ELSIE JANIS, WITH 5,985 TROOPS, HOME

Royal Welcome Is Given to Actress Who Entertained Soldiers in France.

BRIDAL VESSEL ARRIVES

Gen. Atterbury Tells About Feats of Transportation Forces at the Front.

Elsie Janis and 5,985 doughboys and other military persons with higher rank and pay, but of no greater importance, arrived here yesterday aboard the cruiser Pueblo and the transports Rotterdam and Louisville. The latter vessel, which has come to be known as the bridal ship, also carried sixty-five wives and fourteen children.

Besides Elsie Janis, who is returning from fifteen months service with the A. E. F., another headliner on the Rotterdam was Brig.-Gen. W. W. Atterbury, a vice president of the Pennsylvania Railroad, and commander of the railway transportation corps of Gen. Pershing's army since its organization nearly two years ago. In accordance with arrangements made by cable, Gen. Atterbury was met at the pier by an officer from Washington, who gave the General his discharge from the army and he lost no time in getting aboard a train for Philadelphia.

Miss Janis went directly to her home at Tarrytown, where she was welcomed by the entire population with Mayor Edward A. Martin at its head. The fire department turned out in her honor and the A. E. F.'s premier entertainer was carried through the streets while sirens sounded, bells clanged and the population cheered.

Her welcome began just after the Rotterdam left Quarantine, when two tugs decorated with banners reading "Welcome Home, Elsie Janis" strung along the rails met the big transport. They were unable to get close enough for Miss Janis to identify her friends, but the reception pleased her greatly just the same.

Gave 610 Performances.

Miss Janis gave 610 performances for the men of the A. E. F., some of them in the safe but dreary base towns and ports of the S. O. S. and many of them for the fighting men directly behind the lines. On more than one occasion German planes dropped bombs in the neighborhood during her performances, but she went right on with her songs and dances and won the undying affection not only of the men who were able to hear her, but of every one else in the American land and naval forces in France.

She went abroad on her own initiative, paid her own expenses, and incidentally was the only woman to whom the British authorities ever issued a "white pass," giving the bearer unrestricted freedom of movement anywhere in the battle area. This courtesy was the result of a personal request from Gen. Pershing. She was accompanied on her entire tour by her mother, who returned with her yesterday. Private William Janaschek, a relative of the famous Polish tragedienne, acted as her accompanist.

In speaking of her trip Miss Janis said yesterday that she had been repaid a thousand times for the effort she had made. She said:

"I would not have missed the education I have gained by getting to know Americans as they were in the army in France. They are wonderful boys, healthy in body, mind and heart. Nobody can know how good and fine they are who has not been with them when they were under the test as they were in the A. E. F."

Climax in Troop Movement.

Gen. Atterbury said that the troop movement in France reached its climax in May, when 317,186 officers and men were sent back to the United States. The previous high record was the movement of 312,000 into France last September. He told briefly of the work of the Railroad Transportation men under his command and praised their achievements. As an example of what they had done he cited the base at Gievres, where plans were made for a railroad yard with 363 miles of sidings and 1,152 turnouts, 4,410,000 square feet of covered stores and 10,387,000 square feet of open stores. When the armistice was signed, Gen. Atterbury said, 132 miles of track had been laid, three-quarters of the covered store houses had been completed and more than half the open storage space was ready. The General received the Legion of Honor from France, the American Distinguished Service Medal and was gazetted a Companion of the Order of the Bath by the British Government.

Among the other general officers on the Rotterdam were Major-Gen. Frank L. Winn, commanding the Eighty-ninth Division, and Brig.-Gen. George C. Barnhardt, commanding the 178th Infantry Brigade of the same division. The 305th Sanitary Train returned on the same vessel under the command of Major Charles H. Lewis of Richmond, Va. Other units on board were Ambulance Companies 317 to 320 inclusive and Hospital Companies 317 to 320. All these organizations had a narrow escape from capture when they received orders to establish a military hospital at St. Georges and when they advanced found the town in possession of the Germans.

Buzi Suzikl, president of the Japanese Federation of Labor, also was a passenger o nthe Rotterdam. He is on his way home after three months in France, where he attended the Peace Conference as a representativ of Japanese labor.

Two Soldiers Washed Overboard.

The voyage of the Pueblo was saddened by the loss of two men, who were washed overboard when the ship was in the Bay of Biscay, about 150 miles out of Brest. A sea struck the ship while a number of men were on the forward deck and Corporal Harry S. Hovey, Company E, and Private Joseph C. Stone, Company H, both of the 152d Infantry, were carried over the rail by the force of the water. A boat was lowered and Stone was picked up, but died in the ship's hospital from his injuries. Hovey was not seen again.

