RAIDER AS MOEWE

Norwegian Skipper Establishes Fact Rover Is Famous "Sea Wolf"

ONE AMERICAN KILLED

Corsair Probably Trying to Get Back to German Port

COPENHAGEN, Jan. 31.—The first de-tailed story of the exploits of the famous German commerce raider Moewe, on her second dash into the Atlantic, has just been given here by Captain Andersen, of the Norwegian steamship Halibjerg, whose vessel was sunk by the German "sea wolf" on December \$ These facts were estab-lished:

First. That the raider was really the

Second. That an American seaman was killed on December 6 when a Newfound-

land schooner was sunk. Third. That the Voltaire was the firs ship sunk by the Moewe on her outward dash from Germany.

Fourth. That the Moewe is probably try-Ing to make her way back to her home port in Germany, as she did after her first destructive voyage into the Atlants. The story of the Moewe's cruise reads lke a chapter from the history of the Spanish Main when the bold buccaneers of

the seventeenth century were preying upon the gold-laden galleons of Spain. It was not until Captain Anderson arrived here with other neutral seamen that it was definitely entablished that the Hallbjerg was a victim of the Morwe. "We left New York on November 23 with a cargo of tinned goods for Bordeaux."

Captain Andersen raid. When we were twelve days out at sea we sighted a steam-ship that appeared to be a tramp or ordinary freighter. There was nothing sus-picious about her and I was astonished when she signaled us to stop and broke the German ensign at her masthead, Side-boards abaft the forecastle 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 egainst this high-handed conduct, saying that my ship was neutral and that we were carrying a noncomraband cargo. My pro-tests were in vain. German small boats were sent alongside of and our crew and about 500 tins were transferred to the

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

"At that time the Moewe was plying in the north Atlantic steamship lane and was taking long chances with the British patrol fleet that was constantly combing those

"Two days later the Moewe sighted a schooner. She stopped on signal and the Germans found she was carrying a cargo of dried fish from Nefoundland to Gibraltar. The crew of six men was taken off and the Yessel was sent to the bottom with a dynamite bomb. First, however, some of the fish was removed.

on merchant ships, and as ship after ship dare al nemico altro preavyiso che que any suspicious-looking vessel hove in sight we had to go below, where German blue-jackets with carbines threatened to shoot oggi quello che i tedeschi potette any one who tried to signal.

By this time the commander of the Moewe knew that his presence on the At-lantic 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 Moewe overhauled the Canadian Pacific liner Mount Temple. A shot was fired across her bows, itale-austriaca: but she failed to hait and other shells were fired at her. It was on the Mount Tomp that an American, a stoker, was killed. This ship carried 750 horses and 5000 tons of cargo. She was sunk and 197 more seawere added to the nondescript collec-of sailors that were gathering on the

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 Moewe and the ship's seacocks were opened. The Moewe stood by patiently for seven hours until the

"The next day the British steamship Cam-

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

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 with-out more ado and panic broke out. Some

"On the night of Depember 10 a heavy "On the night of December 10 a heavy gale blew up. The next day the weather was thick, the wind was high and the crowded Moewe was rolled on her beam ends in the stormy steas. At the height of the storm a ship which was later identified as the Yarrowdale was sighted. The waves were too high to send a prize crew on board so the Yarrowdale was told to follow the raider. All night the Moewe and her captive rolled through the darkness and the plunging seas.

"The next day the St. Theodore was

ness and the plunging seas.

"The next day the St Theodore was spoken, but the weather was still too stormy to permit her to be boarded. She too was told to follow the Mo.we. That night the gale died down and on the Lext day. Wednesday, German sa lers were sent on board the two captured ships. There was a consultation among the officers of the Moewe and it was decided, on account of the crowded condition of the Moewe and the shortage of food and water, to send most of the prisoners on board the Yarrowdale. About 400 were transferred. We did not know at that time that it was the innot know at that time that it was the matention of the Germans to try to get the Yarrowdale back into a German port on ac-count of the rich eargo she was carrying.

"The cruise of the Yarrowdale from the South Atlantic to the North Sea was made cautously and was without any special

Captain Andersen said that the prison Captain Andersen said that the prison ship renehed Swedish waters on loc mucr 29. On December 20 a Swedish torpedo boat approached but yas satisfied who for word of Deputy Officer Badswitz that the vessel was a penceful freighter. In the meantime the prisoners were confined in the bunkers. Shortly afterward the Yarrowdale encountered a German guiard sing which convoyed the vessel through the mine fields to a German nor!

I FRANCESI SON PRONTI PER IL GRANDE ATTACCO

Immense Quantita' di Munizioni e di Artiglierie Ammassate Lungo Tutta la Fronte

Noticie da Londra dicene che le State Maggiore francese ha ammassato sulle retrovie dell'intera fronte di 200 miglia una ale grande quantita' di materiale da guerra da essere in condizione di poter iniziare la grande offensiva da un reomento all'altre Questo afferma il corrispondente del Times dalla fronte francese. Il quale aggiunge

"Nel caso delle offensive precedenti, inglesi francesi, sulla fronte occidentale i tede sapevano in antecedenza quando e dove l'attacco si sarebbe sferrato. Le immense preparazioni che sono indispensabili prima di iniziare una grande svanzata rivelavano Il segreto al nemico che percio' poteva prov-vedere alla difesa del settore minacciato ed eliminare completamento importantissi nella Champagne e sulla Somme e solo in parte anche recentemente nella zona di Verdun dove il solo avvertimento che il nemico pote' avere fu la insolitamente violenta azione preparatoria dell'artiglieria.

"Negli ultimi tre mesi ho potuto visitare the bomb. First, however, some of the hard was removed.

