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NO. 4240. WEATHER—Fair and Warmer. WASHINGTON, D. C., WEDNESDAY, JUNE 5, 1918. ONE CENT In Washington and Suburbs. Elsewhere Two Cents.

U-BOATS STILL RAVAGING; YANKS FIGHT HUN ON MARNE

With French Our Troops Stop Hun at Pivotal Points of Great Offensive.

MACHINE GUN FIRE EFFECTIVE

Within Three Hours of Reaching Front Units Make Themselves Felt—Forced March to Main Battlefield.

By BERT FORD.

Staff Correspondent of the International News Service.

With the American Army in France, June 4.—Aided by Americans, the French have stopped the German advance in the second battle of the Marne.

The flower of our troops was hurled against the enemy at the pivotal point in the world's greatest offensive.

The Americans turned back the German horde on the north bank of the Marne, west of Chateau-Thierry, where the enemy had penetrated farthest east of Paris.

ENTER ACTION QUICKLY.

Within three hours of reaching the front line on the Champagne battlefield, our machine gun units opened on the enemy with telling effect.

Our troops now engaged on the Marne had envied those who had scored the victory at Cantigny a week ago and that affair, coupled with the news of a wholesale German offensive, had made them impatient to pitch in. Thus the announcement that they were going to the "big front" was received with cheers.

All Arms Employed.

Ambulance units embracing practically every arm of the service made a forced march of (deleted by censor)—kilometers.

Every man in the front line (deleted by censor—hours—(deleted by censor —.

Marines take a prominent part in the battle. Our left flank was attacked six times in forty-eight hours. The enemy was thrown back each time with heavy losses. Some German prisoners were captured.

Our artillery supply and ammunition trains traveled by night, continually menaced by the German aviators bombing villages and roads in the rear of the lines.

Did Not Stop to Eat.

The doughboys did not stop to eat. All showed the greatest eagerness to "get there." They were coated with the chalk dust of the highways, giving them the appearance of phantoms as they strode along through the night, eager to taste the first real fighting.

The French soldiers and civilians were elated over the arrival of the Americans. French military experts make enthusiastic comments on the soldierly conduct and gallantry of our troops. An American officer who holds a high command said tonight.

"We all feel justly proud of the work of our troops at the Marne. French headquarters declared today that it was the aid of the Americans that enabled the French to stem the enemy tide at Chateau-Thierry."

Might Turn Tide.

A French colonel said to me tonight:

"A half million men of the type that captured Cantigny helped us to make a stand on the Marne sufficient, in my opinion, to swing the balance of victory in our favor.

"They acted with dash and courage. Both performances are brilliant forerunners of even greater achievements. America has turned out soldiers worthy of her traditions."

Wheel by wheel, the French-American "seventy-fives" went into action on the crucial front between Soissons and the Marne last night and did terrific execution among the German hordes.

Acclaimed by Press.

The French press acclaims the American debut on the big battlefield with unbounded enthusiasm. Special French correspondents near the battle line described admiringly how the Yankees went into the fray without a moment's pause, though necessarily tired from their long march. On all sides the Americans are hailed as reserves of the first order.

American patrols and gunners instantly established contact with the Americans' 75's and promptly joined in the ringing up and dispersing of the German columns.

Pursue the Enemy.

The Americans fought in Indian fashion, from tree to tree, in the Neuilly Wood, making good use of grenades, pistols, bayonets and machine guns. Then with feverish enthusiasm they dashed up the northern edge of the wood and caught the retreating Germans. Hundreds of American guns immediately raised their ranges and caught the German reinforcements in their fire, while the Yankee infantry splashed through the Clignon river, vainly cursing the Germans and shouting "stop and fight."

Pershing's Communique Confirms Heroism.

Further confirmation of the heroic action of American troops in hurling German forces back across the Marne, and defeating him in Neuilly Wood, was given in last night's official communique from General Pershing.

The communique follows:

"In the fighting northwest of Chateau Thierry, our troops broke up an attempt of the enemy to advance to the south through Neuilly Wood, and by a counter attack drove him back to the north of the wood. On the Marne front a German battalion, which had crossed the river at Jaulgonne, was counter attacked by French and American troops and forced to retreat to the right bank. It sustained severe losses in killed and prisoners. Patrolling was active in Picardy and Lorraine. In the Woevre we shelled the enemy positions using gas."