The troops on board the Pueblo were all members of the 142 dInfantry, Thirty-sixth Division, 50 officers and 1,749 men, mostly from Texas and Oklahoma. They were under the command of Col. F. W. Bloom, a lawyer of Austin, Tex., who won the Croix de Guerre.

On the Louisville, besides the sixty-five brides, mostly French and English girls and fourteen children, were three aerial photographic squadrons, the Fifth and Ninety-fourth Aero Pursuit squadrons and a number of casuals, 1,897 officers and men, all told, under the command of Major H. G. Ferguson, formerly attached to the 142d Field Artillery.

Col. Harry Cutler of Providence, president of the Jewish Welfare Board, also was a passenger on the Rotterdam. He was a delegate to the Peace Conference from the Zionist conference and expressed himself as hopeful that the plan for making Palestine a homeland for the Jews of the world would be adopted. Col. Cutler also visited every section of France in which American troops are quartered at the present time and said that he was convinced that all the welfare organizations ought to continue their work until the last fighting men had been demobilized and had jobs.

The Cunard liner Carmania brought 146 saloon passengers from Liverpool. The ship called at Halifax and disembarked 2,000 Canadian soldiers. Among her passengers were Lieut.-Col. Homer Folks of the American Red Cross, Mrs. Folks and their daughters, Gertrude and Evelyn; G. S. Mandell and Mrs. Mandell, Archdeacon E. Grey and Lieut. Charles G. Robinson of the Royal Flying Corps and his bride.

Col. Folks and his family have been engaged in war work in France, and Col. Folks served for a time in Serbia, where he was decorated by the Serbian Government with the Order of the White Eagle for his work. His party were the first Americans to visit Serbia after the signing of the armistice.

Just before sailing Col. Folks made a trip through the war zone of France and Belgium at the direction of the Red Cross War Council to procure accurate data on present conditions. In speaking of conditions in Europe generally, Col. Folks said:

"The need for American help is still as serious in some regions as it was at any time during the war. In many respects the situation went from very bad to much worse after the signing of the armistice. Old governments were overthrown and new ones not functioning. Everybody was dead tired and could not go on at war pressure. The suffering caused by the war went on after the fighting stopped, just as the expenses did. Transportation systems that had just held out through the war went to pieces, and the food and fuel shortage became even more acute. Millions of refugees began to give up such jobs as they had and make their way back to their homes, often walking hundreds of miles.

Suffering Is Still Going On.

"These things make getting back to America from Europe seem like getting out from under a black overhanging cloud which never lifts," Col. Folks continued.

"But here the sun still shines. Our economic life has been upset, but we still have our men to set it right again. We still have our homes, our families; we still live in comfort; we are the richest nation in the world and one of the most populous. We had only just gotten into our stride in the war and we still have plenty of energy and the will to do. The fighting is undoubtedly over, but the suffering, like the expenses, still goes on.

"We cannot fail to 'carry on' in the ways that are still needed. We must continue for the sufficient reason that our help is urgently needed, but we must also continue in order to prove our disinterestedness, which some now question—to prove that we were really moved by disinterested sympathy.

"We cannot forget that the war losses of all the Allies, while not incurred for our benefit, were nevertheless incurred for a cause which became ours and from which we could not escape. We are our brother's keeper, especially when he was hurt in a fight which became also an attack on us. American relief has done great things, in which we may all take satisfaction in all the years to come, but we cannot fail to see the job through, and it is far from being done.

"Our allies still need food, clothing, doctors, nurses, medicines, shelter, and perhaps above all need to continue to feel sure that rich America, the land of the free, still cares for them and will continue to bind up the wounds caused by the war. Hunger and disease are not yet demobilized.

"It is not a question of reconstruction in the sense of rebuilding cities and villages. Nobody has had time to think about that yet. It is entirely a question of food, clothing, care of the sick, sanitary precaution, and of getting some kind of temporary shelter which will keep out the rain."

TWO TRANSPORTS DUE TO-DAY.

20th Engineers and 309th Infantry Are on Board.

The following troopships are due here to-day:

K. I. Luckenbach, from Bordeaux May 17, with the Twentieth Engineers, detachment Tenth Battalion and medical detachment companies, 41 officers and 1,595 men; 303d Supply Train, headquarters detachment, medical detachment and Companies A to E inclusive, 9 officers and 438 men; Twelfth Transportation Casual Company, 2 officers and 129 men, and the Ninth Bakery Company, 1 officer and 79 men.

