

SHALL A GREAT NATION AND ITS LAWS BE LEFT TO THE MERCY OF ONLY ONE MAN?

By a five to four vote, the supreme court of the United States knocked out the child labor law. One man—that's all—overruled both congress and the president, who had approved this law. One man among the five could have given the law constitutionality had he

voted with the other four. A nation and its laws left to the mercy of one man. What shall we say to this? It is almost enough to take the heart out of the noble men and women who have struggled for years to liberate the children of the South and East from

slavery. But their courage must not fail. The fight must go on. Even the supreme court must be made to see that the old days of fang and claw, commercially as well as militarily, are passing. On the fields of France we are shedding blood to liberate humanity

from military despotism. And here our babies shall be sentenced to playless days and premature death? No, it cannot be. The fight must go on here as "over there"—to the finish, till democracy, humanity and justice are triumphant.

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The Seattle Star

NIGHT EDITION

Weather Forecast: Tonight and Wednesday, fair; gentle winds, mostly northerly.

THE GREATEST DAILY CIRCULATION OF ANY PAPER IN THE PACIFIC NORTHWEST

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NEW YORK TO BE DARK TONIGHT FEAR AIR RAID YANKS DRIVE HUNS BACK ACROSS THE MARNE

Hear Sound of Firing on Sea Near Delaware

NEW YORK, June 4.—New York will be dark tonight for fear of airplane raids or bombardment. The order was issued today by Police Commissioner Enright.

Where lights are left burning in offices and dwellings the shades must be drawn wherever possible.

The illumination at Coney Island and other beaches is ordered discontinued. The following order was issued:

"All display lights, advertising signs or such illuminations in the city, including the seashore, will be discontinued until further orders. This will not include city lights or lights in dwellings and office buildings when inside. Shades in these will be drawn whenever possible."

LEWES, Del., June 4.—Firing continued all this morning off Cape Henlopen, in what is believed to be a battle between the U-boat that sank the tanker Herbert L. Pratt, and U. S. naval scouts, it was officially stated here at noon. Early reports from Delaware Breakwater stated that a fight seven miles off shore began at 6 o'clock last night—several hours after the Pratt had been sunk—and continued until daylight.

NEW YORK, June 4.—The schooner Edna T. Douglas is off Barnegat with approximately 250 survivors of the liner Carolina, it was stated at the offices of the New York & Porto Rico S. S. Co. this afternoon. This accounts for practically all of the Carolina's passengers and crew.

NEW YORK, June 4.—Positive confirmation of loss of the liner Carolina, destroyed by a German submarine off the New Jersey coast, came today when 19 survivors were picked up. The city of Columbus, for which fears were felt, is safe at Vineyard Haven, Mass., arriving today.

Twelve ships have been listed as victims of the raid by the German submarines. Three big liners, due at Atlantic ports today, were late in arriving, and an anxious watch for them was being kept.

There is a report that one of the U-boats was captured near Boston, and taken into New York harbor. There is no official verification of the report.

That the submarine deliberately shelled the Carolina's lifeboats was indicated when examination of the one found drifting empty revealed that it had been struck by shell fire. The boat had 15 survivors, from the Carolina, including two women, was picked up this morning by the British steamer Appleby. They were

taken to Lewes, Del. Another lifeboat empty was found floating near the place where the ship sank.

The City of Columbus brought in the crew of the schooner Jacob M. Haskell.

There were no new reports of submarine attacks up to 11:30 a. m. today, and no more signs of U-boats on the coast had been reported.

Meanwhile a fleet of 60 naval airplanes, operating from New York, maintained close watch for survivors of Germany's sea horrors, staged at America's very gates, and a hospital ship was anchored in the bay here, ready for service.

The submarine's latest victim was the Herbert L. Pratt, struck by a mine or torpedo off the Delaware Cape, at 2:30 p. m. yesterday. This ship was beached. The fact that it might have been wrecked by a mine gave rise to fears that the U-boats are scattering these floating menaces in the steamship lanes, close to the entrance to important ports.

The coast is being patrolled for three lifeboats full of people, reported drifting off Beach Haven, N. J., last night.

