

2 Americans Live 5 Days in No Man's Land

Wounded at Seicheprey, They Stay in Dugout Under Shellfire

Another Is Buried Alive Three Days

Chaplain Who Manned Gun Receives Offer of Commission

(By The Associated Press)

WITH THE AMERICAN ARMY IN FRANCE, April 26.—Two American soldiers, wounded in the engagement around Seicheprey Saturday, were found alive today in a dugout in No Man's Land. The dugout had been badly smashed by German shell fire and how the men managed to keep alive in the rain and mud under continuous German bombardments, physicians say, is little short of miraculous.

Another soldier, Raymond Demusky, of New Haven, Conn., was buried alive for three days when he crawled to the surface. Demusky was born in Russia, but had been naturalized. He was found by American Red Cross stretcher bearers, who went out into No Man's Land this morning. The Germans fired on the Red Cross flag, but the stretcher bearers kept waving it and the enemy fire stopped.

The American troops in the Seicheprey fight, additional details show, were outnumbered, in some instances, eight to one. The latest advice is that the American casualties are much under the first estimates.

Surrounded by 800 Germans

Edward Jacques, a New Haven boy, told the correspondent he was one of 150 Americans who had one time been almost surrounded by at least 800 Germans. French troops came to their assistance, said Jacques, who added:

"We got on fine with the Frenchmen. They had been training us so it seemed like they were our own fellows. We certainly made it hot for the Germans."

Sergeant John A. Dickman, formerly a printer of Somerville, Mass., and who is now wounded in a hospital, told a remarkable story. He and his men had charge of two Stokes guns. They were isolated for twelve minutes in an enemy barrage and were unable to signal the American lines. Dickman was wounded but kept pouring a hot fire into the German attacking waves and broke up the formation. He and his men retired only when their guns became jammed.

"Machine gun" Parker, who manned a gun by himself, was asked by his superior officer at one stage of the engagement whether he could hold the line. He replied that he could, unless killed, and he did.

Chaplain Helps to Man Gun

Father William J. Farrell, of West Newton, Mass., a regimental chaplain, proved such a good fighter that a high officer offered him a commission in the assistance of a battery when four of the American gunners were killed, carried up ammunition and helped the crew to keep the gun working. He was wounded slightly.

Raymond Connor, of New Haven, a sanitary squad runner, was another hero. He was one of eight men captured by the Germans who, escaped and went to Seicheprey. They took charge of the first aid station there until a doctor arrived. Connor then went to the rear and organized a new squad, returned to the front and was wounded.

Propaganda balloons, which have been falling on the American lines since Tuesday, indicate that the Germans are still trying to undermine the French morale. The pamphlets dropped contain cartoons, poems and articles

Americans Made Successful Raid Near The Meuse Heights

(By The Associated Press) WITH THE FRENCH ARMY IN FRANCE, April 26.—American troops today made a successful trench raid near the Heights of the Meuse, in the vicinity of Vaux-les-Palameix (on the front below Verdun, nine miles north of St. Mihiel). Their French comrades harassed the enemy in the same way at a number of places in Lorraine and in the Vosges.

The town of Seicheprey is surrounded by hills about 800 feet high. The line of the Allies passes 2,000 yards north of Seicheprey and a few hundred yards from the edge of Rennevers Wood. The Germans were able to seize this wood and a strip of ground 1,000 yards long and half a mile wide, lying to the west and east of the wood, on Saturday morning, and the attack on the American sector in the vicinity of Seicheprey was a sequel to this action.

British Plan to Welcome American Troops on Landing

LONDON, April 26.—For a long time there has been a feeling of regret throughout England that such American troops as land on British soil arrive without the British public being permitted to witness any sort of welcome or friendly greeting. The British public has been largely due to the fact that the American authorities would not permit any advance information of times or places of landing.

"Soldiers arriving after a long, hard ocean voyage must have often felt there was something chilly about their landing," said a prominent British official to The Associated Press correspondent today, "and we are going to find some way to remedy this."

Proposals to provide through certain semi-military organizations a more hospitable welcome for arriving soldiers are now being discussed, and definite action may be expected in the course of a few days.

Aircraft Board Pays Tribute to Bolling

(Staff Correspondence) WASHINGTON, April 26.—Resolutions in recognition of the distinguished service given to the nation by Colonel Raynal C. Bolling, killed in France, were made public today by the Aircraft Board, as follows:

"Colonel Raynal C. Bolling, Signal Corps, United States Army, was killed by the enemy in the performance of his duty in the performance of his duty. Colonel Bolling was a member of the Aircraft Production Board and rendered distinguished service to his country as a member of a mission to Europe to negotiate important military matters between the United States and Allied governments. His high motives, brilliant attainments and unflinching devotion rendered his services of inestimable value to his country and deepens the sense of personal loss to the members of this board.