Lancaster, from Bordeaux May 16, with the 309th Infantry, Field and Staff Headquarters; First and Second Battalions, medical detachment and sanitary detachment, Supply Company and Machine Gun Company, and Companies B, C, D, E, F, G and H, 36 officers and 1,954 men.

Polar Sea, from St. Nazaire May 9, with one casual officer.

41 SHIPS SUNK BY MINE ACCIDENTS

57,946 Tons Lost Since Armistice Signing.

Special Despatch to THE SUN.

WASHINGTON, May 31.—Figures obtained by THE SUN from an official source show that thirty-three merchant ships and eight trawlers and minesweepers were sunk by accidental contact with mines between November 11, 1918, and May 21, 1919. The total gross tonnage involved was something over 57,946 tons, the tonnage not having been reported in all cases. Following is a list of the merchant vessels sunk exclusive of four small sailing vessels. Only two ships flying the American flag are among them:

Mercedes, Dutch, 757 tons, November 17, 1918.

DeFontaine, British, 1,721 tons, November 17, 1918.

Florentine, British, 3,411 tons, November 20, 1918.

Uranienborg, Danish, 1,975 tons, November 23, 1918.

War Typhoon, British, 1,963 tons, November 25, 1918.

Johanna, Dutch, 2,076 tons, about November 29, 1918.

Cassandra, British, 3,135 tons, December 5, 1918.

Bernisse, Dutch, 951 tons, December 6, 1918.

Scarsdale, British, 3,174 tons, December 7, 1918.

Eleni, Greek, 111 tons, December 10, 1918.

Eidsfos, Norwegian, 1,850 tons, December 23, 1918.

Bonheur, Norwegian, 4,507 tons, December 23, 1918.

Syria, Belgian, 2,902 tons, December 26, 1918.

Queen Helena, British, 2,755 tons, December 26, 1918.

Schaoula, French, ... January 13, 1919.

Unearth, British sloop, ... February 5, 1919.

Sphynx, Swedish requisitioned by British, 1,572 tons, February 5, 1919.

Riek, Dutch, 186 tons, February 12, 1919.

Stephanie, German, 757 tons, February 15, 1919.

Irey, British, 1,523 tons, March 1, 1919.

Yselhaven, American, 3,558 tons, March 15, 1919.

Nordanvind, Swedish, 339 tons, March 18, 1919.

Arad, Austrian, 3,927 tons, March 17, 1919.

Hollandsch Diep, Dutch, 350 tons, prior to March 20, 1919.

Umbria, Italian, 5,021 tons, April 12, 1919.

Carolus, Swedish, 1,041 tons, April 12, 1919.

Constantinos, Greek, about April 17, 1919.

Amalie, German, 196 tons, about April 17, 1919.

Lake Placid, American, 2,535, May 20, 1919.

J. H. STEVENS, BROKER, ADJUDGED INSANE

William D. Waldron Named as Friend's Committee.

John H. Stevens, a member of the Consolidated Stock Exchange, was declared insane and incompetent to manage his affairs by a jury in Justice Delehanty's part of the Supreme Court yesterday. William D. Waldron, a friend of the broker, who has been acting as his special guardian, was appointed as Stevens's committee.

The application for the committee was made by John F. Goodell of the towns of Peabody and Travers, Mass. Stevens went on the witness stand and it was on his own statements, which clearly bore out the contention of his friends, that the verdict was arrived at. Witnesses said Stevens labored under the delusion that attempts were being made to do away with him while a patient in the Rivercrest Sanitarium.

Several years ago, it was brought out, Stevens realized he was failing, physically and mentally, and letters he wrote at that time were admitted as evidence. In 1917 he took up heavy manual labor in a shipyard in an effort to regain his strenght and to keep his mind off business worries. Dr. William E. Dold of the Rivercrest Sanitarium testified that Stevens was suffering from dementia paralytia, but that his case was not regarded as hopelessly incurable.

Stevens's home is in 173 West Seventy-eighth street.

Mother Gets Son's War Honor.

CHICOPEE, MASS., May 31.—Mrs. Lawrence Davitt of Willimansett, mother of Chaplain William F. Davitt, killed in action, received to-day from Gen. Pershing her son's citation by which he got the posthumous award of a French War Cross with palm. Chaplain Davitt's citation is for bravery at Courmount October 4, 1918, while serving with the 125th Infantry, Thirty-second Division.

