

LIEUT. BULLOCK IS KILLED ON MEUSE

Former Editor of Princeton Daily Dies at Head of His Platoon.

FLIER BELIEVED DEAD

Mother of Lieut. John C. Tyler Gets Ambiguous Message by Cable.

News of the death of Lieut. Benjamin Bullock 3d, who was well known in New York and Philadelphia, was received here yesterday in a letter from Major Francis Lloyd. He was killed September 23 when leading his platoon of the 15th Infantry in action west of the Meuse. He was buried in the little village of Nantillois, which the American forces afterward captured.

Lieut. Bullock was the only son of Mr. and Mrs. Benjamin Bullock of Edgewood road, Ardmore, Pa. He was graduated from Princeton in the class of 1915 and was editor of the Daily Princetonian, the university paper, during his senior year. After leaving college he entered the employ of the Curtis Publishing Company, where he occupied an important executive position when the war started.

Already a member of the First City Troop in Philadelphia, he lost no time entering the first officers' training camp at Fort Niagara, where he took high rank upon graduation. He was ordered to the Meuse and assigned to the 15th Infantry, which was largely made up of drafted men from Philadelphia.

Mrs. May L. Tyler, 80 Pierpont street, Brooklyn, received an ambiguous letter from an officer who had been serving in France with her son, Lieut. John C. Tyler of the aviation service. From the letter Mrs. Tyler assumes that her son has been killed. It was written in the past tense and contained a copy of a certificate of discharge which Lieut. Tyler received for extraordinary gallantry in downing enemy planes. Efforts are being made by cable to learn his fate definitely.

Lieut. Tyler was 25 years old, a son of the late Walter Lincoln Tyler. He was graduated from Williams College and took a degree in mechanical engineering at the Massachusetts Institute of Technology. He enlisted in the aviation corps when the United States entered the war and received his training in France.

Lieutenant Theodore Stanwood Kenyon, 221 West Eighty-second street, attached to Company B, 166th Infantry, was wounded slightly in yesterday's fighting in the Argonne Forest, according to word received by his father, William Houston Kenyon, with whom the son was assigned in the practice of law. Lieutenant Kenyon is a graduate of Harvard and Columbia Law School and served on the Mexican border.

The happiness which Mrs. Hattie Donovan, 340 West Fifty-third street, felt at the defeat of Germany was marred yesterday by news of the death of her son, Corporal John J. Donovan of Company P, 165th Infantry, who was killed in action September 29. She had only finished reading a letter written by him September 23 when the War Department telegram arrived. Mrs. Donovan said she would be willing to sacrifice her two other sons, if he be in order "to get the Kaiser and his clique."

Believes Son Still Lives.

"No better news than peace could come to the world," Mrs. Donovan said. "But we must not let the Kaiser and his henchmen get away with what they have done to the world. I hope our boys will be allowed to capture them and give them the medicine they deserve."

Miss Gussie Schaffel, 1486 Brook avenue, the Bronx, received a letter from Corporal Frederick Frimel of Company P, 165th Infantry, October 11, in which he said he was slightly wounded in a hospital. Subsequently his mother, Mrs. Fannie Frimel, had a telegram from the War Department stating her son had been killed September 29. She believes an error has been made and that he is living. He was a medical student at Syracuse University when he joined the service.

Private Amherst W. Meeker of Company I, 167th Infantry, who died of wounds September 30, lived at 1805 West Street, Brooklyn, was a son of Samuel W. Meeker, a well known lawyer and vice-president of the Williamsburg Trust Company. He was a member of the ambulance service of the Medical Corps. While in training at Allentown, Pa., he asked and obtained a transfer to the infantry. He was a member of the Phi Kappa Phi Fraternity.

A memorial service in honor of Lieut. James J. Porter, son of William H. Porter of J. P. Morgan & Co., who was killed in the Argonne Forest in France, will be held in the Central Presbyterian Church, Madison avenue and Fifty-seventh street, Friday, November 15, at 4 o'clock. The Rev. William Merle-Smith, D. D., the pastor, will officiate. Lieut. Foster, who was in the Tenth Machine Gun Battalion, was killed by shell fire.