Clemenceau Shames Socialists by His Patriotic Appeal

By ERNEST P. ORR.
International News Service.

Paris, June 4.—In the midst of a heated session, Georges Clemenceau, the Premier, mounted the tribune of the Chamber of Deputies this afternoon, shamed the interrupting Socialists into silence and then aroused them to frantic cheering when he declared that France's poilus had been fighting against odds of five to one, without sleep for four days, displaying superhuman heroism.

Wild scenes of patriotic exaltation followed. The Premier, the army, Foch and Joffre all were acclaimed by thunderous ovations.

The Socialists who at first had attempted to prevent Clemenceau from speaking, demanding impossible explanations, joined heartily in the cheering and shouted as loud as the others, "Vive la France!" The Premier admitted the situation was serious, but expressed unbounded faith in the future and absolute confidence in the war chiefs.

Bay State Senator, in Fear of Hun, Advised Schoolship Captain in Mid-May to Hug Shore

More than a fortnight ago Senator Weeks, of Massachusetts, begged Capt. Low, commander of the schoolship Nantucket, to remain inside the Virginia Capes, because U-boats were hovering outside.

The conversation took place when the Nantucket, which is maintained by the State of Massachusetts for training her boys as seamen, was anchored in the Potomac. Senator Weeks took luncheon with Capt. Low.

"I had no inside information on the matter," said the Senator yesterday, when the conversation was recalled to him. "But it seemed to me that it was a course the submarines were almost sure to take. Sooner or later, I was quite sure, they would try to come to our coast.

"So I warned Capt. Low that it would be better to keep the Massachusetts boys inside the Virginia Capes if he could do his training there just as well as at sea.

"I knew the Germans were building big submarines with a long-range cruising radius, and the American coast would be a region they would particularly desire to operate in and carry on a campaign of terror."

Portugal's President in Office.

President Paes, of Portugal, has notified President Wilson that he has assumed office and the President has sent him a cordial telegram wishing well for the new administration and for the allies cause to which it is pledged.

REGISTRATION OF "YOUNGEST MEN" NOW ON

Those Newly Twenty-one Must Place Themselves at Disposal of U. S.

1,595,708 ARE IN KHAKI

First Year's Calls Have Brought This Number to Colors.

Today Is Registration Day.

Today is Registration Day in the District of Columbia, and in all other parts of the country every young man who has reached the age of 21 since last June 5 must appear before the local draft board of the locality in which he lives and register himself as being at the service of his country should he be called upon to serve in her armies.

Promptly at 7 o'clock this morning thirteen schoolbuildings in the District, which are being used as registration centers for the eleven local draft boards into which the city is divided, open and the work of registering the "youngest men" in Washington begins.

Early Registration Asked.

Although the registering stations will be open until 9 o'clock tonight, registrants have been asked by officials of the draft boards to register as early in the day as possible, in order to prevent any congestion in the work late tonight, which might make it necessary to continue registration another day.

All the offices in the District building will be closed today in order that their employes may assist in the work of registration. Members of the local boards will act as chief registrars in charge of the different stations, and the employes of the District building will serve under them as registrars.

No classes are being held today in the thirteen schoolhouses, which are being used as registration stations.

Officials of the draft boards have emphasized the fact that registrants must register at the registration center of the respective localities in which they live. They will not be permitted to register at any other place. There is one public school in which a registration center is located in each division of the city and two each in divisions Nos. 10 and 11, because of their large territory. Registrants living in either of these divisions may register in either of the two buildings in their division.

All In Readiness.

The million young men of the United States, who have attained the age of 21 since June 5, 1917, will register for military service today. Provost Marshal General Crowder announced last night that the registration machinery has been completed. Local boards have reported their readiness to proceed.

On the eve of the new registration Gen. Crowder issued a lengthy statement reviewing the achievements of the Selective Service Law in the first year of its operation.

Including those under orders for mobilization this month, 1,595,708 draft men have already been called for service, General Crowder states. June mobilization orders aggregate 295,352.

