

U. S. CAN DRIVE FOES FROM SKY

Prompt Building of Air Armada Means Victory, Experts at Front Say

ENEMY ALREADY INFERIOR

Captured Report Shows Germans Are at Great Disadvantage Because of Allies' Superiority

By WILLIAM PHILIP SIMMS
WITH THE BRITISH ARMIES IN THE
FIELD, June 19.

If America strikes while the iron is hot Germany will be driven from the sky. Wing officers out here are more than ever convinced that the war will be decided largely in the air. For that reason news of the American project to build and man a huge air armada was enthusiastically received here. The airman were agreed that the United States is capable of an enormous and rapid output of machines. Moreover, they hold Americans are naturally fitted to be topnotchers as they—only needing two or three weeks' actual battlefield experience to make their headlines in the fighting game.

That the Germans are keenly alive to the importance of the air branch to military science is revealed in a report found on a German officer captured recently. It covered the period of the Somme battle.

TEUTONS ADMIT INFERIORITY

The report frankly admitted that the British and French hold mastery of the air. The Germans, it was asserted, were unable to fly over the enemy lines and German balloons were forced to remain hidden on the ground. Thus, at decisive moments in the fighting, the German artillery was blinded, while the Prussian infantry was harassed by war planes constantly swooping low and machine-gunning the men in the trenches.

AMERICA HOLDS BALANCE

Thus the experts here agree that with prompt action America can throw the balance so completely to the Allies that the Prussian airman will be unable to cross the lines from the sea to Switzerland—totally blinding the enemy and placing him at such a disadvantage that a decisive blow can be struck on the ground.

Other German data recently taken admit the Allies outnumbered the Germans in aeroplanes by ten to one in the battle of the Somme. This ratio, airmen here agreed, ought to be maintained hereafter.

The Germans evidently have an inkling of what the future has in store for them. They are straining every means to increase the airplane output. So hastily are their machines built nowadays that they tend to fall to pieces as soon as the strain of aerobatics is put upon them. And aerobatics are now essential to aerial fighting.

SEVEN AMERICANS WIN HONORS FOR BRAVERY

Receive Military Citations for
Extreme Courage and Self-
Sacrifice in Balkans

PARIS, June 19.—Seven more Americans in the service of France have just been honored with military citations for brave exploits on the battlefield and for coolness under heavy fire. All of them are members of Section 3, of the American Ambulance Field Service, which for the last eight months has been experiencing some of the roughest work of the war in the Balkans.

Prominent among them are three New York boys, Lovering Hill and Charles Baird, both graduates of Harvard, and Cornelius Winant, a Princeton graduate. This makes the third citation for him. He is assistant commander of the division and has already been mentioned in divisional orders of the day.

Three others are from Massachusetts. They are Daniel A. Sargent, of Boston; Graham Carey, of Cambridge; and Frank Baylies, of New Bedford. The seventh is Donald Armour, of Evanston, Ill. Hill's citation calls attention to the fact that for two years he "labored in the service of our wounded an indefatigable devotion served by the most brilliant qualities as a man and leader."

Baird and Winant were both cited for repeated acts of bravery during the transfer of the French wounded soldiers from Monastir.

The old Macedonian city has been under continuous shell fire from Bulgarian artillery ever since the German allies evacuated it. There has not been a day when it was safe to pass through the shell-wrecked city, much less drive an automobile ambulance through it. The roads were in plain sight of the Bulgarian heavy cannon. Between December 19 last and March 26 Baird and Winant made from one to four trips over the dangerous ground, continuously under shell fire.

Sargent has distinguished himself more than once. He was in the thick of the fighting on the Vardar front and was cited for bravery in removing wounded through ground swept continuously with German shells and shrapnel.

During March a mission which even the official citation describes as "particularly dangerous" was confided to young Sargent, who was then on the Macedonian front. In the advanced trenches beyond Monastir a French superior officer lay grievously wounded. A bursting shell had torn one of his legs to shreds, making an immediate operation necessary. The Bulgarians were shelling the entire sector with shrapnel and apophixiating shells. A volunteer was called for to bring in the officer and Sargent stepped forward.

"You are taking your life in your hands," warned an officer. "I know it, sir," replied Sargent saluting. "I am ready to go now."

Over a road that was almost concealed by smoke from bursting shells, Sargent drove his car to safety not only with the wounded officer, but two other wounded men as well.

Armour also had the honor to be the American who went the farthest with his ambulance in the fighting around Fort Travennes during the battle of Verdun.