How Giant Sub Could Launch Bomber

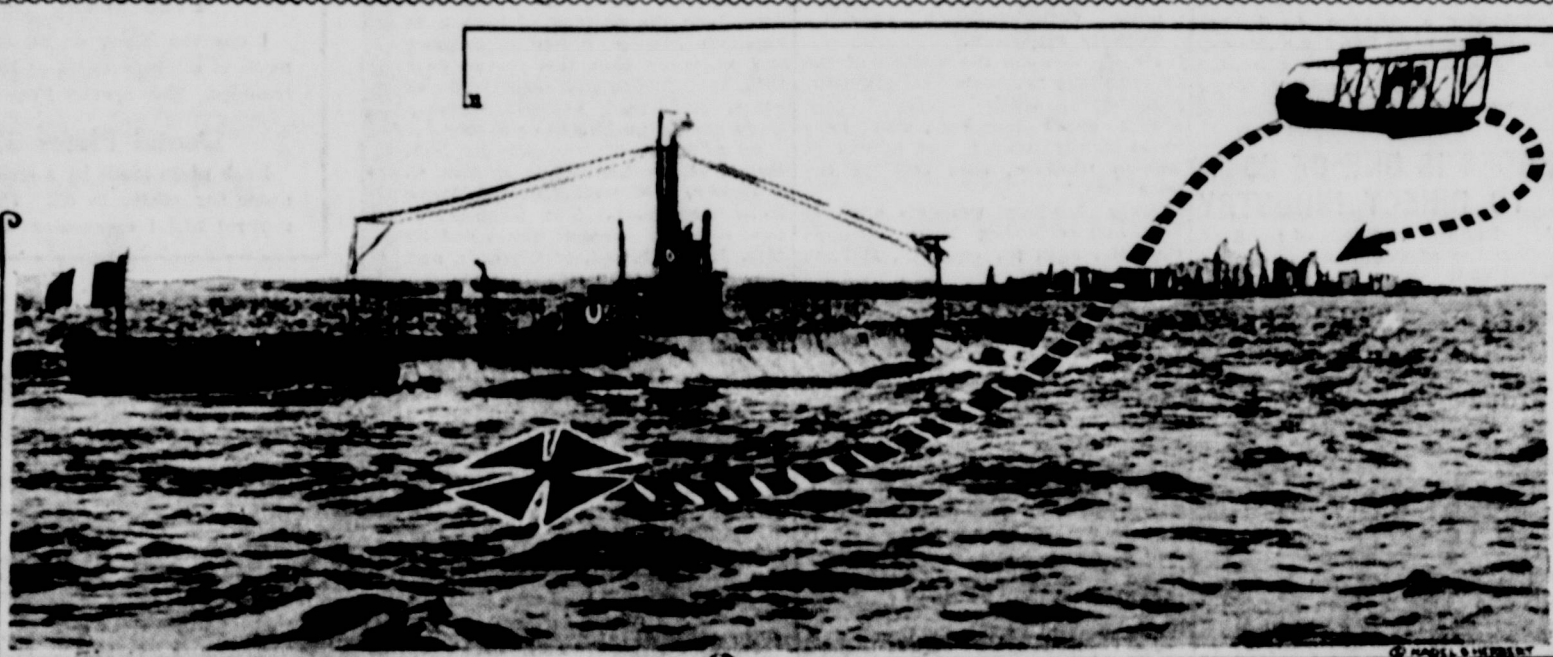


Photo-diagram showing how a seaplane, brought across the Atlantic by a German submarine, could be launched with its cargo of bombs from smooth water, to bomb an American coast city. The submarine would in the meantime submerge and await the return of the bombing plane at a predetermined rendezvous. A submarine of the size of the "Deutschland" would be able to carry several large seaplanes and ample supplies of bombs of the largest size.

Homing Pigeon Wins Fast Race in Coast Flight

OAKLAND, June 4.—Making 400 miles at an average speed of nearly two miles a minute, J. T. McCray's homing pigeon "Oakland Boy" won the race from Oakland, Oregon, to Oakland, Cal. Six other birds out of 37 entrants finished. The 500-mile race of the Pacific Homing Pigeon club will be run from Woodburn, Ore., to Oakland, Cal., on June 15.