That registrants placed even in the fourth class are likely to see service is disclosed by the Provost Marshal General. He says:

"No call can be so large that it will not be filled immediately, whether the number be such as may be filled by those who have been found to stand in the first rank of availables or so great that men standing in the second, third or fourth ranks of availability must go forward."

Returns by Friday.

Registration places will be open today from 7 a. m. to 9 p. m. It is expected that practically complete returns will be in the hands of Washington draft officials by Friday morning. The new enrollment will be much more complete than that of a year ago, General Crowderder believes.

The burden is on the young man who has become 21 during the year to go voluntarily to his registration place and perform his duty. If he fails he is subject to a penalty of imprisonment for one year.

Registration.

Gen. Crowder expects fully 1,000,000 young men to register. Of this number he estimates that 750,000 will be found fit and available for actual military duty.

Gen. Crowder's review of the first year of the draft reveals for the first time that the work of classifying the 10,000,000 original registrants has been completed.

Classification Complete.

"Each registrant has been examined and his availability for military service has been determined," he says. "In other words, these millions of men have been classified in such a manner that the nation may now call for them to come forward into the army. No call can

CONTINUED FROM PAGE TWO.

British Destroyer Sunk.

London, June 4.—The British destroyer St. May was sunk in a collision May 31, the admiralty announced tonight. There were no casualties.

Woman Clasps Daughter When U-Boat Halts Ship

"Scared" When Submarine Fired on Steamer Carolina—Atlantic City "Looked Good to Her" After Horrifying Experience.

Atlantic City, N. J., June 4.—A vivid and graphic story of the sinking of the New York and Porto Rican Line steamship Carolina was told by Mrs. A. L. Seymour, of New York, one of the twenty-seven survivors who landed here at 2 o'clock this afternoon in one of the Carolina's life boats.

As in the case of the other vessels sunk by this courteous German pirate, the passengers and crew were given sufficient time to get into the boats and away from the ship before she was sunk. The Carolina was bombed or torpedoed when the lifeboats had rowed about fifty yards away, according to Mrs. Seymour.

Shell Interrupts Dinner.

"We had just started for dinner," she said, "when a shell screamed a warning across the front of the ship. I can't describe how I felt when we realized that we were being attacked without warning by a submarine.

"I flung my arms about my daughter and held her close. My mind was filled with all kinds of fear. I thought of the women and children of France and Belgium and how they had been treated by the Germans and —I don't know whether I screamed or not—it was awful.

"Then came another shot—shrapnel, they said it was, and it splintered something in the bow of the ship.

"There were no arms on board and the captain ordered the ship stopped. In a few minutes something scraped along the side. It was a boat from the submarine. The officer in comand spoke good English. He told our captain, who met him at the top of the ladder that he was going to sink the ship, but he would give us time to get off in the boats.

"He examined the ship's papers and then waited with his men while we scrambled into the boats. His men were heavily armed.

"There were more than 200 passengers and more than 100 in the crew. The women and children went first. I want to say that the crew, although many of them could not speak English, acted splendidly.

"The boats were lowered and when everybody was taken off the ship we pulled away. We could see the lights of the other boats bobbing up and down. We were all afraid. Every minute we expected the Germans to shell us.

"We were about fifty yards away when there came a blinding flash and an awful explosion that rocked our boat. I don't know whether they shelled, bombed or torpedoed the Carolina, but we could see that she was sinking.

Boats Scattered.

"In the night we were separated from the other boats. Lieutenant McLaren and Chief Purser Nortz looked after us wonderfully. The men did their best to keep our spirits up and tried to make us comfortable during those long hours when they were rowing through the darkness.

They insisted that we eat what little food there was and gave us most of the water. They gave us their coats, overalls, jumpers — everything they could spare to keep us warm.

"When we sighted land we were told by Lieutenant McLaren that it looked like Atlantic City. Did it look good to us? Well, rather.

"And when we came ashore you had the band playing for us, just as if you knew we were coming."

3 ARRESTS FOR PLOT TO STEAL NAVY MILLIONS

Vouchers for Imaginary Ship Repairs Said to Be Manipulated.

Evidence that points to a plot to defraud the government of the United States out of millions of dollars on ship repairing contracts has been uncovered by agents of the Department of Justice, it was disclosed late last night.

