

NEW BEDFORD, Mass., June 4.—The strike of 35,000 textile mill operatives, called here yesterday, was settled to-day by the unions which voted to accept the compromise offer of a 17½ per cent. wage increase, suggested by Federal Mediator William Z. Ripley.

The mills had offered a 15 per cent. advance and the operatives had demanded 20 per cent.

PARIS AGAIN ATTACKED.

Air Raid Fails, but Long Range Gun Is Active.

PARIS, June 4.—An air raid alarm was sounded last night in Paris, but an official statement issued early to-day says there is nothing to report.

The Germans again bombarded Paris to-day with their long range guns.

ASKS $147,999,000 MORE.

Baker Finds Additional Appropriation Is Needed for Army.

WASHINGTON, June 4.—Secretary Baker to-day asked Congress to add to the Army Bill a supplementary appropriation of $147,999,000 for the use of the Director of Purchases for 1919.

BELMONT PARK WINNERS.

FIRST RACE—Maidens, three-year-olds and up; $600; six furlongs straight.—Polymelian (Imp.), 128 (C. Fairbrother), 1 to 6, out and out, first; Peter Piper (Imp.), 125 (F. Robinson), 20 to 1, 4 to 1 and 6 to 5, second; Jack Stuart (Imp.), 108 (J. Callahan), 30 to 1, 10 to 1 and 3 to 1, third. Time, 1:11 1-5. Greek Legend, Approval, Foreground, Dill McCoy, Mancha and Winning Card also ran.

SECOND RACE—Steeplechase; four-year-olds and up; $800 added; about two miles.—Buettiste (Imp.), 134 (Byers), 6 to 5, 2 to 5, out, won; W. F. Knebelkamp, 140 (Hush), 6 to 5, 1 to 5, out, second; Brand (Imp.), 150 (Waugh), 6 to 1, 7 to 5, out, third. Time, 4:14 2-5. Singlestick also ran.

Uruguay to Buy British-Owned Railway.

MONTEVIDEO, Monday, June 3.—The Uruguayan Government has decided to buy the British-owned Central Uruguay Railway. Payment will be made with the proceeds of an internal bond issue.

PERSHING REPORTS FORTY NEW NAMES ON CASUALTY LIST

Lieut. Leopoldo Arnaud of New York City Among the Severely Wounded.

WASHINGTON, June 4.—Forty names were included in to-day's casualty list, divided as follows: Three killed in action, two dead from wounds, six dead from disease, nineteen dead from accident and other causes, eight wounded severely, one wounded slightly and one prisoner.

KILLED IN ACTION.

Privates Lon Meadors, Krupp, Ky.; Howard I. Milton, Hartford, Conn.; Nelson A. Pluff, New Haven, Conn.

DIED OF WOUNDS.

Lieut. Col. Robert J. Maxey, Missoula, Mont.

Corpl. William C. Williamson, Blanchard, La.

DIED OF DISEASE.

Lieut. William L. Miller, Saginaw, Mich.

Master Signal Electrician Roy C. Mingle, Philadelphia, Pa.

Sergt. Theodore A. Steemsland, Beresford, S. D.

Privates James H. Ferguson, Rowley, Mass.; Paul W. Kruse, Brook Park, Minn.; Sidney Scales, Stone Mountain, Ga.

DIED OF ACCIDENTS AND OTHER CAUSES.

Lieuts. John L. Mitchell, Milwaukee, Wis.; Richard Blodgett, West Newton, Mass.

Sergts. Philip Lyons, Hartford, Conn.; Powell Davis, Franklin, Va.; Clyde A. Simpson, Caddo, Okla.; Joseph Henderson, Dayton, O.; Antonio Nardelli, Italy.

Corpl. Ernest W. Anderson, Fargo, N. D.

Privates Mike Yacuro, No. 563 West 2d Street, Fulton, N. Y.

