

**CAPTAIN CONFIRMS
RAIDER AS MOEWIE**

**Norwegian Skipper Estab-
lishes Fact Rover Is
Famous "Sea Wolf"**

ONE AMERICAN KILLED

**Corsair Probably Trying to Get
Back to German
Port**

COPENHAGEN, Jan. 31.—The first detailed story of the exploits of the famous German commerce raider Moewie, on her second dash into the Atlantic, has just been given here by Captain Andersen, of the Norwegian steamship Hallberg, whose vessel was sunk by the German "sea wolf" on December 17. These facts were established:

First. That the raider was really the Moewie.

Second. That an American seaman was killed on December 6 when a Newfoundland schooner was sunk.

Third. That the Voltair was the first ship sunk by the Moewie on her outward dash from Germany.

Fourth. That the Moewie is probably trying to make her way back to her home port in Germany, as she did after her first destructive voyage into the Atlantic.

The story of the Moewie's cruise reads like a chapter from the history of the Spanish Main when the bold buccanniers of the seventeenth century were preying upon the gold-laden galleons of Spain.

It was not until Captain Andersen arrived here with the Hallberg that it was definitely established that the Hallberg was a victim of the Moewie.

"We left New York on November 23 with a cargo of tinneled goods for Bordeaux," Captain Andersen said. "When we were twelve days out at sea we sighted a steamship that appeared to be a tramp or ordinary freighter. There was nothing suspicious about her and I was astonished when she straggled us to stop and brake the German ensign at her masthead. Sideboards abaft the foremast were let down and guns were trained upon us. There was nothing to do but stop. A German officer came on board and, after an investigation, said he was going to sink us. I protested against this high-handed conduct, saying that my ship was neutral and that we were carrying a noncombatant cargo. My protests were in vain. German small boats were sent alongside and our crew and about 500 tons were transferred to the raider."

"On board the German ship we found ninety-three men from the British steamship Voltair, of Liverpool, which had been sunk two days earlier."

"At that time the Moewie was plying in the north Atlantic steamship lanes and was taking long chances with the British patrol fleet that was constantly combing those waters."

Two days later the Moewie sighted a schooner. She stopped and fired and the Germans found she was carrying a cargo of dried fish from Newfoundland to Gibraltar. The crew of six men was taken off and the vessel was sent to the bottom with a dynamite bomb. Fifty, however, some of the fish was removed.

MOEWIE SCENTS DANGER

"Then came a long succession of attacks on merchant ships, and as ship after ship was sent to the bottom we began to get very crowded on the deck. We were allowed some exercise on the deck, but when any suspicious-looking vessel hoisted in sight we had to go below, where German bullet-jackets with carbines threatened to shoot any one who tried to signal."

"By this time the commander of the Moewie knew that his presence on the Atlantic had been discovered, for the wireless picked up warnings from warships notifying mercantile vessels to beware."

"Thousands of horses and mules destined for war service in Europe were killed by the destruction of the ships on which they were being carried."

AMERICAN KILLED

"On the night of December 6 the Moewie overhauled the Canadian Pacific liner Mount Temple. A shot was fired across her bows, but she failed to halt and other shells were fired at her. It was on the Mount Temple that an American, a stoker, was killed. This ship carried 750 horses and 5000 tons of cargo. She was sunk and 107 more seamen were added to the nondescript collection of sailors that were gathering on the raider."

Two days later the British steamship King George, of London, was stopped. After her papers had been examined her crew was ordered to go on board the Moewie and the ship's seacocks were opened. The Moewie stood by patiently for seven hours until the ship disappeared."

"The next day the British steamship Cambrian Range was sent down."

"On the following day, December 10, the Moewie overhauled a rich prize. This was the steamship George, carrying 1200 horses and 7000 tons of cargo from Philadelphia to Trenton."

SAILORS JUMP INTO SEA

"When the raider showed her guns and the German flag the seamen evidently thought their ship was going to be sent down without more ado and panic broke out. Some

**SLAVS LOSE MORE
RIGA LINE GROUND**

**Germans Storm Aa Front
Positions and Capture
900 Prisoners**

RUSSIANS GAIN IN SOUTH

**Berlin and France Contradict
Each Other on Fighting
in West**

BERLIN, Jan. 31.—Storming of several Russian positions in the forest on the east bank of the Aa River (Aa front) and capture of counter-attacks was reported in today's official statement.

More than 900 Russian soldiers were captured, with fourteen officers and fifteen machine guns.

The statement said Russian forces, after two strong attacks, succeeded on a third assault in entering into "the point d'appui" of German positions south of the Valenciennes road, on Prince Leopold's front. The attacks were preceded by a violent fire of artillery.