Three men have already been arrested—one in the Navy Department here, one at Camp Meigs, a private, and another at Richmond. Other arrests are expected hourly.

One of the suspects, Department of Justice men allege, has already confessed.

According to a copy of the complaint on which a search warrant was issued to obtain certain correspondence in the home of the Richmond man, the sepcific offense is a conspiracy to "defraud the United States of America of the sum of $187,008.04," by manipulating government vouchers so as to obtain money for imaginary repairs on nonexistent ships.

It is understood, however, that the alleged cospiracy contemplated the embezzlement of more than $7,000,000.

Names of Those Arrested.

The three men arrested are Clyde Waltman, employe of the Navy Department in Washington; Benjamin

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MISTAKE SHIP FOR TARGET.

Battleship Louisiana Shelled by Sister Ship; One Dead.

Mistaken for a target, the United States battleship Louisiana was struck by shell from another American battleship during target practice on June 1, and one of her crew was killed. Announcement of the accident was made by the Navy Department last night in the following statement:

"The commander-in-chief of the Atlantic fleet has reported to the Navy Department that on June 1, while certain vessels of the fleet were holding target practice, one ship, due to the bad visibility, mistook another ship for the target, with the result that the U. S. S. Louisiana was struck by a shell, and Moses L. Morgan, fireman, third class, of Gulf Point, Fla., was killed.

"The commander-in-chief is having the accident thoroughly investigated, and a report will be forwarded to the department as soon as it is completed."

MOTHER OF 15 IS 40

Chicago, Ill., June 4.—A family that would undoubtedly make the heart of Colonel Roosevelt pound with joy is that of Mr. and Mrs. Max M. Fisher, of this city. Another little Fisher recently arrived, making a total of fifteen Fishers besides the father and mother. Mrs. Fisher is 40 years old. The oldest child is 24.

HOOVER DOWNS PLAN TO STOP BEER MAKING

His Opposition to Randall Amendment Insures Its Defeat.

Food Administrator Hoover came out flatly yesterday in opposition to the Randall prohibition amendment to the agricultural appropriation bill designed to stop the manufacture of beer and wine. The entire matter had been referred to him by President Wilson and his decision makes it certain that the Senate will refuse to adopt the amendment.

The reasons given by Hoover for opposing the prohibition of beer and wine are:

1. The amount of grain used in beer-making is negligible in comparison to the size of the yearly crop, while the manufacture of wine involves the use of no foodstuffs that could be otherwise employed.

2. If beer and wine were prohibited the country would be put on a whiskey basis, there being three years' supply of whiskey on hand.

Hoover made his position known to Senator Phelan of California who called upon him this afternoon. Senator Phelan's visit was made after it had been learned that the President had written a letter to Senator Sheppard of Texas, leader of the prohibition forces in the upper house, in which the President said he had submitted the question to Hoover for final decision as to whether the food conservation policy would be aided by placing a prohibition on wine and beer.

The President in his letter to Senator Sheppard also said that he believed the best interests of the country would be served by not disturbing the act of Congress of last year, which gave him the discretion of cutting down the percentage of alcohol in beer. This has been done, the letter stated, by reducing the alcohol contents of beer to 2 3-4 per cent. It was also stated as the opinion of the President that wine is not considered in the same category as beer, for the reason that it involves the loss of no foodstuffs, but makes use of grapes, which would be otherwise wasted.

Food Administrator Hoover quoted the figures to Senator Phelan to show that the amount of grain, including barley, corn and broken rice, consumed by the brewers now amounts to only 4,500,000 bushels a month, of which 50 per cent is saved for cattle fodder. This is less than 30,000,000 bushels a year, and the whole production of corn and barley in 1917 was 3,400,000,000 bushels, while this year's crops will be bunker crops.

"Mr. Hoover is not concerned on the score of food conservation," Senator Phelan said. "On the other hand, the Randall amendment and the Jones amendment, which would prohibit absolutely the manufacture of wine and beer, would prove a wreck to their cause, for the reason that there is a three-year supply of whiskey on hand, and if we stop beer and wine there would be an orgy of whiskey drinking in this country which would demoralize the nation.