Alfonso Des Impelarse, Detroit, Mich.; Edwin A. Gowen, Philadelphia, Pa.; Lester A. Burbank, South Waterboro, Me.

George A. Schurn, No. 125 Washington Avenue, Long Island City, N. Y.

Francis X. Bashaw, Marquette, Mich.; Claude A. Baker, Lawton, Okla.; Thomas L. Seals, Pritchard, Miss.; Mark H. Hanna, Ingram, Pa.; Paul Rogas, Aulos, Chili.

Cadet Roger S. Dix jr., Boston, Mass.

WOUNDED SEVERELY.

Lieuts. Leopoldo Arnaud, No. 552 Riverside Drive, New York.

Robert V. K. Harris, Winsted, Conn.; Thomas E. Riley, McDowell, W. Va.

Corpl. Rolla O. Brown, Moberly, Mo.

Privates Charlie A. Cooley, Athens, Ala.; Frederick W. Coons, Hartford, Conn.; Howard McLean, Rugby, N. D.; Walter K. Pearson, Corbin, Ky.

WOUNDED SLIGHTLY.

Lieut. Leo T. Kewer, Waverly, Mass.

PRISONER.

Lieut. Paul W. Eaton, Jackson, Mich.

PRISONERS (PREVIOUSLY REPORTED MISSING).

Lieuts. Benjamin P. Burpee, Manchester, N. H.; Bernard J. Gallagher, Waseca, Minn.; William H. Jenkins, Leesburg, Va.

Sergt. Robert Walker, No. 212 Grand Street, Jersey City, N. J.

Corporals Patrick F. Meehan, Springfield, Mass.; Lee H. Whitehead, Jeffrey, Ky.

Privates Homer Akers, Norwood, Mo.; Edward Bennett, Harrisburg, Ill.; Arsene Bergeron, Turner's Falls, Mass.; Frank Bretschneider, Chicago; Filippo Daniels, Lynn, Mass.; Russell E. Dodson, Vintondale, Pa.; Edward J. Doherty, Newton Centre, Mass.; Owen Dougherty, Chester, Pa.; Fred C. Hickman, Leogootee, Ind.; Carl Holst, Allston, Mass., and Alexander Krakuszenki, Dobre, Poland.

Wilfred Marquies, Fall River, Mass.; Roy R. Mason, Gainesville, Fla.; Frank J. Meyer, Reading, O.; James N. Muldoon, Brighton, Mass.; Clarence E. Newton, Cincinnati, O.; Emmet J. Prosser, Minneapolis, Minn.

James Puntilla, No. 103 High Street, Newark, N. J.

Carmenile R. Puopolo, Avon, Mass.; Rocco Summa, Waterbury, Conn.; Henry Svitak, Philadelphia, Pa.; William C. Sweeney, South Boston, Mass.; David L. Watkins, Glasgow, Ky.

PREVIOUSLY REPORTED MISSING, NOW REPORTED DEAD.

Lieuts. Charles W. Chapman, Waterloo, Ia.; Joseph R. Sandford, Skowhegan, Me.

PREVIOUSLY REPORTED MISSING, NOW REPORTED KILLED IN ACTION.

Mechanic Joseph U. Pratt, Bristol, Conn.

PREVIOUSLY REPORTED SLIGHTLY WOUNDED, CORRECTED TO MISSING IN ACTION.

Private Charles Cropper, New Haven, Conn.

PREVIOUSLY REPORTED KILLED IN ACTION, NOW REPORTED AS WOUNDED IN ACTION

Private Frank W. Ferraro, Middletown, Conn.

LIEUT. ARNAUD FOUGHT WITH RAINBOW DIVISION; CABLES "DON'T WORRY"

Jersey City Man, Also in To-Day's List, Was in Many Battles, Says Mother.

"Wounded slightly. Don't worry. Doing splendidly."

