FOUR MORE SHIPS SUNK ALONG WITH DEVONIAN

Surgeon of Vessel First Reported Lost Describes General U-Boat Attack

200 SURVIVORS NOW HERE

Torpedo Passing Through Vessel's Hatch Blows to Atoms Chief Carpenter and Assistant

AN AMERICAN PORT, Sept. 13.—Dr. Patrick S. Burns, of Providence, R. I., who was surgeon on the Leyland liner Devonian, which was sunk by a German submarine on Tuesday, August 21, arrived here today with the first detailed story of that disaster.

Doctor Burns brought news, hitherto unpublished, that four other vessels were sunk with the Devonian by the U-boats.

The Kaiser's submarine squadron, lying in wait thirty miles off the Irish coast, made a concerted attack upon a flotilla of steamships, destroyers, cruisers, trawlers and other vessels, fifty-two in all.

Five vessels were sunk in thirty-five minutes with great loss of life.

SURVIVORS REACH U. S.

Two hundred of the survivors, including Doctor Burns and many other Americans, arrived in this city today.

This makes the third time that Doctor Burns has had a vessel torpedoed under him. He was surgeon on the Iberian, which was sunk by a submarine on July 21, 1915, and was on the Canadian, which was sunk on April 4, 1917.

In describing the Devonian attack Doctor Burns said:

"We were traveling under convoy in four divisions at 11 a. m. on August 21, when the Devonian was struck by a torpedo from a German submarine submerged on the port side. The torpedo landed aft on the Devonian, tearing a large hole in her side and demolishing No. 10 lifeboat.

"The torpedo passed through No. 6 hatch, on which the ship's carpenter and his assistant were standing. Both men were blown to atoms.

"I was standing on the deck above. The explosion hurled me against the rail. Before I recovered myself, a second torpedo was fired, which shook the Devonian. But, to my surprise, this shaking was only the concussion from the torpedoing of another ship in the second division 200 yards from us. This other ship lay helpless after being hit on the starboard side.

"This second torpedo was evidently fired by the same submarine which hit the Devonian. So it was evidently a U-boat of the type having port and starboard torpedo tubes.

SHIPS FLEE FOR HARBORS

"Three more reports sounded almost simultaneously in the opposite divisions. These other reports we were aware by this time came from submarines torpedoing more of our convoy, which, for obvious reasons I do not name. There were pandemonium and confusion in the fleet. All ships not sinking or helpless made away at full speed toward the nearest harbor of refuge, expecting at any moment to be attacked.

"The destroyers in the meantime put on full speed and ran up and down between the division to ram the enemy if possible while the cruisers were escorting the remainder of the flotilla.

"The Devonian began to settle by the stern almost immediately. Men were running in all directions to the lifeboats, which were being lowered by the crew. Many were severely injured in the confusion.

"Captain Trant and several others were left without a boat in which to escape. The captain was cool. He turned to the others with him and said: 'Boys, we are left alone. We must swim.'

"But a patrolboat came alongside and took us off just as the Devonian was ready to go down."

TIGHT LACING BLAMED FOR SHOPGIRLS' WOES

Must Discard or Loosen Corsets if They Want Health, Says Woman Doctor

ATLANTIC CITY, Sept. 13.—Despite all the lecturing of physicians and the broadening influences of women's clubs and emancipation movements, corsets and tight lacing still are the most prolific causes of malnutrition among the shopgirls in all of the large cities, Dr. Mary L. H. Snow, of New York, decared today before the American Electrotherapeutic Association at the Hotel Traymore.

"If our girls ever are going to be wholly healthy they must discard their corsets or let out the laces," she asserted. "Pale faces behind counters are due far more to excessive lacing than to overwork. The corset is woman's penance to fashion, and it never will be hygienic."

Hundreds of girls taken from stores to country sanatoriums and required to discard their stays gained an average of ten pounds per week.

HOUSE BOOSTS INSURANCE OF SOLDIERS' DEPENDENTS

Material Increase in Allowance to Families of Those Killed or Disabled

WASHINGTON, Sept. 13.—More generous payments to the dependents of soldiers who are killed or disabled in France was ordered today by the House. Over the committee's head rates were raised on an average of $10 a month in the war insurance bill.

A widow alone will receive $35 a month; with one child, $45; two children, $52.50, and $5 for each additional child.

A motherless child will receive $20, instead of $15 a month; two children, $35; three, $45, and $10 for each additional child.

A widowed mother will receive $30 instead of $20.