MOEWE SCENTS DANGER
Then came a long succession of attacks was sent to the bottom we began to get dell'aumentata attività dell'artiglieria. Ma very crowded on the Moewe. We were allowed some exercise on the deck, but when fronte metterelibe nell'imbarazzo il piu' abile

"In altre parole, i francesi possono fare oggi quello che i tedeschi potettero fare. violando la neutralita' del Belgio, nel prim mesi della guerra. I francesi hanno fatto su tutta la fronte tali treparazioni e y hanno accumulato una tale quantita' di munizioni e di bocche da fuoco, costruendo una lunghissima nuova rete stradale e ferreviaria, da poter incominciare l'attacco da un giorno all'altro e senza rivelare alcur che al nemico fino all'ultimo momento."

SULLA FRONTE ITALIANA

Ieri sera il Ministero della Guerra pubblicava il seguvente rapporto del generale Cadorna circa la situazione alla fronte

Fronts del Tre le solite azioni di artiglier'a ma nessun

evenimento di importanza. Fronte delle Alpi Giulie-Il nemico tento' varii attacchi di minore importanza nella zona di Corizia e sul Carso Tutti gli attacchi furono respinti dope brevi ma accaniti combattimenti. Noi abbiamo preso alcuni prigionieri.

Notizie attinte qu' a fonte degna di fede alcono che la situazione politica in Austria si e' così complicata che si teme una nuova crisi ministeriale. Gli sforzi del presidente del Consiglio per ottenere una maggioranza nel Parlamento sono completamente fallit a causa dei rifluto dei czechi, i quali non vogliono sapere di appoggiare il governo, c d'altra parte e' impossibilie escludere polacchi dal Parlamento aggregando la Galizia al novo regno di Polonia.

Dispacci da Vienna dicono che si son avuti cola' ed in altre citta' dell'Austria comizii di donne a favore della pace. Le donne convocate a comizio a Vienna votareno un ordine del giorno invitante le donne di tutti i paesi belligeranti a dire a mondo che esse desiderano la cessazion-

della guerra DRINK MountainValley Water For Bright's Disease, WELL WELL Rheumatism, Diabetes, etc.

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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

Storming of several Russian positions in the furest on the cast bank of the As River (Riga front) and repulse of counter-attacks vas reported in today's official statement.

More than 900 Rossian soldiers were capured, with fourteen officers and fifteen mu-

The statement and Hissian torses, are two strong attacks, succeeded on a third assault in entering into the point d'appuil of German positions south of the Valegatha road, on Prince Leopold's front. The atwere preceded by a violent fire of

Rumanian front was made, however. The text of part of the official report follows:

Army group of Archduke Josef - After violent artiflery fire the Russians at-tacked our positions several times wouth

Mackensen. Near the Danube strong loctile reconnectering detachments that were advancing were repulsed by Turk

Prom the Macedonian result, the statement reported, several Italian prisoners brought in from a raid by German reconsaissance parties in the Cerna bend.

After a long full there was a doubter cliep of fighting in the Vorges mountains hist night. The War Office rejected today that the French attacked part of the German positions near Leintrey, on the frontier of Lerraine, but that the resould was repulsed. The attack was made after a violent bombardment, which lasted from noon until sunset.

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

KING PLEADS FOR MORE TROOPS FROM COLONIES

As a first step in the Government - program to raise a big army for none defense. King George has sent a letter the Governments of all the colonies appeal to all available men over military callst in a volunteer force significance, is attached to this paragraph of the letters

"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."



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

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

NEW YORK Jan. \$1 .- The Deutschland will arrive at New London within two or hree days. Well-informed German circles iere today asserted that the undersea freighter has not beer sunk or captured by the British and she will come into port within a short time, hearing the most costly argo she has ever carried.

One of the consignees of the Deutsch-land's cargo today received the bill of lading, which informed him the submarine was loaded on January 14 and salled seen after-ward. Representatives of the Eastern Por-warding Company today said they had been informed from Kiel that the Deutschland made her "getawas" to the open

It is authentically reported that the cargo

ASK \$75,000 IN DAMAGES. POTTSVILLE, Pa., Jan. 31.—As a sequely the six-county firemen's convention held a Tamaqua last summer, damage suits ere brought for \$75,000 against Harry acobs tenant, and G. A. Wilford, owner of he United States Hotel at Tamaqua. Seth and Margaret Thomas, who were ined by the collapse of the fire-escape, ask assistantiages; Thomas M. Cook \$10 and; this Yarworth \$20.000 from Wilford and the Albest Yarworth ask \$20.000 from

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 remaining 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 Palish Bohlmon.



From exclusive Scatag beds, miles off Cape Charles, Va. Flavor Zestful and vigorous, with the snap, the tang, the salty-

ocean. Ask the waiter

H. H. CLIFTON CO., Phila. Distributor, ending Terminal Market, Arch Street Wall.

DELAWARE RECEIVES DE LA WARR PORTRAIT

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

WILMINGTON, Del., Jan. 31.-John Banroft 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 hadwick, of Lyme, Conn., Mr. Bancroft's Hall in Philadelphia.

and in 1609 was appointed for life Governor and Captain General in Virginja. 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

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

PRINCETON, N. J., Jan. 31.-Count Hya Tolstoy, son of the rehowned 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.

\$11.00

\$30.00

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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

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



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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.

It was all motor endurance, due to friction and wear reduced to a point which no

Why it twice broke transcontinental record in one continuous 7000-mile trip.

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,

The One Great Question

The one great question in choosing a car is this: What motor type comes nearest to elim-

inating friction? That type will out-perform all others. It will wear the longest, cost the least for upkeep, waste the smaller amount of power.

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 great car must choose the Super-Six. With he is master of every motoring situation.

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.

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