317,186 TROOPS RETURNED IN MAY

25 Fuel Divisions and Seven Skeletons Now Total of Shipments.

MARCH DEFENDS PLANS

Chief of Staff Stands By Proposal for 509,000 Men Next Year.

Special Despatch to THE SUN.

WASHINGTON, May 31.—All records for getting American troops back from France were broken during May, when 317,186 were landed at American ports from overseas Gen. March, Chief of Staff, announced to-day.

"Shipments of troops from abroad have now totalled twenty-five full divisions and seven skeleton divisions," Gen. March said, "leaving intact in France only seven regular divisions."

Replying to the opponents of his army reorganization plan, which involves a temporary average strength of 509,000 men for the next fiscal year, the Chief of Staff said that a return to the strength permitted under the national defence act would be fatal to the army's future.

"The organization of the army under the so-called Hay-Chamberlain bill," Gen March said, "is on a peace strength of 175,000 combatants with certain staff corps not included in that total, making a total strength in round numbers of 230,000. The bill provided for organizations which were developed by this war such as the tank corps, the air service, motor transport corps, embarkation and inland traffic services, to mention some specific cases.

Old Plan Inadequate.

"If the army were to revert to the organization prescribed in the national defence act and we tried to keep up the motor transport corps, the embarkation service, the inland traffic service and the great storage plants we have constructed all over the United States the Quartermaster Corps would not have in its authorized list of officers and men enough men for any one of these services to function. The personnel secured for these corps separately are each one of them as strong as the entire Quartermaster Corps authorized by that bill. Furthermore each one of these corps is in the hands of experts in their work developed by the war.

"The regular Quartermaster Corps is composed of officers who are not specialists in any one of those branches, and under that bill it would be literally impossible for the army to function except by the abandonment of everything we learned in this war. Of course the air service was a little branch of the Signal Corps, having a handful of planes and a handful of badly trained men. We have in the proposed bill made the air service a fourth arm, on an equality with the infantry, cavalry and field artillery. If we revert to the old organization, with the Signal Corps containing an aviation section, the whole air service would pass out of existence. It is a very serious matter, and I wanted to impress it upon the committee as I did.

Shift in General Staff.

"There has been a number of changes in the personnel of the General Staff during the last week. I have ordered back from the A. E. F. Major-Gen. James W. McAndrew, Chief of Staff of the Expeditionary Force, to be the head of the General Staff College, which in the new scheme of instruction of our army replaces the old War College. The General Staff College will be separated entirely from the General Staff activities and will not belong to the War Plans Division, as it used to in the past.

"The War Plans Division will continue functioning as a General Staff section, doing General Staff work, and the War College so called, which becomes the General Staff College, will be presided over by Gen. McAndrew, who before he became Chief of Staff of the A. E. F. had been selected to be head of the Leavenworth School in America, and in France took part in the early organization and formation of the instruction system in the American Expeditionary Force.

"Brig.-Gen. Lytle Brown, present head of the War Plans Division, will be replaced by Major-Gen. William M. Haan, recently returned from France, which is a permanent brigade in the Regular Army.

"Orders have been issued assigning Col. Robert M. Danforth as commandant of cadets at West Point, replacing the present commandant, Col. Bugge, who is a retired officer. Col. Danforth is now in France, and will assume the duties of commandant when he returns, which will probably be about the middle of July. Col. Danforth attained the grade of Emergency Brigade General and is an officer of great ability and experience."

MANY UNITS NAMED FOR EARLY CONVOY

Transports Due to Arrive Soon Are Listed.

WASHINGTON, May 31.—The following organizations have been assigned to early convoy: Seventh Division complete; Company D, Service Battalion No. 305; Companies A and B, battalion headquarters, 534th Engineers, Service Battalion; butchery companies Nos. 340 and 352; service park unit No. 693; headquarters Fourteenth Battalion, Twentieth Engineers; regimental headquarters, Twenty-eighth Engineers; Companies 1, 4, 11, 12, 13, 16, 18, 19 and 20, also 17, headquarters Third Regiment Air Service mechanics; Companies 1, 2, 3, 4 and 5 Fourth Regiment Air Service mechanics; camp hospital No. 45, motorized battalion, headquarters company, and Companies A, B and C, 115th ammunition train; salvage company No. 313; pack trains Nos. 301, 305, 308, 310 and 318 to 330 inclusive; Twenty-seventh Engineers service company headquarters, headquarters company and supply company, Third Pioneer regiment; Company G, Thirty-fourth Engineers; Field Remount Squadron Nos. 308, 313, 318 and 321 depot service companies 20, 35, 38 and 41; sales commissary units Nos. 34 and 40; Company B, Thirty-second Engineers.