A provision by which officers' families would receive heavier payments than privates was heavily scaled down. The heaviest an officer's family can get is $75 a month. In the original bill $200 was proposed.

FIVE-CENT LOAVES NOW GO A-BEGGING

Displayed in Chestnut Street Window, Cheap Bread Is Viewed With Suspicion

Although people are complaining about the high cost of living, and especially at the increase in the price of bread, several hundred loaves which were put on sale today at the old price of five cents, in a Chestnut street store, went a-begging for purchasers.

Four loaves of bread in the store window, and a sign which read, "Bread, Five Cents," announced the sale. Chestnut street shoppers stopped and gazed at the four loaves behind the glass, and passed on.

"I wonder if it is fresh," said one woman to her companion. "Let's go in and see."

They entered the store, inspected the bread and finally bought two loaves.

At the offices of the company that baked the bread it was said that the bread was being sold at a loss, and was part of an advertising campaign.

PRESBYTERIANS SEE WAR AS AID TO CHRISTIANITY

Commission on Evangelism Believes It Will Be Means of Enlightening Men Now in Darkness

ATLANTIC CITY, Sept. 13.—The world war is revitalizing many benighted sections of the earth—in Asia, Africa, the South Sea islands and other far parts—and opening up greater opportunities for soul-saving campaigns than ever before, it was reported today in an emergency session here of the Commission on Evangelism of the Presbyterian General Assembly. Men who know next to nothing of Christianity, it was said, are being drawn from remote corners of the British Empire to fight the Teuton foes in Europe, and the light of advanced thought is creeping in to make less arduous the task of the evangelist with God's message. Presbyterianism, speakers asserted, will increase its forces and its funds for spreading the gospel during the coming year.

The Rev. J. Ross Stevenson, former moderator of the General Assembly, is among the big churchmen here for the meeting.

Moore Conferee on War Tax Bill

Representative J. Hampton Moore has been appointed one of the House conferees on the war tax bill. The Senate conferees have not yet been named.

The Tone of a Steinway

—is unapproached by any other musical instrument, because Steinway construction is unapproachable. Rich tone, beautiful tone, lasting tone, can only come from the solid foundation of perfect construction. For the same reason, no other piano lasts so long as the Steinway—or costs so little to keep—or is worth so much actual cash after years of hard service. Uprights, in mahogany, for as little as $550; Grands, $825 upward.

Edison Diamond-Disc Phonographs

Tone direct from a flawless diamond point—always as pure and full as the original. Records that play about twice as long as those of the talking machines—no needles to buy or change.

N. Stetson & Co.
1111 Chestnut St.
Sole Philadelphia Representatives of
STEINWAY & SONS
The Sterling Piano
and Sterling Player Piano

3-Piece Library Suite
Massive Mahogany
Upholstered in blue or brown imitation Spanish leather.
$39.50

9x12 Seamless Rugs (All Perfect)

Axminster	$22.50	Wilton Velvet	$27.50	Royal Wilton	$40.00
Axminster	$27.50	Tap. Brussels	$15.00	French Wilton	$60.00
Axminster	$32.50	Tap. Brussels	$17.00	Genuine Crex	$8.50
Heavy Velvet	$20.00	Tap. Brussels	$19.00	Rattan Fibre	$10.00
Wilton Velvet	$25.00	Body Brussels	$30.00	Wool Fibre	$7.50

Kensington Carpet Co.
811-13-15-17 Market Street

THE BALDWIN LOCOMOTIVE WORKS

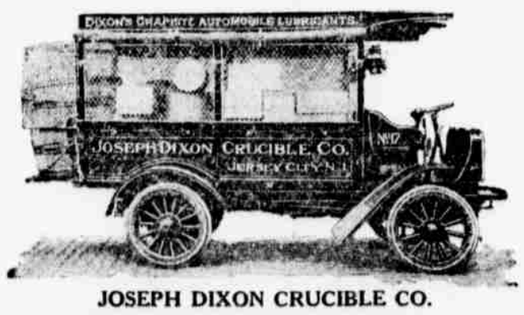
BAIRD-NORTH CO.

NATIONAL ANILINE AND CHEMICAL WORKS

THE EDDYSTONE MFG. CO.

THE BARRETT COMPANY

THE TEXAS COMPANY



JOSEPH DIXON CRUCIBLE CO.

LOOSE-WILES BISCUIT COMPANY

Buy a Motor Truck Adapted to Your Hauling

THE more work you can give a motor truck to do, the higher its earning power (but the truck must be adapted to the work). Often too big a truck means that high fixed charges and operating expenses cannot be justified by the work on hand, while many a very light truck is bought only to be subjected to loads so big that it is ruined long before it pays.