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Washing Machine
\$85 Cash
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FREE One double duty
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CENTRAL ELECTRIC
& LOCK CO.
Everything Electrical
12 N. 13th St.

PLEASANTVILLE IS PEEVED AT P. & R. R. R.

Ten-Mile-an-Hour Speed
Through Town if Express
Trains Don't Stop

"WHOA-BOY" LEGISLATION



THOMAS CRAWFORD
Mayor of Pleasantville, N. J., and
sponsor of the retaliatory bill to
compel the Reading Railway to re-
duce speed of its trains while
passing through that place.

By a Staff Correspondent

PLEASANTVILLE, N. J., June 19.—The Philadelphia and Reading Railway must be brought to its knees, along with the Kaiser, John Barleycorn and other more famous errands.

This is the substance of public opinion in this town following a meeting last night of the City Fathers to consider the case of the Reading officials, who have curtly re-

fused to stop more of their trains at this important junction point. Twenty-one trains thunder through this town daily and fifteen stop. The City Fathers say the entire thirty-six ought to stop. But the Philadelphia and Reading officials can't see it that way. What is to be done therefore to bring the Philadelphia and Reading Railway to its senses? Why, the "whoa-boy" system, as it is called down here.

At the meeting of the council last night an ordinance to prevent Reading trains from passing through the town at a speed of more than ten miles an hour had its first reading. It undoubtedly will be passed, for it has leaders of civic movements such as Albert James, president of councils, and Mayor Thomas Crawford behind it.

"We'll give the railroad school in. We'll settle up with July 1," said Mr. Crawford, "to settle up its affairs. Then we'll make it stop right lively, or rather, slowly. What I believe in is 'it for what it is.' What I believe in is 'it for what it is.' What I believe in is 'it for what it is.'"

"If the railroad won't give us the proper number of trains, why, we'll stop up its service five minutes a train. Our citizens are being put to great trouble now. Some of them have to arise in the wee, small hours and go to Atlantic City in order to get started for work. The Pennsylvania electric service is all right for those who are not commuters. But those who go to work every day must have a quick service.

"They seem to think this is a one-horse place. They want it to be a local station. Look up and down our busy streets. In there anything local about this place?"

"No," the admission was forced. "The place looks limited after better train service for a long time," but in another citizen who had been waiting around with a purposeful, cherty eye. "We agree to stop the train, but not to our town itself, but sent his chief clerk. It took one hot afternoon for the chief clerk to agree to stop the train, leaving Camden at 11 o'clock at our station. Just think of it—the last train at night. We were all waiting for the chief clerk to decide to go and ask when a train should be run. Finally he did, and we all told him all together that the next train left in two hours. What do you think that fellow and his friends did? They stayed in the Nollie City and were taken aboard. Can you beat such impudence? Flagged a train that we never hardly see—only hear."

"The Nollie City is a fast train leaving the seashore late in the afternoon. It is planned on the evening of June 16 to hold a sort of watch meeting. The first train coming thundering along a mile a minute after 12 o'clock is to be sued. Yes, 'sued.' That is the word, according to Mr. Crawford.

"If they won't stop, we simply sue them," said Mayor Crawford.

"We'll flag 'em that's what we'll do," said the clerk in Mr. Crawford's corner. "We'll flag 'em that's what we'll do," said the clerk in Mr. Crawford's corner. "We'll flag 'em that's what we'll do," said the clerk in Mr. Crawford's corner.

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WILL TELL CONGRESS ABOUT AIRPLANE PLANS

Administration Preparing to
Meet Objections to Appropriation
of \$600,000,000

30,000 MACHINES A YEAR

WASHINGTON, June 19.—The first great war airplane bill, carrying an appropriation of \$600,000,000, is nearing completion and will be introduced in Congress probably Friday. It will carry an urgent recommendation from the Secretary of War for prompt and favorable action.

Meantime Congress wants to know exactly how \$600,000,000 can possibly be put into aircraft when airplane concerns heretofore have not been able to deliver 100 machines a year to the War Department. The bill calls for production of 30,000 machines in the first year, more than 2900 a month within a few months.

Aware of these mutterings by Congress the Administration will render a detailed statement as to contemplated expenditures. This will show: Millions for airplane engines, hundreds of thousands for wings and the like; tens of thousands for equipment and training of aviators and yet more thousands for supplies.

This statement is being prepared under the joint direction of the signal corps, War and Navy Departments and the aircraft production committee of the Council of National Defense. It will explain that automobile plants will tender 40 per cent of their producing equipment to manufacturing aircraft engines at a reasonable profit. Other factories will be utilized by the Government to produce planes, etc.