IRISH VETERANS ORGANIZE

Services to Country During Civil War Will Be Perpetuated.

With the approval of Supreme Court Justices, the "Veteran Corps, Sixty-ninth Regiment" was incorporated yesterday to perpetuate the memories and friendship formed during active service in Meagher's Irish Brigade and Corporal's Irish Legion of the Sixty-ninth Regiment, New York, and the 162nd United States Infantry.

John P. Everett of 23 Liberty street, in his petition for a charter stated that the organization will preserve a historical record of the services rendered by the organizations named to the nation and the State and will "inculcate the fundamental principles of American patriotism and citizenship and an understanding of the facts of American history—the true basis of character and its proper discipline."

The first annual meeting will be held April 11. Meanwhile a temporary board of fourteen directors, headed by Charles Healy, 13 East Ninety-second street, will administer the association's affairs.

STEINWAY TUBE PERIL BARED

Tottering Timbers Menace Passengers, Says F. S. Commission.

Declaring that exceedingly dangerous conditions exist at Shaft 2 of the Steinway or Steinway tunnel, which in case of a break would imperil the lives of passengers on the tracks 100 feet below, the Public Service Commission in a letter yesterday called attention to the fact that the attention of the Board of Estimate is being requested for money to make repairs, a request which has been ignored on a plea of economy.

The shaft was originally used for construction purposes, but the timbering is now in danger of collapse. The commission wants the money to retine it in a permanent manner.

AIR FAILS TO RAISE SUNKEN MOTORBOAT

Orator and Diver Try Two Kinds but Hudson Refuses to Give Her Up.

IT'S A SECRET PROCESS

Vast Multitude Assembles to See Miracle of Science and Doesn't.

The representative of the Marine Salvage Company, 40 Wall street, had been drilled by a professor in the speech he was to make, but as he looked up and beheld the vast multitude assembled on the slopes of Riverside Drive at 151st street panic seized him and he reached for his notes.

"The need of a revolution in the method of reclaiming wrecked vessels from the ocean's bed has increased enormously since the beginning of the world war just ended. Ended. The present demonstration of the operation of a fundamentally new principle applied to this task indicates how efficiently at least that need has been surmounted. Surmounted."

As these words were upon the turbulent bosom of the Hudson some fifty feet off shore the graceful motor yacht Good Times, moored to a red can buoy. It had been announced that she was to be blown up, tested, diver would descend to her after the waters had closed over her, that he would affix a patent device to her torn hull and that forthwith she would rise of her own volition to the surface and blow proudly upon the waters again as before.

Sinking Fanciest Talk.

"Up to but not including May 1918 the submarine toll of ships sent to the bottom amounted to nearly 5,000 vessels—a total tonnage, according to British Admiralty reports, of 15,111,878 tons. The value of these vessels has been estimated at, in round figures, \$2,000,000,000, without counting the hundreds of millions represented by their cargoes. The sinking of a ship is a disaster to the treasure amounts to an almost fabulous sum. A very large proportion of these vessels was sent to shallow bottoms, capable of being reached by current salvage methods, yet to last May, according to British Admiralty reports, the sunken victims to be reclaimed numbered only 407 ships."

At this point two little puffs of smoke arose from the vitals of the Good Times and it was announced that she had been blown up. She began to settle slowly, and the impassioned orator ran on: "The method of salvaging sunken vessels relies upon cumbersome and costly apparatus and the exertion of tremendous mechanical force. The required expenditure of money and time, which is enhanced by bad weather, is often prohibitive. Often the two methods are combined, and through the newspapers the public is familiar with the practice of placing heavy steel cables beneath."