The manufacturing concerns listed here are among the thousands of Autocar users in every line of activity—these have proved that the Autocar is the truck of general utility. The rated capacity of the Autocar is 1½-2 tons; it hauls coal or building materials efficiently and paper boxes or blankets economically—there is a paying load for it all day and every day.

For instance: E. W. Bliss Company, of Brooklyn, haul raw materials around their plant with Autocars, and they send them to New York for rush shipments of supplies or materials.

Richard Hey & Son, Inc., of Philadelphia, haul coal to their plant in the morning, and in the afternoon deliver their finished blankets to the piers and railroad terminals—all with one Autocar chassis.

The National Aniline and Chemical Company use ten Autocars in their Buffalo plant; these cars carry ice to pack chemical drums, and are used entirely within the plant where larger trucks are too long to operate.

The Remington Arms Company, of Eddystone, Pa., unload material from the freight cars with their Autocar; the same truck takes rifles to the testing range, some miles from the plant.

These instances could be multiplied over and over. A glance at this list and your imagination can picture the possibilities.

If you are considering the addition to, or improvement of, your delivery system, refer to some of your manufacturing friends in this list of Autocar users

AMERICAN AGRICUL. CHEM. CO., New York City.
AMERICAN BRIDGE CO., Penwyd, Pa.
AMERICAN CHICLE CO., Philadelphia.
AMERICAN INSULATION CO., Phila.
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AMERICAN METER CO., N. Y. City.
AMERICAN PULLEY CO., Philadelphia.
AMERICAN REFRIG. CO., Los Angeles, Cal.
AMERICAN VULC. FIBER CO., Wilmington, Del.
ARMSTRONG CORK CO., Lancaster, Pa.
ARROWHEAD MILLS, INC., Fulton, N. Y.
ARWE, CARL H., Brooklyn, N. Y.
ASPHALT ROOF COATING CO., Boston, Mass.
ATLAS CORRUGATED BOX CO., Oakmont, Pa.
AUDUBON WIRE CLOTH CO., Audubon, N. J.
ATLANTIC REFINING CO., Phila.
BARRITT, B. T., INC., Philadelphia.
BAKER IRON WKS., Los Angeles, Cal.
BALDWIN LOCO. WORKS, Phila.
BAIRD-NORTH CO., Providence, R. I.
BANHAM BROTHERS, Manayunk, Phila.
BARBOUR FLAX SPINNING CO., Newark, N. J.
BARRETT MFG. CO., Philadelphia
BATEMAN MFG. CO., Grenloch, N. J.
BAUGH & SONS COMPANY, Phila.
BAYONNE BOLT & NUT CO., Bayonne, N. J.
BEACH SOAP CO., Lawrence, Mass.
BEACON FALLS RUB. SHOE CO., Beacon Falls, Conn.
BELCHER LAST CO., GEO. E., Brockton, Mass.
BELLE MEADE SWEETS CO., Trenton, N. J.
BENZOL PRODUCTS CO., Marcus Hook, Pa.
BENT COMPANY, G. H., Milton, Mass.
BETHLEHEM STEEL CO., South Bethlehem, Pa.
BLISS COMPANY, E. W., Brooklyn, N. Y.
BOSTON WOVEN HOSE & RUBBER CO., Boston.
BOUND BROOK OIL-LESS BEARING CO., Bound Brook, N. J.
BOWMAN, J. FRANK, Lancaster, Pa.
BRADLEY PORT. HOUSE, Randolph, Mass.
BREMEISER'S SONS, CHAS., Reading, Pa.
BREWSTER COCOA MFG. CO., Jersey City.
BROMLEY, JOHN & SONS, Phila.
BRUNSWICK - BALKE - COLLENDER CO., Chicago, Ill.
BRUSH, DR. L. N., New York City.
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BUNE, FRED, New York City.
BUTTS & ORDWAY CO., Boston.
CAPILLO, CHARLES N., Boston, Mass.
CARSON & TOY, Philadelphia.
CASKEY, WM. & SON, Philadelphia.
CENTREDALE WORSTED CO., Centredale, R. I.
CHESTER SHIPBUILDING CO., Chester Pa.
CHICAGO ROLLER CO., Chicago.
CLARKE CO., HENRY N., Boston.
CLARK THREAD CO., Newark, N. J.
CLAY, HENRY & BOCK, Havana, Cuba.
CLOPP, GEORGE B., Philadelphia.