"It is resolved, therefore, that this statement be spread upon the minutes of the board, and a copy of the same be sent to his family as a brief memorial to the brave gentleman and gallant soldier, Raynal C. Bolling, Colonel, Signal Corps, United States Army, killed in action in the defense of his country and in the cause of liberty among the nations of the world."

Italians Penetrate Austrian Line

ROME, April 26.—The official statement issued by the War Office reads: "In the Arsa Valley Italian detachments penetrated three belts of wire defenses and surprised advanced enemy posts. In the Morbia Valley and at Dosso they captured nineteen prisoners and destroyed a large portion of the enemy's defensive works. Our troops returned without loss, although the hostile artillery opened a concentration of fire on the attacked sector."

Ban Urged on Liquor Making Or Distribution During War

WASHINGTON, April 26.—Absolute prohibition of the manufacture or distribution of liquor during the war was proposed in a bill introduced today by Representative Barkley, of Kentucky.

Commander at Zeebrugge Ousted Following Raid

Vice-Admiral Schroeder Punished for Being Taken by Surprise

Failure, Teutons Say Berlin Press Declares U-Boats Are Still Able to Leave the Harbor

AMSTERDAM, April 26.—Vice-Admiral Schroeder, the commander at Zeebrugge, according to reports reaching here, will be deprived of his command for being taken by surprise by the British Tuesday.

German newspapers, in commenting on the raid at Zeebrugge, generally take the hint given in the official reports at Berlin and represent the enterprise as having been a failure. Some, however, admit that the attack was made with great boldness.

"The cement-laden ships which were sunk close to the coast will not hinder the exits and entrances of the German naval forces," the "Koelnische Zeitung" says.

The "Lokal Anzeiger" says that the raiders succeeded in blocking the waterway to a great extent, but that the U-boats still are able to leave their harbor, as a narrow passage remains. The "Weser Zeitung" regards the British version as a fantastic substitution of the wish for the deed, and adds: "It is a success of which we Germans may be proud."

Wind Lifting Smoke Screen Spoiled Raid Plans at Ostend

LONDON, April 26 (Reuter Ottawa Agency).—The British Admiralty amplified today the official report which it issued yesterday regarding the recent raid against German U-boat bases on the Flanders coast. Whereas yesterday's report dealt with the attack on Zeebrugge, today's described in detail the operations against Ostend.

"The wind that blew back the smoke screen at Zeebrugge served us even worse at Ostend, where nothing else prevented the success of the operation, ably directed by Commodore Lynes. The coastal motor boats had made a smoke cloud which effectively hid our motor boats' approach from the enemy. The Sirius was already in the water past the Strom bank buoy when the wind changed, revealing our arrangements to the enemy, who extinguished the smoke fires with gunfire.

"The Sirius was already in a sinking condition when at length the two ships, having failed to find the entrance, grounded and were forced to sink themselves at a point about 400 yards east of the pier. Their crews were taken off by motor launches under Lieutenant Hoare and Lieutenant Bourke.

"Motor launches here were under the command of Commander Hamilton Benn, R. N. V. R., while those at Zeebrugge were commanded by Captain Collins, the vice-admiral's flag captain. All other coastal motor boats were commanded by Lieutenant Wellman, D. S. O. R. N. R. The torpedo boat destroyer flotilla was commanded by Captain Tookson.

"The difficulty of the operation can be judged from the fact that from Zeebrugge to Ostend the enemy batteries number not less than 120 heavy guns, which can concentrate on retreating ships in daylight up to a distance of about sixteen miles. This imposes as a condition of success that the operation must be carried out at night, and not in daylight.

"The night must take place at high water, with the wind from the right quarter, with a calm sea for small craft operation. It cannot be rehearsed beforehand, since the essence is secrecy, and though one might have to wait a long time to realize all the essential conditions of wind and weather, secrecy wears badly when large numbers of men are brought together in readiness for attack."

Casualties Among Our Fighting Men Abroad

WASHINGTON, April 26.—The casualty list today contained seventy-five names, divided as follows: Killed in action, 9; died of wounds, 5; died of disease, 3; wounded severely, 33; wounded slightly, 25.

Seven officers were named, five of them being reported severely wounded and two slightly wounded. Captain Henry H. Worthington and Lieutenant Orlando C. Brown, Edward M. Freeman, John H. Hyde and Harry E. Kelly were severely wounded. Lieutenants William H. Kirk and Alfred P. Kilvin were slightly wounded.

In addition to the seven officers named another, Lieutenant Julian N. Dow, previously reported killed in action, was reported a prisoner in Germany and suffering from a severe wound.

The list follows: (All names not otherwise marked are those of privates.)