"I feel that on the expressed views of the President and Mr. Hoover there will be no disposition to change the existing law, which has reduced the production of beer nearly 40 per cent, and lowered the alcoholic content."

SHIP LAUNCHING NOW GROWS AT RUSHING SPEED

May U. S. Output a Record For Any Nation Any Month.

BUILD 263,571 TONS

Chairman Hurley Predicts Still Swifter Movement Soon.

Official figures made public yesterday by Edward N. Hurley, Chairman of the United States Shipping Board, show that May was the greatest shipbuilding month in the history of the country, and that the United States probably produced more tonnage in that month than any other nation in the world.

The progress in May is encouraging because it shows that the shipbuilding machinery of the country is beginning to move, and should pick up speed rapidly as it gets under way.

"We are just moving along now," said Chairman Hurley, "making about ten miles an hour. But when we get to going good, and the throttle is pulled wide open, we'll toy with sixty miles an hour on the upgrades and show some real speed on level road."

In the month of May there were completed and delivered to the Shipping Board a total of 44 ships, 43 of steel and one of wood, with a total of 263,571 tons. The greatest production in any previous month was in March, 1918, when 21 steel ships, totalling 172,611 tons were delivered to the Shipping Board.

23 More Than Last Month.

The advance over the previous high record for a single month was 23 ships or 90,960 tons, and over April the advance was 14 ships or 103,285 tons. The output of May was three times that of January of the present year, and production is doubling over the first three months of the year.

The May output brings the total deliveries since September, 1917, up to 170 ships, aggregating 1,112,897 tons. The record pre-war year in American shipbuilding was 1901. The output (exclusive of the Great Lakes) was 402,136 tons, or a monthly average of 33,511 tons. Next month the shipyards are expected to complete more tonnage in the month than for the best year of production in the pre-war period.

Below is the record of the ship production to date, in dead-weight tons, of the two leading shipbuilding nations of the world, and unless the figures for the United Kingdom show exceptional advance, the United States, from a poor third among the shipbuilding nations, will have forged in a little more than a year to first place:

	United States.	United Kingdom.
January	88,507	87,852
February	123,625	150,057
March	172,611	252,511
April	160,286	169,000
May	263,571	(not obtained)

British Make Great Strides.

The January figures, which give the United States a slight lead over the United Kingdom in ship production, are not representative and have no real meaning in the progress of shipbuilding. Both nations labored under severe handicaps. But in the last sixty days the United Kingdom has made wonderful strides in speeding up shipbuilding and is endeavoring to meet the friendly rivalry of the United States by establishing huge new shipbuilding plants.

Special commissioners have been sent to the United States to inspect

CONTINUED ON PAGE TWO.

MAJ. GEN. H. C. SHARP IS SENT SOUTHEAST

Relieved from War Council to Command of Department.

Under an order made public yesterday Maj. Gen. Henry G. Sharpe, Quartermaster General, is relieved from duty with the War Council and is assigned to the command of the Southeastern Department.

The re-assignment of General Sharpe marks the passing from Washington circles of another of the prominent army officials under fire during the series of Congressional investigations early this year.

The Quartermaster's Department was criticized in connection with charges relative to materials which entered into the manufacture of uniforms, the charge made being that shoddy was used in large amounts.

Subsequent to the investigations, Secretary Baker announced reorganizations by which Maj. Gen. William Crozier, of the Ordnance Department, was relieved from his post and assigned with General Weaver and General Sharpe to the War Council. Since that time General Weaver has been retired under the age limit regulations. General Crozier has recently returned to this country after making a survey of munition factories of the Allies.

Maj. Gen. R. E. Williams is now acting quartermaster, as the appointment of Gen. Sharpe to that position is for a 4-year term which will not expire for two years. Officials yesterday declined to state whether any officer will be named to the place in the War Council which Gen. Sharpe held.

Jersey Seas Astir with Search and Rescue---Patrols Intercept Attack on French Steamer.

SIXTEEN ON CAROLINA MISSING

Boatload of Exhausted Survivors Met in Atlantic City Surf by Boardwalk Paraders While Band Plays.

Hun U-boats still ravage the Atlantic coast.

Far from fleeing from United States naval forces, the Kaiser's submarines are still attempting their blockade of America's largest ports.