Lancaster Plans to Raise \$125,000

LANCASTER, Pa., June 19.—An organized campaign opened in Lancaster County today to obtain this county's allotment of funds for the Red Cross, \$125,000.

SPEED UP WAR WORK, CUT RED TAPE, IS PLAN

Redistribution Will Be Forced
Soon Because of Friction
and Inefficiency

NO NEW CABINET POSTS

WASHINGTON, June 19.—Redistribution of the war work of the United States will be forced within the next few months, possibly within a few weeks, it was learned today. Only a sudden end of the war can prevent this. Present operation of the various departments of the Government is far from satisfactory. This is due to the retention, under war conditions, of the red tape with which nearly all departments were clogged when the war began.

The proposed change does not mean any new cabinet posts. It will mean a general change in the running of a number of important departments and the co-ordination of the Council of National Defense and its numerous branches so that there will be co-operation instead of the existing friction and inefficiency in quarters now deficient.

President Wilson is opposed to the creation of new cabinet posts, especially of the many times proposed position of Secretary of Munitions. It is understood that his opinion is that if it were possible it might be a good idea to reduce rather than enlarge the cabinet for the war period. But it is understood that he and other members of the cabinet believe that the Council of National Defense should have its powers increased so that it would have executive power instead of being limited to making investigations.

The conflict between the Federal shipping board and General Goethals, who was elected chief executive of the shipping corporation, has directed attention to the very grave danger of scattered power. The board and General Goethals first broke because of the determination of the former to build 1000

wooden ships, which naval constructors declared would have been many more for submarine. Then they clashed over the price to be paid for the steel for the steel fleet which General Goethals declared was the prime necessity if the war was to be won. Now it is proposed that both wood and steel vessels should be built as quickly as possible, but in the meantime three months of most valuable time has been lost.

It is expected in circles which have no axes to grind that a new plan of consolidation which will do away with red tape and permit speedy action will be evolved within a reasonably brief period so that the war machine may be speeded up. Officials admit that this action cannot long be delayed. All of the information reaching this city shows that the Germans are preparing for a new and sustained offensive on the west front. The confidential information reaching Washington from neutral nations close to the German border all confirm the fact that Germany, while professing to "look with scorn" on the entry of America into the war, realizes full well that by the spring of 1918 the American army will be a powerful factor.

Hindenburg, therefore, will strike between now and September with all of his forces in an endeavor to win through on the west and complicate the situation confronting the United States. And unless it is made possible for the War Department to speed up its plans of getting troops with a full complement of supplies into the field without delay there is a possibility that the task of conquering the Germans will have been made doubly hard by next fall.

AUTO PARADE FOR FIREMEN

Six-County Association Opens Four-
teenth Annual Convention

SUNBURY, Pa., June 19.—An automobile parade marked the opening of the fourteenth yearly convention of the Six-County Firemen's Association. Thousands of colored electric lights along the line turned night into day. C. W. Fenstermacher, of Ashland, president of the association, and Frederick Zeiser, Shamokin, its secretary, arrived yesterday.

Preparations have been made for the entertainment of more than 25,000 guests.

JAPONICA GARDENS

The man who dines well is apt to overestimate his own importance. It's easy to look down on the rest of the city—when you're 21 stories high!

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Store Closes Daily at 5 P. M.

Joseph G. Darlington & Co.
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Some the Famous Dix Make

Dresses to meet the demands of many women, practical and pretty. Sizes 34 to 46.

Special at \$1.50 and \$2.50

One piece, straight or belted effects, checks, stripes or plain colors in chambray, gingham; effectively trimmed.

\$4.00 to \$6.00 Dresses at \$3.00 and \$3.50

A variety in tissue gingham, chambray, madras and pique. Also some sizes for small women.

Smart Porch Dresses at \$5.00

Made of fine tissue gingham, in most desirable styles and colors.

Two-Piece Smock Dresses, \$3.50 & \$5.75

Smart styles in plaid twill or gingham.

150 House Dresses at \$1.00

A profusion of pretty styles in most desirable colors and styles. All sizes.