Transport expected arrivals announced to-day included:

Minnesota, Newport News June 10, 346th Field Artillery, less detachment officers; three casual companies.

President Grant, Boston, June 9, Headquarters and First, Second and Third Battalions Twenty-first Engineers; Headquarters, First Battalion, Medical Detachment and Companies A to D inclusive, 504th Engineers; Base Hospital 82 and Camp Hospitals 3, 49 and 93; Sanitary Squadrons 9, 14 and 17; Ambulance Company 61, Evacuation Ambulance Companies 4, 7, 32 and 69, Mobile Hospital 10, Veterinary Section 109, Bakery Companies 335, 343 and 344, Butchery Company 310, Company D, 510th Engineers; 272d Military Police, seventeen casual companies and fifty-six casual officers. One of the casual companies comprises seventeen men who are candidates for West Point.

Wilhelmina, Newport News, June 8, Headquarters, 179th Infantry Brigade; 359th Infantry, less Companies E, F, G and H; two casual companies and two convalescent detachments. Brig.-Gen. Joseph P. O'Neil, commanding 179th Brigade, is on board.

Mongolia, Boston, June 7, Headquarters Ninetieth Division and Headquarters Troop and Detachment; Headquarters 180th Infantry Brigade; 358th and 360th Infantry Regiments, practically complete; Mobile Laundry Unit 356; Mobile Bath Unit 11, and eleven casual officers, including Major-Gen. Charles H. Martin, commanding Ninetieth Division, and Brig.-Gen. Ulysses G. McAlexander, commanding 180th Brigade.

Edgar Luckenbach, Boston, June 8: Detachments of motor and horse battalions and medical and ordnance detachments, Companies A to G, 315th Ammunition Train; Third Battalion headquarters medical detachment; Companies I, K, L and M, 358th Infantry; headquarters company, ordnance and medical detachments, Companies A to D, 344th Machine Gun Battalion; medical and ordnance detachments and veterinary field unit, 315th Train headquarters; service park unit.

Winifredian, Boston, June 10, with First, Third and Fourth Battalions, Twenty-third Engineers; Company C, 520th Engineers; one casual company and 58 casual officers.

Von Steuben, New York, June 6; 514th Engineer Service Battalion; machine gun company and Company F, 144th Infantry; field hospital section headquarters and field hospitals 141 to 144, 111th Sanitary Train; detachment of Company L, 144th Infantry; Company C and medical detachment of 111th Ammunition Train; 111th Train headquarters; Company C, 522d Engineers, Twentieth Company, First Regiment air service mechanics; two casual companies and twenty-nine officers; three convalescent detachments. Major-Gen. Charles J. Bailey, commanding Eighty-first Division, is on board.

Housatonic, Newport News, June 9: headquarters and medical detachment, Companies A to F, 315th Supply Train; Bakery Company 307; service park Unit 391; seven casual companies.

Dante Aleghieri, New York, June 10, with Base Hospital 79 and nineteen casual companies.

ARMY ESTIMATES OFFERED.

Provisions Made Are on Diminishing Scale.

WASHINGTON, May 31.—Estimates sent to Congress by the War Department provide for maintaining 600,000 men in France and Germany in July, 400,000 in August, and 200,000 in September. Major McKay of the Army Bureau of Finance told the House Military Committee to-day that should an army of occupation be needed after October 1 Congress would be asked for additional funds.

Brig.-Gen. Lord, Chief of the Bureau of Finance, and other department chiefs explained in detail the various items in the army appropriation bill, which totals $1,252,000,000, compared with $1,177,000,000 in the bill which failed in the last Congress. The largest increase is for the air service: $53,441,000.

NAVY BROUGHT 300,900 HOME LAST MONTH

Eighty-nine Ships Engaged in Troop Transport.

Of the 320,000 troops brought home from overseas last month vessels operated by the Cruiser and Transport Force of the navy carried more than 300,900, it was announced yesterday at the office of Vice-Admiral Gleaves. This represents the work of eighty-nine ships, former German liners, converted freighters, and battleships and cruisers fitted as transports.