Lord cries of "Lay off, Bill, she's sunk!"—the sunken wreck, which are drawn up by power aboard wrecking vessels anchored on each side; with the patching up by divers of sunken hulls so that some of their buoyancy may be restored through supplanting the water they contain with compressed air from above the surface. The steel pontoons attached to the wreck and they themselves rendered buoyant with compressed air—all of which consume weeks, sometimes months of preparation at great expense, often with failure as the only reward."

No Time for Sociality.

His friends picked the orator up bodily and transferred him to a motor boat, which shaped its course toward the sunken wreck of the Good Times. He seemed unconscious of his surroundings and kept right on orating. A diver in the raft of his craft was led up by the orator, who, in the meantime, the main orator patted the diver absently upon his steel helmet and brusquely pushing the other orator aside continued as the diver disappeared overhead.

"The obvious solution of the difficulty would be the discovery of some principle of buoyancy which without the application of great and costly mechanical force could be simply and quickly applied to the sunken hull, which would then return to the surface of its own accord. Accord."

"That this discovery has been made the present demonstration shows. All that is necessary is for the salvaged vessel to leave the bottom and approach the surface and retain its buoyancy applied—applied—buoyancy until it can be towed to a convenient place for pumping and repairs—all of which is now accomplished."

Speech a Success Anyhow.

But the orator was too nimble for them. Striking the struts of the motor boat upon which he was standing he ascended in a trio to the cross-street, and slinging away the shrouds with his knife successfully hoisted, "curse it, 'Ha! ha!'" he cried with a gesture of command to his public he continued: "There is no limit to the size or weight of vessels which can be reclaimed in this way, and by the secret process which, after the patient experimenting of years, has just now been so overwhelmingly demonstrated. So long as a vessel does not lie beyond the depth limit possible for a diver to negotiate it is quite possible by the new method to raise her decks flush with the surface of the water. The use of any other known method this task, if possible at all, would consume months of time and require the expenditure of an immense expenditure of money. Money."

But from the point of view of the motor yacht Good Times oratory is not the compelling art which it has so often been cracked up to be. The diver having abandoned her as a hopeless enterprise she still lies at the bottom of the Hudson with the harbor gulls mewling over her and a half consumed bottle of good old Scotch in her leeboard challenging the river pirates far and near.

SEES UNITY FOSTERED BY WAR.

Cardinal O'Connell Replies to Gov. McCall's Letter.

Boston, Nov. 13.—Cardinal O'Connell, in a letter to Gov. McCall made public to-night, thanked the Governor for his recent letter expressing the gratitude of the State for the work done by the Cardinal and Catholic agencies during the influenza epidemic. "The afflictions and sorrows of recent times," he said, "though sad in themselves, have, I feel, served at least one great purpose—to bring us all more closely together in the firm bond of a better mutual understanding and more cordial sentiment of noble and enduring cooperation in all those things that concern the highest common good."

PEACE TABLE PLACE SOUGHT BY WOMEN

Club Federation Urges One of Members as Delegate.

Wants Government to Super-Adjustment of Plants to Peace Basis.

Women will sit at the peace table if the New York State Federation of Women's Clubs has its way. Yesterday the organization, which is convening this week at the Hotel Astor, adopted a resolution setting forth the reasons why women should have a voice in the peace negotiations and asking that President Wilson include one or more in the delegates he is to appoint. The resolution recites the services women have rendered in the war, and the part they must take in the reconstruction of the world and asks of the President's own appreciation of their work. A copy will be sent to Mr. Wilson.

Mrs. Carrie Chapman Catt, head of the National Woman Suffrage Association, already has urged the need of women among the peace conferees and Mrs. Percy Pennington of Texas, former president of the General Federation of Women's Clubs, made a speech in its advocacy at the dinner to Mrs. William Tod Helmuth, Monday night. "No unrepentant Germany in the League of Nations" was the slogan Miss Helen York Rose, secretary of the National Woman Suffrage Association, presented to the delegates. For years she has been advocating the League of Nations. She said that the League of Nations is the only way to establish a league of peace.