Continuation of Clearance Sale

Suits at \$18.00 to \$30.00
Coats at \$12.50 & \$18.00
Dresses at \$18.00 & \$25.00
Formerly Priced up to \$65.00

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Drinking
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Office and Home

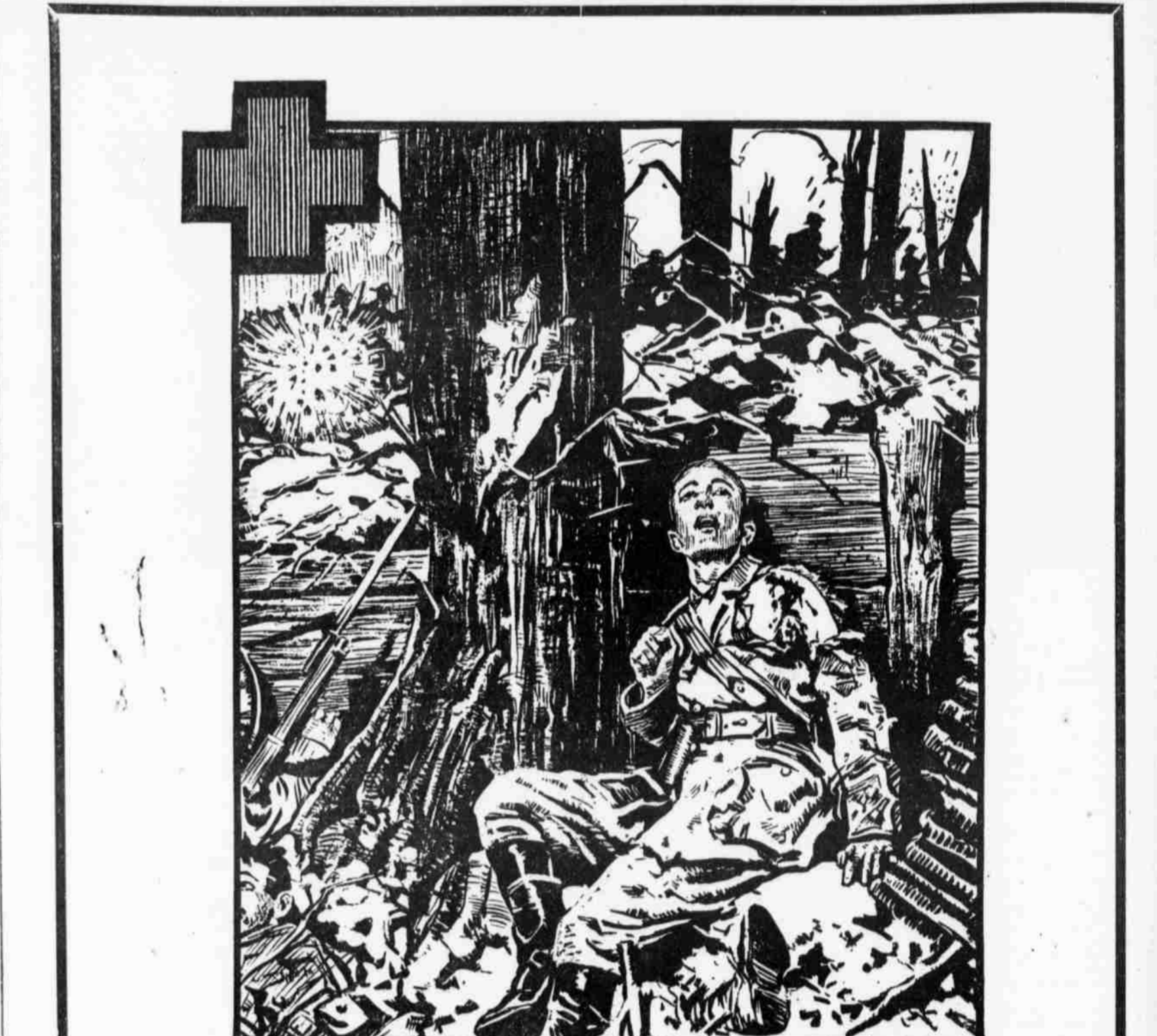
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Six large bottles or five-gallon demijohn, 40 cents

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"Mother! Mother!"

PICTURE your boy, three thousand miles from home, shell-torn from the charge or sick from the trenches! Picture thousands of our sons and brothers recovering slowly from their wounds, weak from the operating table or exhausted in the base hospital, craving the rest, the relaxation, the mother comforts of convalescence! Who's there to give them a Mother's care? Who but—

Your American Red Cross!

It needs at once equipment for hospitals and rest homes—a million beds, medicines, materials for comfort kits, supplies for its work against tuberculosis and other dread diseases of the battlefields.

Help with your money! Give all you can to bring our American boys home to us disease-free and healthy!

Make your subscription to any bank or trust company, or send it to E. T. Stotesbury, Philadelphia Chairman, American Red Cross War Finance Committee, 5th and Chestnut Streets, Philadelphia.

AND MAKE IT NOW!