NO NEW REPORTS OF ATTACKS ARE RECEIVED TODAY

WASHINGTON, June 4.—No new reports of sinkings or attacks by the German U-boats off the American coast had reached the navy department up to midforenoon, Secretary Daniels stated. He also said there is no information concerning the reported capture of one of the raiders.

The department does not intend at this time, however, to make any official announcement if a U-boat is captured or sunk, lest it prove of military advantage to the enemy.

The department, he said, has positive evidence that one U-boat is operating, but only the evidence of a surviving captain that two were off shore. Other navy officials expressed the belief that three U-boats had been engaged.

Daniels said he had told the naval committee yesterday that the navy had believed an occasional submarine might get thru, but he added, one or two, or more, may be engaged in an effort to draw the American fleet from the European side. The secretary was loath to discuss the subject of a possible U-boat communication with the American shore.

175,000 TAKEN, IS FOE CLAIM

AMSTERDAM, June 4.—German newspaper correspondents claim that 175,000 allied prisoners, 2,000 cannon and "innumerable" machine guns have been captured since the start of the present offensive, March 21.

REPORT DIVER IS CAPTURED NEAR BOSTON

NEW YORK, June 4.—It was persistently reported here today that one of the German submarine fleet had been captured and taken to Stapleton, Staten Island, while its crew was taken prisoner to Brooklyn navy yard. There was no official confirmation at either place.

According to the report, the U-boat was captured near Boston yesterday. The prisoners were said to have been brought into the harbor on a patrol boat which, when held up by a war ship, signaled that it had prisoners aboard.

HARBOR OF NEW YORK IS ORDERED OPEN

NEW YORK, June 4.—The Port of New York has been reopened, it was announced officially today.

DEFENSE OF NEW YORK CITY FROM FLIERS IS DIFFICULT

BY J. H. DICKWORTH
Special Staff Dispatch
NEW YORK, June 4.—Experts have long recognized the vulnerability of New York city to aerial attack. Owing to the city's geographical position the problem of organizing an adequate anti-aircraft defense is an unusually difficult one.

Anti-aircraft guns have been in position in New York for some months. The whole plan of defense will now have to be reorganized on a far more elaborate scale if the business center of the country is to receive the protection its demands.

New York's problem is very much like that of London, which is 60 miles from the mouth of the Thames. Manhattan, however, is but a dozen miles from the open sea. Brooklyn, part of the great city, extends to the coast.

With modifications, New York must adopt London's plan of defense. This means that there must be fast naval patrols operating in a zone extending at least a hundred miles to sea to keep an eye open for the German seaplane-carrying submarines. If the activities of these submarines German hangars escape the notice of our naval gunners they must send out wireless warnings as soon as they detect enemy seaplanes in flight.

Aerial patrols by naval dirigibles and seaplanes must be established along the coast. Fast fighting planes from Mineola and from other airdromes that must be established at strategic points must be ready to go aloft and head off the Germans as soon as the warning of their presence off shore is received.

Batteries of anti-aircraft artillery, powerful enough to reach a plane 12,000 feet up, must be put into position at many different points throughout the city.

The anti-aircraft artillery defenses of London extend 20 miles out. German raiders are met with a barrage of shrapnel that it is almost impossible to penetrate. The military authorities have mapped out London into big squares, and have placed anti-aircraft batteries at the four corners of each square.

In this war, as soon as a German aeroplane is detected flying over London, the batteries at the four corners of the rectangle over which at a given moment it is traveling, commence to fire, and thus "box" the enemy plane with bursting shrapnel.

New York's main reliance, however, must be placed on the offshore patrols. We must depend upon these to surprise the submarine mother ship, as she is engaged in assembling the seaplane that she has brought over with her. Busy at this work, it will be very difficult for the submarine to close her hatches in time to submerge. In any case, she would be compelled to abandon the seaplane.

Fast fighting planes from Mineola

U. S. Men Now Fighting With French Troops

Germans Cross Marne for First Time Since 1914, But Are Hurlled Back—Enemy Makes Slight Advance.

PARIS, June 4.—American troops have struck their first blow in the new battle of the Marne. Fighting side by side with the French, they hurled back a German force which reached the southern bank of the river—the first time the Marne has been crossed by the enemy since early in the war.