A third resolution urged the support of the Government and the public for new industries. Mrs. D. Leigh Colvin, who got a great reception from the women when she presented the fact that she was among the candidates for Governor of Connecticut, also made a speech at the dinner. She said that she would support the League of Nations and the public for new industries.

LOSS OF THE LUCIA LAID TO DECK LOAD

Survivors of "Unsinkable" Say Motor Trucks Outdid the Torpedo.

Survivors of the "unsinkable" American steamship Lucia, which foundered October 18, twenty-four hours after being torpedoed, arrived at this port yesterday asserting that her destruction had been underestimated by her critics, that she was really unsinkable through torpedo attack, and that she went down because she was battered to pieces by five ton motor trucks that tore away from lashings on her main deck while she was wallowing in a heavy sea.

After her engine room was smashed by the torpedo her skipper, Capt. Cleary, stayed aboard all night and the next morning ate breakfast on deck with all hands. A gale sprang up later in the morning and the Lucia, lurching in the trough, rolled at an angle of forty-five degrees. The heavy trucks became imbued with the destructive life of the Hun after they broke from the lashings. The lifeboats were launched, and their occupants looked on fearfully at the wild, tumbling, rushing, leaping, crashing and rattling, colliding trucks.

The skipper hoped, after he had seen a dozen or more tear through bulwarks into the crested sea, that he might be able to go aboard again and patch up the unsinkable, but many trucks persisted in going in every other direction except seaward. They played leapfrog, and the Lucia, with her broken hatch covers, divided through deck plates, emerged through mighty rents in the freighter's sides and smashed a large part of her boxes that were designed to save her.

Before leaving the ship Capt. Cleary had sent wireless calls for help, and it came with the American destroyer 23 first, with the motor trucks rampaging to the last. Four of the crew of the engine room were killed by the torpedo. The survivors say that all hands were always under perfect discipline and acted like veterans. They told the United States Shipping Commissioner yesterday that they had set aside a part of their wages to buy a silver cup for the destroyer that rescued them.

MORRIS BOARDS SHIP AFTER RACE AT SEA

Destroyer Carries U. S. Envoy to Swedish Liner.

Ira Nelson Morris, American Minister to Sweden, called recently at the office of the Swedish-American Line expecting to book passage for Gothenburg by the steamship Stockholm and learned that the liner had sailed the day before. He wired the State Department, which conferred with the Navy Department and a destroyer with Boston was ordered to hunt for Morris and his staff to the Stockholm, then many miles at sea. The New York office of the line received yesterday a wireless message from the skipper of the Stockholm saying that Mr. Morris and his party had been put aboard the liner 500 miles off the New England coast on November 6. The bar on commercial wireless in war time prevented the Stockholm's skipper from announcing the news until after the signing of the armistice.

The Stockholm is the crack ship of the Swedish-American Line. She sailed from Galveston for this port with 15,000 passengers and cargo on November 4, and arrived here on November 4, taking on passengers and cargo and departing the same day for Gothenburg.

E. B. Ward Estate \$1,035,000.

CHICAGO, Nov. 13.—Relatives in England, France and Australia are among those benefiting under the will of Eber B. Ward, filed for probate here to-day. The estate is valued at \$1,035,000. Mr. Ward, who died in France May 5, 1915, was a brother of Clara Ward, internationally known as the Princess of the Theatre. Mr. Ward's legal home was Chicago, though he had lived for many years in France.

First Provisional Regiment to Stay on Duty Till Peace.

Although the armistice has been signed, the First Provisional Regiment, guarding the Catskill aqueduct from Tonawanda to Ashokan, it was announced at a meeting here yesterday that the regiment will continue to remain on active duty until after peace is ratified.

AQUEDUCT GUARD TO REMAIN.