Several of the ships, including the Leviathan and Great Northern, made two round trips during the month. As to the number of troops carried since the armistice was signed the Leviathan leads, followed by the Manchuria, America and Agamemnon.

The latest addition to the troop carrying force, the giant Imperator, will sail on her first return trip from the United States since the war began in 1914 on June 2. This ship, which carried only 3,000 men on her first voyage under the American flag, can now carry 1,200 officers and 5,500 men—5,700 passengers in all with a crew of 2,200.

Inasmuch as the Imperator is not the property of the United States, and is to be returned, it is said, as soon as the troop movement is over, the Navy Department has not made any considerable alterations to increase her carrying capacity. The extra space now available for troops was created by building sleeping accommodations that did not alter the ship's interior structure.

Capt. Casey B. Morgan, U. S. N., for the past year attached to the staff of Admiral Gleaves as Force Transport officer, will command the Imperator while it is under the American flag.

CHARGES STODDARD HAS SECOND WIFE

Mrs. Adele Stoddard Asks Marriage Be Annulled.

George E. Stoddard, theatrical producer, is defendant in a suit brought in Supreme Court yesterday by his wife, Adele G. Stoddard, who seeks the annulment of their marriage on the ground that Stoddard has another wife living whose existence he carefully concealed from the plaintiff at the time of their courtship and wedding.

Mrs. Stoddard alleges that she met Stoddard early in 1914, while in the West, and that he represented himself to be a single man. They were married June 22, 1914, by Judge Joseph S. LaBuy of the Municipal Court of Chicago. She states that at the time Stoddard had a wife, Jennie L. Stoddard, who lives in Oneida county, New York State. She alleges there was no divorce.

The plaintiff says her husband is a man of large means, having business interests of various kinds, and is also the author of the play "Listen Lester," now running at the Knickerbocker Theatre. His income is in excess of $20,000 a year from theatrical sources, she states.

Louis Hess, 59 West 129th street, who served the papers in the action on the defendant at the office of John Cort, theatrical producer, says Stoddard received a summons and complaint, and after glancing at them turned them over to Mr. Cort for inspection, at the same time remarking that "everything is all right."

TRACING SURRENDERED DRUMS

North British Fusiliers Start an Inquiry After 140 Years.

BOSTON, May 31.—What became of the drums of the North British Fusiliers when Gen. Burgoyne's forces surrendered at Saratoga 140 years ago is now a subject of official investigation. A letter received by Adjutant Gen. Jesse F. Stevens from the War Department to-day conveys an inquiry from the British military attache at Washington as to whether any drums of this regiment are now "in any museum, institution or arsenal in this country."

The inquiry is prompted by a tradition in the regiment which is now known as the Royal Scots Fusiliers that their drums were captured in 1776, and it is desired if possible to settle doubts as to the truth of the story.

TOP NOTCH AIRMEN HOME UNGREETED

Ace Making 94th Squadron, Fresh From Germany, Arrives on Louisville.

MANY HAVE DECORATIONS

Rickenbacker Out of Town and Campbell Almost Too Late to Welcome Comrades.

The first of America's air squadrons to go over the German lines, the organization which brought low the greatest number of German aviators, in other words the Ninety-fourth Aero Pursuit Squadron, U. S. A., came home yesterday from Germany.

As usual the Ninety-fourth was ahead of time, for the transport Louisville, which bore them, nosed into her birth at Hoboken at noon, twenty-four hours before she had any right to get to port. For that reason the former boss of the hat in the ring squadron, Capt. Eddie Rickenbacker, the greatest American ace, who downed twenty-six Germans while abroad, was not on the pier to greet them. Capt. Eddie was out in Indianapolis refereeing the 500 mile automobile race, for Capt. Eddie himself, before he assumed wings, was one of America's greatest auto racers and still is interested mildly in the sport.

But Capt. Doug Campbell, America's first ace, who is the Douglas Fairbanks of the air; Capt. Thorn Taylor, another ace, and Lieut. Edward Green, all of the Ninety-fourth, after some tall sprinting from the American Flying Club over at 11 East Thirty-eighth street got to Hoboken in time to welcome, with more or less dignity, their comrades as a committee of the club. They also announced that the club, which is made up for the most part of pilots who went over the German lines during the war, was preparing a big dinner on Tuesday night for the Ninety-fourth. It was perhaps a little previous to mention dinner on the pier after a long and possibly upside down ocean voyage, but the three committeemen took the chance and won.

Only Airmen With Third Army.