COBURN & CO., A., Philadelphia.
COX, ABRAM STOVE CO., Philadelphia.
COVENTRY CO., Providence, R. I.
CRESWELL IRON WORKS, Philadelphia.
CREW-EVICK CO., Philadelphia.
CROMPTON & KNOWLES LOOM WKS., Philadelphia.
CROWN CORK & SEAL CO., Baltimore.
CROWN OIL & WAX CO., Baltimore.
CUESTA-REY & CO., Tampa, Fla.
DANZER METAL WKS., Frederick, Md.
DISSTON & SONS, INC., Tacony, Phila.
DIAMOND STATE FIBER CO., Bridgeport, Pa.
DIXON CRUCIBLE CO., JOS., Jersey City.
DOBSON, JOHN & JAMES, INC., Phila.
DUNGAN, HOOD & CO., Philadelphia.
EAGLE WHEEL MFG. CO., Philadelphia.
EASTERN BOLT & NUT CO., Providence, R. I.
EASTERN MAL. IRON WORKS, Bridgeport, Conn.
EASTMAN CAR CO., Charlestown, Mass.
EATON, CRANE & PIKE CO., Pittsfield, Mass.
EDDYSTONE AMMUNITION CO., Eddystone, Pa.
EDDYSTONE MFG. CO., Philadelphia.
EDGE HILL SILICA CO., Edge Hill, N. J.
EDWARD VALVE MFG. CO., E. Chicago, Ind.
EHRET MAGNESIA MFG. CO., Valley Forge, Pa.
EISSING CHEM. CO., New York City.
ELLISON, JOHN B. & SON, Philadelphia.
EMERSON DRUG CO., Baltimore, Md.
EUREKA RUBBER CO., College Pt., L. I.
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FAIRMOUNT FOUNDRY, Olney, Pa.
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FARR & BAILEY, Camden, N. J.
FARRINGTON MFG. CO., Boston, Mass.
FEINE, AUGUST, Buffalo, N. Y.
FISCHER-SWEENEY BRONZE CO., Hoboken, N. J.
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FORBES, JOHN, Jersey City, N. J.
FORTENBAUGH, CHAS., Baltimore, Md.
FOX GUN CO., A. H., Philadelphia.
FOX CO., BENJ. SONS, INC., N. Y. City.
FRANKLIN BRASS FDY., Long Island, N. Y.
FRANKFORD ARSENAL, Philadelphia.
FRICKE & CO., J. E., Philadelphia.
FRESNO BONE FERTILIZER CO., Fresno, Cal.
FRINGS BROTHERS CO., Philadelphia.
GAIR CO., ROBERT, Brooklyn.
GAMBRILL MFG. CO., G. A., Baltimore, Md.
GENERAL FIRE EXTINGUISHER CO., Boston.
GIBNEY TIRE & RUBBER CO., Conshohocken, Pa.
GILCHRIST CO., THE, Newark, N. J.
GILMER CO., L. H., Tacony, Phila.
GIRARD SMELTING & REF. CO., Phila.
GORHAM MFG. CO., Providence, R. I.
GRAFF FURNACE CO., Scranton, Pa.
GREAT WESTERN SMELTING CO., San Francisco.
GREENE PAPER CO., R. I., Providence, R. I.
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HEY, RICHARD & SON, INC., Phila.
HOBENSACK, WM., Ivyland, Pa.
HOOD RUBBER CO., Watertown, Mass.
HOWES CO., S. M., Boston, Mass.
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INDIA RUBBER CO., N. Brunswick, N. J.
INNOVATION INGENUITIES CO., New York City.
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KENT MFG. CO., Clifton Heights, Pa.
KENT & SMITH, Lynn, Mass.
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KLENKE PNEUMATIC SUSP. CO., Newark, N. J.
LESHER ROESS & LESHER, Oil City, Pa.
LIGHT MFG. & FDY. CO., Pottstown, Pa.
LLEWELLYN IRON WKS., Los Angeles, Cal.
LOS ANGELES DESK CO., Los Angeles, Cal.
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MARGERISON & CO., W. H. & A. E., Philadelphia.
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SMITH, EDW. D., Philadelphia.
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STARKWEATHER & WILLIAMS CO., Providence, R. I.
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UNITED STOVE & REPAIR CO., Brooklyn, N. Y.
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WEST BERGEN IRON FDY., W. Bergen, N. J.
WHITE & BROS., Inc., Philadelphia.
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WILMER MFG. CO., Philadelphia.
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