The admission of a Russian gain on the Russian front was made, however. The text of part of the official report follows:

Army group of Archduke Josef.—After violent artillery fire the Russians attacked our positions several times south of the Valenciennes road. Very strong attacks failed, but in the third assault a detachment of the enemy succeeded in entering one of our points of support.

Army group of Field Marshal von Mackensen.—Near the Tonnin strong battle reconnoitering detachments that were advancing were repulsed by Turkish outposts.

From the Macedonian front, the statement reported several Italian prisoners brought in from a raid by German reconnaissance parties in the Cerma bend.

After a long fall there was a transfer of fighting in the Vosges mountains last night. The War Office reported today that the French attacked part of the German positions near Leintz, on the frontier of Lorraine, but that the attack was repulsed. The attack was made after a violent bombardment, which lasted from noon until sunset.

On the other parts of the western front severe frost and snowstorms limited the fighting activity.

**KING PLEADS FOR MORE
TROOPS FROM COLONIES**

LONDON, Jan. 31.—As a first step in the Government's program to raise a big army for home defense, King George has sent a letter to the governments of all the colonies appealing to all available men over military age to enlist in a volunteer force. Much significance is attached to this paragraph of the letter:

"While they (the original territorial force) are thus fighting the battles of the Empire abroad we must organize and equip a force to take their places as defenders of these shores in case of invasion."

**WHY you should
ask every LIFE
Insurance man whether
he is a member of
The Philadelphia
Association of Life
Underwriters.**

THIS organization is working in YOUR interests. Its members are representatives of RELIABLE companies.

IT MEANS much to you, therefore, and more to your beneficiaries, in which company you are insured.

That's why you should really know whether your life insurance man is in good standing in this Association. ASK HIM.

SAFETY FIRST!

The following companies are represented by one or more members in the Philadelphia Association of Life Underwriters:

- Aetna
- Berkshire
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- New York Life
- Northwestern Mutual
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- Penn Mutual
- Phoenix Mutual
- Provident Life & Trust
- Prudential
- Reliance Life
- Royal Union Mutual
- State Mutual
- Sun Life of Canada
- Travelers
- Union Central
- Union Mutual

This is an advertisement of The Philadelphia Association of Life Underwriters.

**DEUTSCHLAND AGAIN DUE
WITH \$30,000,000 CARGO**

**Undersea Freighter Expected in Few
Days at New London by Well-
Informed Germans**

**DELAWARE RECEIVES
DE LA WARR PORTRAIT**

**John Bancroft Presents Painting of
Thomas West, for Whom State
Was Named**

WILMINGTON, Del., Jan. 31.—John Bancroft has donated to the State a portrait of Thomas West, twelfth Baron de la Warr, for whom this State was named. It is one of the best portraits that the State owns, and, historically, it is of great interest.

The portrait was painted by William Chadwick, of Lyme, Conn. Mr. Bancroft's son-in-law, Baron de la Warr was interested in colonization schemes in America, and in 1609 was appointed for life Governor and Captain General in Virginia. While on a voyage he was driven by a storm into the river now called the Delaware. What was then considered a misfortune led to the Baron's name being perpetuated in a State, river and bay.

The eighth Earl de la Warr, who visited this city in 1915 and was entertained by Governor Miller, sent him a portrait of his ancestor from England. The portrait, which will hang in the State House in Dover, was copied from one that hangs in Independence Hall in Philadelphia.

One of the consignees of the Deutschland's cargo today received the bill of lading, which informed him the submarine was loaded on January 14 and sailed soon afterward. Representatives of the Eastern Forwarding Company today said they had been informed from Kiel that the Deutschland made her "getaway" to the open sea in safety.

It is authentically reported that the cargo of the submarine is valued at \$20,000,000, part of which consists of a \$5,000,000 consignment of diamonds.

ASK \$75,000 IN DAMAGES.

POTTSVILLE, Pa., Jan. 31.—As a sequel to the six-county firemen's convention held in Tanawana last summer, damage suits were brought for \$75,000 against Harry Jacobs, tenant, and G. A. Wilford, owner of the United States Hotel at Tanawana.

John and Margaret Thomas, who were injured by the collapse of the fireescapes, ask \$15,000 damages; Thomas M. Cook \$10,000; Lavinia Yarworth, \$20,000 from Wilford and Cook and Miss Yarworth ask \$20,000 from Jacobs.

There is a question as to whether the tenant or owner is responsible, hence the double suits.