The new battle of the Marne was raging with great violence over the entire western portion of the front yesterday evening and last night, the French war office reported today. Slight gains were made by the Germans at some points.

The Germans crossed the river, south of Jaulgonne, midway between Chateau-Thierry and Dormans.

The Franco-American force took a hundred prisoners. After the boches had been hurled back the French and Americans destroyed the bridge.

An American force also stopped the German advance before Neuilly wood, hurling the Huns back by a magnificent counter-attack. "In heavy fighting south of the Ourcq, the Germans, with the help of heavy artillery concentrations, carried Mosley, Neuilly-La-Porterie, Torcy and Boursches," the statement said. "The French, by a counter-attack, retook Mosley and Neuilly-La-Porterie." In violent fighting these villages were taken and retaken.

U. S. Strikes Line
"An American force stopped the Germans attempting to reach Neuilly wood. By a magnificent counter-attack, they hurled the Germans back north of the wood."

"Further south, the Germans realized no gain on the Marne front. One German battalion which reached the left bank near Jaulgonne was hurled back by a Franco-American counter-attack with heavy losses. The bridge was destroyed and prisoners taken."

"The Germans were held without progress by the French between the Oise and the Aisne. Between the Aisne and the Ourcq, the battle was going on with great violence last night."

"Violent attacks were made in the region of Pernant, Baconin-Et-Breuil, Missy-Aux-Bois and Troesnes. Pernant was taken by the Germans at the cost of heavy losses to the assailants."

"Further south, the French withdrew a little to the west of Saconin and Missy-Aux-Bois. Faverolles and Troesnes were held by the French."

U. S. PATROLS BUSY IN LORRAINE SECTOR
WITH THE AMERICAN ARMY IN FRANCE, June 4.—The following official report was issued at headquarters last night: "There were active patrolling operations in the Picardy and Lorraine sectors. Artillery firing was reported in the Lorraine and Woëvre districts. One enemy plane was shot down during air combats and one of ours is missing."

AMERICAN TANKER IS TOWED IN CRIPPLED
AN ATLANTIC PORT, June 4.—Battered and crippled by submarine shell fire, an American tanker arrived here today. She was towed into port by navy tugs. The tanker had become almost waterlogged as a result of the pounding she received from the blockading U-boat.

ARTILLERY IS ACTIVE IN ALBERT TERRITORY
LONDON, June 4.—"There was considerable hostile artillery fire between Albert and the Serre river early this morning," Field Marshal Haig reported today.

ENEMY RAIDERS SLAY 9 WOMEN
LONDON, June 4.—Nine members of the women's auxiliary automobile corps were killed in the recent bombing of British headquarters behind the lines, it was announced today.

44 Men Join Navy; Want to Get Subs
Young Americans, following publication of submarine sinkings off Atlantic coast, are flocking to recruiting offices here.

"We have enlisted 34 out of 44 applicants," said Seaman Simon, naval camp publicity, today, "and it's the biggest day we ever had."

Professor Clark Bissett will speak on "Our Individual War Responsibilities" before the British-American Relief association, in Eagles' hall, Wednesday, 8 p. m.

WATCHING FOR 3 BIG LINERS
AN ATLANTIC PORT, June 4.—Three important liners are overdue at this port here today. They include two big transatlantic ships and one in the coast trade. One carries more than 300 passengers. On account of submarines operating off the coast, some anxiety is felt for their safety.

Subs 325 Feet Long
U-boats in this patrol are 325 feet long and carry five-inch guns. This is a larger type of German submarine than any known in the Navy lists, and its number, 151, indicates it was recently built, as U-100 is the highest listed.

The submarines off this coast are only an advance guard. Each has a crew of 35, exclusive of officers. From his own observations, while aboard the U-boat, Rocker saw that the vessel carried tools marked U-153. The Germans took 10 days' supplies from the Edna, but the American prisoners were fed black bread, canned ham and very bad jam. One hundred cases of oil were removed from the Edna to the submarine.