- Killed in Action**
CORBIN, Harry T., sergeant.
ENAPF, William R., sergeant.
HOLMES, Louis M., corporal.
- Wounded Severely**
WORTHINGTON, Henry H., captain.
BROWN, Orlando C., lieutenant.
FREEMAN, Edward M., lieutenant.
HYDE, John H., lieutenant.
KELLY, Harry E., lieutenant.
- Wounded Slightly**
KIRK, William H., lieutenant.
KILVIN, Alfred P., lieutenant.
- SMITH, Charles, sergeant.**
BARRETT, Robert P., corporal.
GALLAGHER, Harry S., corporal.
O'REILLY, Martin, corporal.
THIESS, Charles O., mechanic.
MASTRANDIA, John, wagoner.
- ARCHER, Harold P.**
BOGDAN, John.
BORK, Walter.
LABAK, Walter.
DEVINE, William E.
FERBACK, Caleb W.
FRANK, George W.
EYRE, Charles G.
HEALY, Joseph.
JENSENBERG, Elmer.
KELLY, Thomas F.
LOISELLE, Walter A.
LURIE, Simon June.
MADDERE, John.
MARBLE, George W.
MORAN, N. J.
O'MEARA, Maurice D.
- Privates Thomas Connolly, Charles A. Wiggins and Michael K. Holmes, previously reported missing in action, now reported wounded in action.**

Summary of Casualties to Date

	Previously reported	Reported April 26	Totals
Killed in action	442	14	456
Killed by accident	198	0	198
Died of disease	942	3	945
Died at sea	257	0	257
Died of other causes	56	0	56
Totals	1,895	17	1,912
Wounded	2,347	58	2,405
Captured	45	0	45
Missing	55	0	55
Totals	4,342	75	4,417

Father Starving, Man Who Waived Exemption Asks Country's Aid

(Special Correspondence) WASHINGTON, April 26.—Meyer Rudinsky, 271 Sutter Avenue, Brooklyn, father of the private in Camp Upton who refused to claim exemption at the time he was called, is out of work and starving, according to a letter from the soldier seeking aid for his parent and made public tonight by Assistant Secretary of Labor Post.

Secretary Post referred the pathetic letter to Secretary of the Navy Daniels with the request that he endeavor to give employment to the soldier's father, who formerly worked in the Brooklyn Navy Yard. Secretary Daniels is investigating the matter.

"I may as well tell you that if his case is not looked into I may be forced to do something rash, for I cannot stand by and see my own people starving," the soldier wrote.

The young man, a private of the 10th Company, 182d Depot Brigade, wrote the Labor Department as follows: "I am a soldier at Camp Upton, N. Y. When I was drafted into the army I was working at the Brooklyn Navy Yard. Although he was a sickly man, I did not claim exemption, as he was making a fairly good living. During the winter months he had one of his fingers frozen while working for the same people. Father was laid up

Pershing Tells King Belgians Were Heroic

(Staff Correspondence) WASHINGTON, April 26.—The Belgian Legation announced today that General Pershing had sent to General Gillain for transmittal to King Albert the following telegram:

"Please convey to the commander my personal congratulations on the fine behavior of his valiant troops, and assure him of the profound admiration the heroic and victorious resistance of the Belgian army has evoked in the hearts of officers and men of the American Expeditionary Forces.

A telegram from King George of England to King Albert reads: "Please accept my felicitations for the splendid success of your troops during the German attacks of last week."

Italian Flier Sets New Speed Record

WASHINGTON, April 26.—Sergeant Giustolite, of the Italian flying corps, today established what is said to be a new world's record for speed when he flew from Langley Field, Hampton Roads, Va., to Washington, in a Spa fighter plane in one hour. The distance is 145 miles. He left Hampton Roads at 12:30 and arrived here at 1:30.

Sergeant Gino has been with the Italian flying corps since the outbreak of the war and has brought down many German fliers on the French front.

T. P. O'Connor Talks Draft With Reading

(Staff Correspondence) WASHINGTON, April 26.—T. P. O'Connor, member of the British Parliament, called on Lord Reading, the British Ambassador, this morning, and had a long interview with him on the question of Irish conscription.

Mr. O'Connor declined to comment on his conference, but it is understood he presented his views on the proposed conscription of Irishmen.

Frontal Drive For Sea Coast Is German Plan

(Continued from page 1)

northeast to Hollebeke, a distance of about eight miles. Then came a terrific deluge of high explosive shells, and before daybreak Thursday German infantry, including at least two mountain divisions, came over in waves.

Southwest of Kemmel the French were heavily engaged immediately. Simultaneously several other divisions swept down the west slopes from Wytshchaete in an effort to encircle Kemmel from the north. The wet ground retained the gas fumes, and even the Allied artillerymen were forced to fight wearing their masks. And, incidentally, a notable fact is that the Germans are using gas shells in increasing numbers in every major attack.