Col. John B. Ross said that, like the soldiers holding the allied lines in France, the Provisional Regiment men will not relax their vigilance a bit. The 1,500 officers and men will not be home for Thanksgiving and maybe not for Christmas either. The Aqueduct Guard Citizens Committee, of which Stuyvesant Fish, Judge Alton B. Parker, Mr. and Mrs. James Speyer, Mrs. Viola Allen Duryea and others of prominence are active workers, will continue providing comforts for the soldiers until they are debanded.

Wants Government to Super-Adjustment of Plants to Peace Basis.

WASHINGTON, Nov. 13.—Continuation of Governmental supervision of the steel industry during the period of readjustment to peace conditions was recommended to-day by the steel committee of the American Iron and Steel Institute at its first meeting with the War Industries Board since the signing of the armistice.

The chief purpose of the meeting, it was announced, was to preserve "industrial stability," and the discussion covered general trade conditions, national and international.

After the conference officials in explaining the steel committee's recommendation for continued supervision by the War Industries Board said that if price control were abandoned and the price of steel decreased those who stocked up with raw and semi-finished materials at the fixed price could not compete with those who could go into the market with lower prices prevailing.

On the other hand, if the price should increase manufacturers with stocks on hand would have an advantage. Government supervision and price control, it was explained, would prevent any such conditions and stabilize the industry until it is on a peace basis.

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Government Control Needed.

"The iron and steel institute committee in the course of its suggestions laid emphasis upon the point that a continuation of Governmental supervision of industry for the present would be highly desirable. It was agreed that many changes in operating conditions of the steel mills will be necessary in the transition from war to a peace basis, and a probable resumption of Federal, State and municipal improvements which had been temporarily suspended and the demands from abroad for foreign construction, which are already taking definite shape, it is believed that the transition can be accomplished in an orderly and systematic way."

Further data and information are to be gathered and collected for the use of the War Industries Board for its conferences with this and other industries."

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"The steel trade is confronted with problems of readjustment of prices and uses of steel greater than any with which it has ever dealt. For the first time in its history it enters on a transition period with Government agencies in practical control of production and distribution. Washington has already announced the partial or entire removal of the restrictions on certain lines of steel consumption following the actual

MILK PRICE MAY GO HIGHER IN DECEMBER

Increase in Force To-day Causes Resentment, but Relief Is Doubtful.

COST PEAK NOT REACHED

Decrease Cannot Be Expected Until January, When the Normal Drop Begins.

There was general resentment yesterday among consumers of milk over the announcement that milk distributors, acting under authority of the Federal Food Administration, will add another cent to-day to the price for pints and quarts. Housewives will pay 17 cents a quart and 11 cents a pint for Grade B and 15 cents a quart and 12 cents a pint for Grade A (bottled and delivered) until the last day of the month. December 1 there may be another revision. If one is ordered it will be a revision upward, not downward.

The cost of producing milk increases gradually from July to December inclusive, and decreases each month from January to June inclusive. For years the price to the distributor has risen month by month the last half of a year and has dropped month by month the first half of the year. Since the price was raised in November, it necessarily follows that there must be a drop in the price which the distributor will receive from the consumer.

In view of steadily increased prices there is much conjecture now as to what is going to happen in January, when the farmers' prices are due to start dropping.

Everybody Losing, They Say.

At present the farmers insist they are producing milk at a loss and distributors declare they are not making a cent. Both sides on the responsibility for the "rise" in prices of the past few months rest with the Food Administration.

The second retail price boost in the present month was made necessary, according to an explanation by Dr. Clyde L. King of the Food Administration, because of increased wages to employees of distributing companies awarded by B. M. Squires, Commissioner of Conciliation of the United States Department of Labor.

This increase in the cost of delivering milk again has attracted attention to the great margin between the cost of milk to the distributor at the country milk plant and the price the consumer pays at the store. Dr. King figures that the operating cost of delivering a bottle of grade B milk in August, September, October and November (exclusive of the November wage increase) was 3.73 cents a quart. With the wage increase added the November operating cost, according to Dr. King, will be 5.11 cents a quart.