GERMANS PLAN SUB BLOCKADE OF U. S. COAST

Hun Mate on U-151 Tells Prisoner Teutons Will Send Big Sub Fleet

ADVANCE GUARD HERE

NEW YORK, June 4.—Germany has established a permanent submarine blockade of the American coast and within a short time a force of U-boats, capable of operating against every important Atlantic port, will be here, according to the mate of the submarine U-151.

The mate, who served five years as boatswain in the U. S. navy, told this statement to Enoch Rocker, boatswain of the schooner Edna. After the Edna was destroyed, Rocker and others of the crew were imprisoned in the submarine more than a week.

This German mate, who refused to tell his name, told Rocker that: He had lived in New York eight years, and was engaged to a girl in Philadelphia, whose photograph he showed.

Men for the submarine blockade of the U. S. coast are being drafted from among sailors formerly in the merchant marine, familiar with American ports.

Pictures of Fleet
The present German blockading fleet left Kiel seven weeks ago, getting a tremendous send-off. Photographs of this celebration were displayed.

The submarines now on patrol carry six months' supplies, but expect to stay here one year by taking provisions and fuel from ships sunk. The voyage from Germany to this country was made by way of the West Indies, within sight of the Bahamas, near where the collier Cyclops mysteriously disappeared, and up the coast near Cape Hatteras.

Yes, Dear Consumer, You'll Probably Have to Hire a Chemist, a Geologist and a Bookkeeper

New coal prices are in effect in Seattle Tuesday, following readjustment of previous conditions and prices by the fuel administration. A general reduction in price is expected by the administration. However, some grades have advanced in price.

An intricate chart accompanies the announcement of the change, over which the consumer is expected to expend brain-heat and power to such an extent as to completely parallel the consumption of coal by his most fervent furnace. It shows the new schedule and prices in impressive array, with 50 varieties of coal, accompanied by technical names, zones, weights, freight rates, component prices, mine prices, war taxes, and retail gross margins.

In order to arrive at a full understanding and appreciation of coal, the fuel administration says the consumer should make himself acquainted with his subject.

He should study the chart, is the advice. The chart gives the price of coal in the various zones into which the city is divided. To discover which zone the consumer lives in, he must refer to still another chart.

How About This, Mr. Fuel Administrator?

Editor The Star: Your paper, as well as other papers, has been urging us to "Buy your winter coal now," etc. Can you direct us to a coal yard where they have a good grade of coal that they will sell? I called up Frank Waterhouse and asked them if they had any Wellington coal. They replied: "We have none now, but will have some later." Asked the price, they said: "Well, the price will be higher after while, somewhere around \$11.50."

I went in person to Wainwright & McLeod, R. R. ave. and Broad st., and asked for Wellington coal. They would sell me any cheap (in quality) coal at a high price—\$10.80 a ton.

They had 40 or 50 tons of Wellington on the platform, but wouldn't sell me any; gave as the excuse, "That is sold," at the same time mentioned that it was going up in price.

Now I am satisfied these parties are holding their Wellington coal for a higher price, and if so, they should go on the list of the excess profit hogs.

Would it not be a good plan to pass this letter along to the federal coal administrator and have him make Wainwright & McLeod show their orders covering that coal they claim is sold?

Coal isn't sold this way any more. The coal is mixed. There is fuel and lump coal, and various mixtures. The consumer, according to the fuel administration, must analyze the component parts of the coal his dealer sells him. When he discovers what percentages his ton of coal has, he can refer back to his chart again, do a mathematical turn or two, and determine exactly whether he is being charged too much or not.

It's all so simple. The consumer merely has to analyze the coal. He must simply know its parts, margins, packing charges, how it is mined, how it is raised out of the mine, how it is refined, split up, munched, carted over the railroads at excessive rates, wholesaled, retailed and burned. The consumer will agree that he knows how it is burned. It wastes away rapidly, and goes up in smoke, and then there is a new ton to be purchased.

The new prices cover retail deliveries of coal in one-ton lots, shoveled in chutes only. Half-ton lots alternate and revolve between schedules and prices, probably with the intention of frightening the consumer into buying ton lots. Reductions are made on two-ton lots and over.

F. H. GEORGE, 3218 13th Ave. W.

When this is done, he will be able to determine what the cost of coal of a particular grade is in his zone. But—