Seventeen pilots and 179 men of the squadron were aboard the Louisville. They moved after the signing of the armistice into Germany and were the only fighting squadron to go with the Army of Occupation. It was pretty dull for both pilots and men, however, after the aerial combats of the war. Officially the men of the squadron shot down seventy-one German planes and twenty balloons during their time in action, but unofficially they tumbled down forty-two more Germans out of the air.

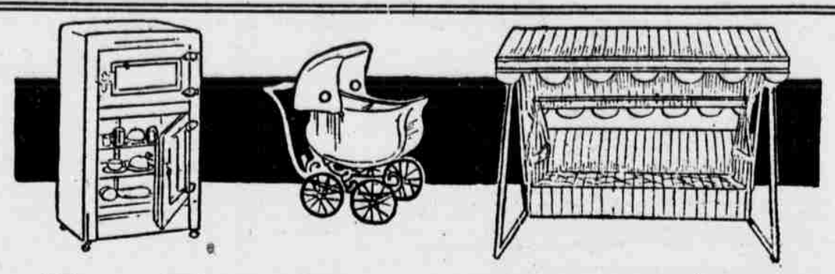
In all that fighting the squadron lost only ten pilots killed, five wounded and two taken prisoner. Among those killed was Major Raoul Lufberry of Wallingford, Conn., who downed seventeen Germans before his plane dropped in flames to the earth. Major Lufberry commanded the squadron at the time of his death, and was succeeded by Capt. Rickenbacker, who when he returned to this country gave over the "stick" or control to Major Reed M. Chambers of Memphis, Tenn., who has the Distinguished Service Cross with four citations, the decoration of the Legion of Honor and the Croix de Guerre, and has seven planes to his credit. Even by the strict standards of the squadron this is not bad work for a young man of 24.

Others who returned yesterday were Capt. H. Weir Cook of Terre Haute, who got four balloons and three planes; Capt. William N. Palmer, an ace with the Croix de Guerre and D. S. C.; Capt. Sam Kaye, Jr., of Mississippi, who got five planes, and the Croix de Guerre and D. S. C.; Capt. John N. Jeffers of Los Angeles, who got the same two decorations; Capt. Harvey W. Book of Anderson, Ind., who received the D. S. C., and the following Lieutenants:

Charles A. Rankin, San Francisco; Robert C. Cates, Jr., Spartanburg, S. C. (Croix de Guerre); Kendall E. Hopkins, St. Louis; Benjamin C. Jones, Pittsburg; Duncan R. Mackenzie, New York; Leo H. Dawson, Denver (D. S. C., Croix de Guerre); Robert W. Donaldson, Chicago; James T. Davitt, Springfield, Mass.; Dudley M. Outcalt, Cincinnati; Alfred W. Markham, Princeton, N. J.; Raymond W. Evitt, Baltimore, and Carl R. Jackson, Pontiac, Mich.

The pursuit squadron first went into action on February 27, 1918, on the Rheims front, and German aviators soon learned to dread and if possible to avoid combat with crazy Americans with a red, white and blue hat circumscribed by a ring painted uopn their planes. In April the squadron moved on to the Toul sector, and on July 1 was shifted to Chateau-Thierry, where it did in the air what the marines, the Syracuse brigade and the Third Division were doing to the Germans on the ground. It was here that the squadron first encountered von Richthofen's flying circus. Later over the Argonne it practically annihilated this squadron.

After reporting at Camp Mills the officers of the squadron will make the Commodore Hotel their headquarters until after the dinner at the American Flying Club. Captain Rickenbacker will preside at the dinner.



Have Them Now---and Charge Them

Three things that will be very useful in the warm months ahead. You can order them now and have them delivered at once, if you use your charge account here. Get any one or all and pay for them as you use them—in small sums, either weekly or monthly. All three are timely bargains—summer specials.

Apartment Style Refrigerator
White enamel inside with brass hardware and two shelves. Is 48 inches high, 23 inches long and 17 inches deep. A fine refrigerator.
Special at.....$16.75
Others up to $100.

Pullman Baby Cab
Large size. A fine looking carriage. Has leatherette hood and lining. Is finished in blue; and has a reversible gear. Will last for years.
Special at.....$29.75

Hammock and Canopy
A strong, dandy outfit. Steel frame; seat of Romelink Fabric, suspended on springs. Button tufted mattress. Hammock suspended by chains. Upholstered in blue and gray stripe.
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What Makes Men of Blood and Iron? Do You Know Any of These People?