To Welcome Radnor Soldiers

The Radnor Fire Company is planning a routing reception for three of its members who will return with the Sixth Regiment from the border in about ten days. The members are W. J. Bryan, Harry Bryan and Ralph Robinson.

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Seatag Oysters
Purity
Grown under ideal natural conditions. All are carefully selected and twice inspected; each certified by the Blue Tag on its shell.
Flavor
Zestful and vigorous, with the tang, the salty-sweet savor of the open ocean. Ask the waiter!
H. B. CLIFTON CO., Phila. Distributor,
Reading Terminal Market, Arch Street Wall.

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TOLSTOY'S SON LECTURES

**Tells Princeton Audience of Father's
Life and Russia's Hopes**

ONE AMERICAN KILLED

**Corsair Probably Trying to Get
Back to German
Port**

PRINCETON, N. J., Jan. 31.—Count Hya Tolstoy, son of the renowned Russian philosopher and novelist, addressed a large audience in McCosh Hall at Princeton University on the topic, "The Ideals and Life of My Father." Count Tolstoy was very well received.

His message embodied intimate aspects of his father's life, and in addition briefly touched upon Russia's stand in the present war.

Joseph G. Darlington & Co.

Announce for Tomorrow, Thursday

**February Reductions of
Fine Furniture, Wall Mirrors,
Lamps and Shades**

During the month we present many opportunities for the purchase of furniture of the Darlington standard at prices that average 10 to 25 per cent less than usual.

A few of the attractive offerings are illustrated. This sale also includes many fine reproductions of Colonial and old English pieces, including dining room and bedroom suites.

All of the upholstered pieces were produced in our own workrooms and are of the most substantial construction and highest grade of workmanship.

1126 and 1128 Chestnut Street

**DRINK
Mountain Valley
Water**
TO GET WELL TO KEEP WELL
For Bright's Disease, Rheumatism, Diabetes, etc.
Sample it FREE 718 Chestnut St.
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**MANN & DILKS
1162 CHESTNUT STREET**
Ladies and Misses
Spring Suits
Tyrol Wool, in the new high light colors. Our original models are not on sale in any other store.
Also
Spring Hats
that are unusual

**26,000 Men Join War
Against Motor Wear and Friction**

**Endurance Proved by
Hudson Super-Six**

Let us not confuse the issues which stand uppermost today. It is not speed, not power, not hill-climbing ability which make the Super-Six supreme. Though it holds those stock-car records. It is the fact that those records were won—against Sixes, Eights and Twelves—by minimizing friction in the motor. That is why the Super-Six invention stopped the trend toward V-types. It reduced friction vastly more than they did. That is why a Six holds ruling place today. A new basic principle, patented by Hudson, removed its limitations. It was to minimize friction that V-types were considered. But in that the Super-Six outdid them. That is why it outsped any other stock car. Why it won so many hill-climbs, including Pike's Peak. Why it broke all records for quick acceleration. Why it broke the 24-hour stock-car record by 52 per cent. Why it twice broke transcontinental record in one continuous 7000-mile trip. It was all motor endurance, due to friction and wear reduced to a point which no other type has approached.

Now makers of Sixes point to the fact that a Six still holds first place. But the top place is held by the Hudson Super-Six. No six, eight, twelve or car of any type has equaled it in any of the things which count. It is a new type Six—the Super-Six—made under Hudson patents. It rules because it added 80 per cent to old-type Six efficiency. Because it ended the Six limitations—vibration, friction and wear.

That is now the Hudson Super-Six. It probably always will be. No engineer can hope to come much closer to perfection. That is the reason for Hudson supremacy—the wonderful performance of this motor. No maker can approach this type in things that count for most. Until one does, men who want a great car must choose the Super-Six. With it he is master of every motoring situation.

The One Great Question
The one great question in choosing a car is this: What motor type comes nearest to eliminating friction? That type will out-perform all others. It will wear the longest, cost the least for upkeep, waste the smallest amount of power.

Now a Gasoline Saver
Now another feature—a great gasoline saver—adds to the Super-Six attractions. And new body creations, in every style, attain the very limit in beauty and luxury. We have here now the models exhibited at the New York Show. Come see them.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN
Phaeton \$1650
Roadster 1850
Cabriolet 1950
Limousine \$2925
Limousine Landaulet. 3025
F. O. B. Detroit
Town Car \$2925
Town Car Landaulet. 3025
Touring Sedan 2175

IMMEDIATE DELIVERIES
GOMERY-SCHWARTZ MOTOR CAR CO.
253-255 NO. BROAD ST.
Bell Phone, Spruce 1060
Keystone, Race 2177