Officials of the Dairyman's League claim their investigations show that while the cost of milk to deliver a bottle of grade B milk in New York city, distributors in Philadelphia were able to render the same service at an operating cost of 4 cents per quart, which is one cent less than the cost of the milk in New York. There have been many official investigations and inquiries into this phase of the milk question, but for a long time, except for an occasional hint from the farmer, nobody has talked about the necessity for this reduction.

Plan for Fair Margin.

"There is no doubt that milk can be delivered to stores at 3 cents per quart over the price that the farmer gets. If the farmer receives 3 1/2 cents the cost to the stores would be 1 1/2 cents. Bottled milk could be delivered at a profit of an advance of 5 cents over the farmer's price. What I wish is to see the stores supplied with milk at these prices. If that is done, if folks want milk delivered in wagons, for the Lord's sake let them have it any day for it."

Bowden's Farm Products Company, the Sheffield Farms-Slackor Company and the Keystone Dairy will begin tomorrow morning the experiment of "daylight delivery" in Hudson county, New Jersey. If the scheme works in New Jersey it is understood it will be applied here as well.

When the employees of the milk companies made their demands for increased wages recently they asked for "daylight delivery" and no "Sunday delivery," and the "experiment" was subsequently authorized. The first milk wagons will start out on their routes at 5 o'clock and the drivers will continue to deliver until their routes are served. Under the present system the drivers begin work at 1:30 A. M.

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STEEL INDUSTRY ASKS FEDERAL AID

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PLEA FOR FIXED RATES

Committee Points Way to Industrial Transition Without Harming Trade.

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ESCAPE AUSTRIAN PRISONERS

Alleged Holders at Trieste, Local Riots Aiding Flight.

By the Associated Press.

Trieste, Nov. 11.—Aviator C. O. Young, Des Moines, who was supposed to have been killed, has arrived here with a number of allied prisoners who succeeded in escaping from Austrian concentration camps owing to local riots. With him was Paul G. Ratliff, Drew, Miss., who escaped from a prisoners' camp November 4.

Police Department Orders

TRANSFERS AND ASSIGNMENTS.

To take effect 8 A. M. November 14: PATROLMEN: David P. Lawler, 6th Prec. to Bridge Prec.; Thomas Bergen, 15th Prec. to 111th Prec.; Patrick C. Kelly, 21st Prec. to 111th Prec.; Adolph Kullmer, 114th Prec. to 114th Prec.; John Marrinan, Bridge Prec. to 15th Prec.

TEMPORARY ASSIGNMENTS.

PATROLMEN: Thomas Collins, 16th Prec. to 6th Prec. Dis. to duty in 14th Prec. from 8 A. M. November 14 to 8 A. M. December 1; From precincts indicated to 6th Prec. Dis. to duty in 14th Prec. from 8 A. M. November 14 to 8 A. M. December 1; Patrick Flynn, 24; William P. Devlin, 46; Frank Peterman, 116.

RESIGNED FROM SUSPENSION AND RESTORED TO DUTY:

PATROLMAN: George Groeberger, No. 1918, 115th Prec. to take effect 3 P. M. November 12.

Amendment:

No. 1918 of paragraph 6, S. O. 261, c.s., as related to the sick leave granted to P. Pateman, Ferdinand Komarow, 11th Prec., be amended to read: Patrolman Ferdinand Komarow, 24th Prec.

SPECIAL PATROLMEN:

Appointed. To take effect November 11, with the L. W. F. Engineering Company: Louis C. Rishelberg, No. 784; Leonard J. Crawford, No. 742; William H. Johnson, No. 744; Oscar Fowler, No. 711; Joseph Wedger, No. 712; Augustus C. Wilcox, No. 744; Harvey W. Burdick, No. 641; Christopher Finken, No. 671.

Resignations accepted:

November 11: Paul J. McElroy, No. 284, with Federal Reserve Bank; William J. McElroy, with Interborough Rapid Transit Company.