On the northern portion of the battlefield the British were forced to retire before what Haig calls "greatly superior forces." At this hour the enemy was slightly westward of the road running from Ypres to Kemmel, having captured Vierstraat. From Vierstraat the line apparently turns sharply eastward to Hollebeke. From Kemmel to Hollebeke is approximately 10,000 yards. Along this line the enemy is bringing tremendous pressure in an attempt to get in back of Ypres and force a British withdrawal.

From the nearest point of the German line to Dunkirk is about twenty-four miles. A further advance in this area means an inevitable readjustment of the whole northern line.

North of Bethune the German artillery is extremely active. Turning from the Flanders to the Somme front, one finds a highly encouraging contrast. After the first rush toward Amiens which wrested Hangard from the French and Villers-Bretonneux from the British the enemy was checked sharply, and the Australians, by a clever encircling movement, regained the village.

Last night the Germans began to hurl gas shells over this area as if contemplating a resumption of hostilities.

This week-end is apparently filled with many anxious moments, as the development in the Ypres region may have far-reaching consequences.

Gen. Wood's Division Soon to Go to France

(Staff Correspondence) WASHINGTON, April 26.—Officers' training schools, announced to begin in all army camps May 15, will not be opened at divisions where the commands are slated for early dispatch to France, it became known today at the War Department.

While no announcement has yet been made by the War Department of specific schools that will not be held, it is known the National Army division at Camp Funston, Kan., commanded by General Leonard Wood, will not have a school, indicating that it is one of the draft divisions which soon is to see service in France.

The original plan of the War Department was to hold training schools in three regular army divisions, eight National Guard divisions and thirteen National Army camps. While it was stipulated that those schools were an integral part of the divisions and would move with the divisions, the decision has been made by the department that it would be impracticable to start the schools if the divisions involved were slated for dispatch overseas before the special training of officers could be gotten under way.

The location of camps where schools have been planned include the following: Ayer, Mass.; Annapolis, Md.; Columbia, S. C.; Chillicothe, Ohio; Louisville, Ky.; Battle Creek, Mich.; Rockford, Ill.; Des Moines, Iowa; Little Rock, Ark.; Fort Riley, Kan.; Fort Sam Houston, Texas; American Lake, Washington; Fort Bliss, Texas; Aniston, Ala.; Macon, Ga.; Deming, N. M.; Fort Worth, Texas; Montgomery, Ala.; Hattiesburg, Miss.; Alexandria, La.; Linda Vista and Waco, Texas.

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Captain Butterfield Given Up as Lost

All Deck Officers Now Believed to Have Perished in the Florence H. Explosion

Captain F. J. Butterfield and all the deck officers of the American steamship Florence H. are now believed to have lost their lives when that ship was destroyed by an explosion April 17 while off the French coast. A list of survivors received here yesterday by cable from the American Consul at Brest does not contain their names. It is also shown that only two of the engine room officers escaped uninjured, the others being reported as badly burned.

Out of the thirty-six men in the civilian crew, the cable report showed, twenty-nine are dead or missing, twelve are in hospitals badly burned, two are slightly burned, and only thirteen escaped uninjured. There is a remote possibility, however, that some of the missing may yet turn up alive.

Americans among officers and crew believed to be lost are: Captain F. J. Butterfield, Haverhill, Mass.; John Beans, chief mate, 67 Linden Avenue, Brooklyn; Russell Overington, second mate, 174 Sixth Avenue, Brooklyn; H. L. Cudahy, third mate, Portland, Ore.; A. W. Randie, reserve officer, Niagara Falls; J. A. Washko, reserve officer, Cleveland; Joseph Lamoureux, reserve officer, Chicago; L. E. Giguart, seaman, Everett, Mass.; C. A. Goodwin, water tender, Melrose, Mass.

The list of those badly burned contains the names of the following Americans: Patrick G. Ford, engineer, Marine's Harbor, Staten Island; Martin S. Collins, engineer, Benton Harbor, Mich.; P. S. West, seaman, Gustas, Mass.; J. A. Keating, oiler, Malden, Mass.

The Florence H. sailed from Atlantic City port March 30 with cargo, part of which was explosives. A recent cable from Paris said that the explosion was believed to have been caused by a bomb planted on the ship before she sailed.

Petrograd Is Down to One Day's Food Supply

LONDON, April 26.—President Zinoviev of the Petrograd Soviet, according to a Russian wireless dispatch, has sent a message to the grain growing provinces begging them to send food.

Owing to events in Finland rations have been shortened and only one day's supply is available in Petrograd.

VIENNA, April 26.—An official communication issued today says: "On the night of April 22-23 a detachment of our destroyers advanced in the Southern Adriatic against the Straits of Otranto."

"In the artillery battle which followed with the enemy's light forces, an enemy destroyer was seriously damaged. Our units returned without damage or losses."

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