Late yesterday morning an American destroyer drove away a German submersible just as it was about to destroy a French steamer—the Radioleine.

The Radioleine has since reached an Atlantic port.

Still another ship was added to the toll of the undersea boats, for the destroyer reports taking aboard two men of the crew of the Edward Beard, which was bombed and sinking.

OFFICIAL NEWS OF ATTACK.

Official news of the continued activity on the part of the submarines is contained in this bulletin.

The Navy Department has received a dispatch from a United States destroyer stating that at 9:30 yesterday morning he interrupted an attack by an enemy submarine on the French steamer Radioleine about sixty-five miles off the Maryland Coast. The destroyer also took on board two men from the Edward Beard which was bombed and sinking.

A later report was received stating that the Radioleine had arrived at an Atlantic port.

CAROLINA'S PASSENGERS SAFE.

New York, June 4.—Speculation as to the fate of the passengers and crew of the steamship Carolina, of the New York and Porto Rico line, was ended today when survivors landing at Lewes, Del., Atlantic City, and Philadelphia brought the news that the ship had been boarded by an officer and boat's crew of a German U-boat at 6 o'clock Sunday evening and all hands ordered to the boats.

Some 300 of the Carolina's passengers and crew now are on board the schooner Etta B. Douglas, which is due at an Atlantic port about 10 o'clock tomorrow morning. Of the others, twenty-seven were landed at Atlantic City this afternoon, nineteen at Lewes, Del., nineteen at Vineyard Haven, and seven at Philadelphia. The survivors landing at Lewes brought the information that sixteen others had been drowned Sunday night in a thunderstorm, which capsized the motor launch in which thirty-five persons had set out for shore when the U-boat men took possession of the Carolina.

The exact number on board the Carolina is not known, as the passenger list has not yet been received from Porto Rico.

27 Land At Resort.

Atlantic City, N. J., June 4.—Twenty-seven exhausted survivors of the steamship Carolina, sunk by a U-boat Sunday evening, about 100 miles off the Delaware Capes, came ashore here this afternoon in one of the life boats of the ill-fated ship.

Among them were five women and two children.

One woman carried ashore in a swoon revived as a band struck up the "Star Spangled Baner" and, raising herself on her elbows, cried out: "We're safe — safe at last — thank God!" Then she sank into unconsciousness.

All those in the boat were lightly clad and suffering from hunger, having had nothing to eat but a few biscuits from the time the ship was sunk until they arrived here. In fact the noonday meal on Sunday was the last they had, the ship having been sunk just as they were about to sit down to dinner.

The Shriners' parade was passing along the board walk when the lifeboat was sighted just outside the breakers. The parade was broken up immediately, both paraders and spectators joining in the rush to the beach to meet the survivors of the Carolina as they came ashore at the foot of South Carolina avenue.

Play "Star Spangled Banner."

The Lulu Temple Band, of Philadelphia, which had been leading the parade, struck up "The Star Spangled Banner" as the lifeboat came through the breakers and the thousands who had rushed to the scene tossed their hats in the air and cheered. Their enthusiasm seemed to put new life into the rescued, although several were swooning from the reaction after the strain of their terrible experience.

When stimulants had been administered to the rescued the women and children were taken to the Hotel Thurber, where the survivors of the freighter Texel, who

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U-Boat Toll 11; Problem Is Unsolved

Submarine Now Hiding Successfully or Making Run for Secret Base.

The German U-boats, which have taken a toll of eleven American commerce ships off the New York and New Jersey coast within the last ten days, are either successfully hiding, ready to strike at the next safe target, or streaking away for a secret base of refuge and new supplies.

No officer of the United States navy has yet had a look at the prowling raiders. The evidence that they have been in American waters exists only in the known record of destruction and statements of the helpless civilian sailors, some of whom were prisoners for many days.

One U-Boat Only?

The facts relating to ships destroyed are irrefutable, but it has not been established definitely that more than one U-boat has penetrated American home waters. There is nothing in the official reports to verify the statement that five enemy submarines have been seen off the Virginia Capes.

Navy officials consider it highly probable that the object reported as a companion to the raider which sank the Schooner Edward H. Cole off Barnegat, N. J., Sunday, was nothing more than a decoy.

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