Ignace Jan Paderewski, Premier of Poland
United States Judge G. W. Atkinson, Former Governor
Dr. George H. Baker, Former Hospital Physician and Surgeon
Hon. Anthony Caminetti, United States Commissioner of Immigration
Former U.S. Senator Wm. E. Mason, Now Congressman from Illinois

Read What They Say About Nuxated Iron

As A Tonic, Strength and Blood Builder

Physicians Explains How It Helps Put Renewed Vim and Energy Into the Veins of the Weak, Run-down, Infirm and Aged—Often Increases Their Strength in Two Weeks' Time.

When widely known men of the highest calibre come out frankly and publicly endorse a product which they have personally found valuable for building up the health and strength, it must arouse the interest of every thinking person in Nuxated Iron, which is today being used by over three million people annually to help create red blood, power and endurance.

Dr. T. Alphonsus Wallace, a physician of many years' experience and formerly of the British Naval Medical Service, says: "It is the men of blood and iron—on a par with the war-hardened fellows returning from camp and fields—who will forge ahead in the business and political life of the country today.

Without iron there can be no strong, red-blooded men or healthy rosy-cheeked women, and unless this strength-giving iron is obtained from the foods we eat, it must be supplied in some form that is easily absorbed and assimilated. For this purpose I always recommend organic iron—Nuxated Iron—which I have used so successfully both in civil life and for convalescing soldiers that I am absolutely convinced of its effectiveness for helping to build red-blood, strength and endurance."

Of great importance to the public should be the strong endorsement of Nuxated Iron as a preparation of great merit as a tonic, and blood builder given by former U. S. Senator William E. Mason, who has the distinction of being one of the really big men of the nation. His championship of Pure Food and Drug legislation, his fight for the rural free delivery system, and his strong advocacy of all bills favoring labor has made him a national figure and endeared him to the hearts of the working man and the great masses of people. Senator Mason says: "I have often said I would never recommend medicine of any kind. I believe that's the doctor's place. However, after the hardest political campaign of my life, without a chance for a vacation. I had been starting to court every morning with that horrible, tired feeling one cannot describe. I was advised to try Nuxated Iron. As a pioneer in the pure food and drug legislation, I was at first loathe to try an advertised remedy, but after advising with one of my medical friends, I gave it a test. The results have been so beneficial in my own case, I made up my mind to let my friends know about it, and you are at liberty to publish this statement if you so desire. I am now 65 years of age and I feel that a remedy which will build up the strength and increase the power of endurance of one at my age, should be known to the world."

Equally interesting is the opinion of Judge G. W. Atkinson of the United States Court of Claims, at Washington, who for twenty years has been in the public service as Judge, Governor, Member of Congress and U. S. District Attorney. He says: "It is without hesitation that I recommend Nuxated Iron to persons who in the stress of physical or mental labors have permitted the system to become debilitated, the body exhausted or the nerves rundown. It has restored my appetite and my vitality. I feel that I have dropped off the burden of months of toil in the few weeks that I have been following the very simple directions for the use of Nuxated Iron."

Ignace Jan Pederewski, Premier of Poland and master pianist, at a time when his untiring work for his country over-taxed his strength and impaired his health had recourse to Nuxated Iron to help rebuild his wasted forces and restore his old-time health and strength. He says: "I am using Nuxated Iron very frequently and consider it as an excellent tonic." With the strain imposed by two years of almost ceaseless work in the cause of his fatherland it is easily understood why he sought the sustaining benefit of Nuxated Iron.

Then there is United States Commissioner of Immigration Hon. Anthony Caminetti who, despite his 64 years and a life which calls him to all parts of the country in all climates and all seasons, is to-day more active and alert than many a younger man would be in meeting the strain of his official duties.

Commissioner Caninetti says: "After weeks of busiest confinement to office duties, I find in Nuxated Iron the true tonic qualities which help bring one's physical being to that state of fitness which is the desire of every healthy minded man or woman. Nuxated Iron I recommend to whoever feels the need of a tonic restorative for debilitation, exhaustion and overwork."

Dr. George H. Baker, formerly Physician and Surgeon Memorial Hospital of New Jersey says: From a careful examination of the formula and my own tests of Nuxated Iron, I feel convinced that it is a preparation which any physician can take himself or prescribe for his patients with the utmost confidence of obtaining highly beneficial and satisfactory results.

MANUFACTURERS' NOTE: Nuxated Iron which is recommended above is not a secret remedy but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black, nor upset the stomach. The manufacturers guarantee successful and positively satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

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