This is how Lieut. Leopoldo Arnaud, twenty-three years old, of No. 522 Riverside Drive, notified his mother he had been wounded in action May 29. He was with the Rainbow Division and appears in the casualty list to-day as "severely wounded."

He is the son of Leopold O. Arnaud, Secretary of the Spanish Chamber of Commerce, who is now in Spain. He left for France last September and was assigned to the 151st Field Artillery.

Sergt. Robert Walker, mentioned in the list as a prisoner, was a member of the Machine Gun Company of the Second Battalion of the 23d United States Infantry. He has been in the army five years and is serving a second enlistment. Sergt. Walker was born in Jersey City twenty-three years ago. He has been in his regiment since last October. He lived with his mother, Mrs. Bridget Walker, at No. 232 Grand Street, Jersey City.

"He has been in many battles," said Mrs. Walker, "and was lucky in the past. I know Robert has given a good account of himself."

George A. Schurn, reported dead of accident or other causes, was born at No. 125 Washington Avenue, Long Island City, twenty-five years ago, and lived there with his mother, Mrs. Joseph Zolendz, until called by the Selective Draft last December. He sailed for France in April.

RIBOT'S STEPSON KILLED.

Major in French Army and Mother Is a Chicagoan.

PARIS, June 4.—Marcel de Mongeot, Major in the French Army, was killed in action near Soissons on May 27. He was a son of Mme. Alexandre Ribot and a stepson of the ex-Premier. Mme. Ribot was formerly Miss Mary Burch of Chicago.

Four Killed, Many Hurt, in Karlsruhe Raid.

AMSTERDAM, June 4.—Four persons were killed, six seriously wounded and many slightly injured when ten British machines attacked the open town of Karlsruhe at 9 o'clock Saturday morning, according to the Weser Zeitung of Bremen. Two British airmen were shot down, it is asserted.

LEGAL NOTICE.

IN THE COURT OF COMMON PLEAS NO. 5 FOR THE COUNTY OF PHILADELPHIA. September Term, 1917, No. 78. In Divorce. ADOLPHINE FRANCES MAMIE vs. GEORGE A. MAMIE.

To George A. Mamie, late of 401 East 64th street, New York City, Respondent:

You will please take notice that I have been appointed Master by the Court in the above case, in which your wife, Adolphine Frances Mamie, has brought suit against you for absolute divorce on the ground of indignities to the person, and I at I will hold a meeting for the purpose of taking testimony in said case, at my office, 401 Lincoln Building, Philadelphia, on Friday, June 7th, 1918, at 3 o'clock P. M., when and where you may attend with witnesses if you so desire.

WILLIAM C. LYNCH, Master.

LOST, FOUND AND REWARDS.

LOST—Friday night, in the neighborhood of the Bijou Theatre, a diamond and sapphire service pin; reward of $50 if returned to Cattier Jewelers, 650 5th av.

CANDY

PENNY A POUND PROFIT

Trade Mark.

Special for To-Morrow, Wednesday, June 5th

PEANUT CREAM KISSES—What Loft candy lover does not know these big morsels of extreme deliciousness, produced by a masterly blended combination of richest Sugar Cream and the choicest, full-flavored, fresh roasted Virginia Peanuts? That's the splendid special we offer you one day only. POUND BOX 19c

Attractive Offerings for Tuesday

ASSORTED JELLY CIRCLES, or perhaps more commonly known as Jelly Rings, a collection of toothsome Gum Jellies, presented in crystallized form in many pleasing and tasty fruit and nut flavors. These sweets are great favorites with both grownups and kiddies. POUND BOX 34c

Loft New York

Stores: New York, Brooklyn, Newark.

CHOCOLATE COVERED MOLASSES BUTTERCRISP. This sweet is comprised of a morsel of that good old fashion Molasses Blew Candy — made crisp and spongy, but crumbles to bits as soon as it comes into contact with the teeth. The finishing feature is a cloak of our Uncoveted Velvety Chocolate. POUND BOX 39c

The specified weight includes the container.