

THRILLING TALES OF ANTILLES' LOSS

Survivors Declare No One Saw Either Submarine or Torpedo

GENERAL AMONG SAVED

Transport's Boilers Explode Just Before She Sinks—Sixty-seven Total Casualties

PARIS, Oct. 23.—Five of the American soldiers aboard the sunken American transport Antilles were being sent home because they had German names and were of German extraction, according to a brigadier general who is among the survivors.

PARIS, Oct. 23.—The torpedo, which destroyed the American transport Antilles, homeward bound, causing the death of sixty-seven Americans, struck the vessel at 6:45 in the morning, according to Davis Mills, of Chicago, a former ambulance driver, who was among the survivors.

The majority of the passengers were in their staterooms and barely had time to don their lifebelts before the vessel went down. H. H. Cummings, of Philadelphia, a student at Temple University and formerly a member of transport section 524 of the American fleet service, was last seen trying vainly to get into a boat. It is thought the ship sank before the boat was lowered. Cummings came to France in July. When the United States took over the section he did not re-enlist, but embarked on the Antilles.

Mills, who is twenty-two years old, is the son of John Mills, 621 North East Avenue, Oak Park. He was rescued by a lifeboat for more than two hours. He arrived in a French boat on a rescue ship clad in a pair of pajamas, an overcoat and a lifebelt.

Mills was a student in the Oak Park High School. He came to France seven months ago to drive in American Ambulance Section No. 13.

AWAKENED BY EXPLOSION

"I was asleep in my stateroom and was awakened by the explosion of the torpedo," Mills said. "It hit my ship right under me. I wasted no time in dressing, but grabbed my lifebelt and overcoat and rushed for the lifeboat. I do not think any one on the ship saw the submarine and none of the survivors saw the torpedo.

"I had been assigned to a certain lifeboat and I made my way directly to it. I found it was being lowered and was half way to the water's edge. I jumped for it and made it.

"There were only two others in the boat, the ship's purser and a brigadier general of the United States army. Before we reached the water, one end of the boat slipped and the sea head first. When I came up I saw the purser swimming behind me. We swam for awhile, but suddenly he called to the purser to take hold of the other. We used the oar to support ourselves for an hour.

"The sea was rough, so that we were not sighted by the lifeboats which had made the water safely, although we could see them all around. Finally a boat sighted us and took us in. Later we saw the brigadier general swimming about. He had been still on his head. When we rowed to him one of the boat's crew reached over the side and pulled him in by the seat of his trousers. Just then his hat fell off and he almost overturned the boat in grabbing for it. The boat's combined one petty officer and twenty members of the crew.

ANTILLES SINKS RAPIDLY  
"The Antilles sank quickly. Just before I made for the oar I looked back and saw the boilers explode. Following this the boat was enveloped in a cloud of steam, and I saw a crowd of ten or so persons rush frantically to the stern and jump overboard.

"Before the explosion there was no confusion. Every one took his place in the lifeboats in an orderly manner, some of the officers even smiling. After we were safe in the boats, we began to wander about, picking up survivors.

The brigadier general, who is back in Paris, said:

"I lost all of my belongings except the clothes I was wearing. The story of how I kept afloat by swimming is quite true. I saw my life to a lifebelt which I seized when the Antilles was struck.

SINKING IS STRANGE SIGHT  
"I entered a lifeboat which threw all of its occupants into the sea. While we swam about we looked for something to grab. The sinking of the Antilles was a strange sight, for it went down so quickly—in about five minutes, I should judge—and its disappearance probably was hastened by the explosion of the boiler after the torpedo struck.

"The two ships which rescued all of the survivors who were floating and in small boats sighted in vain for the periscope of the submarine, which, I believe, no person saw.

"The Antilles settled by the stern very rapidly, leaving the boat almost perpendicular in the water. A naval officer remaining on board was slightly injured by a rocket, the boat went down so quickly another person was severely cut by his wireless mast wires.

"After floating about for a while I was pulled aboard a lifeboat and later was taken aboard a rescuer."

WASHINGTON, Oct. 23.—The War Department yesterday received from General Pershing the complete casualty list in the destruction of the homeward-bound Army transport Antilles by a German submarine last Wednesday. He gave no additional details of the disaster.

Sixty-seven men, including sixteen soldiers, went down with the ship, another is unaccounted for and 170 were rescued by the naval convoy. Many of those killed were foreigners of the transport's engine and boiler forces, and some of the missing soldiers also were of foreign birth.

General Pershing did not explain why the soldiers were being sent home.

U. S. STARTS GREAT MUNITION PROGRAM

Muscle Shoals Provides Quick Means for Making Powder and Fertilizer

NITROGEN FROM THE AIR

By WILLIAM ATHERTON DU PUY

WASHINGTON, Oct. 23.—The Government last week launched the program so long contemplated which will take innumerable tons of nitrogen out of the air and make it available for the production of smokeless powder with which to fight the war, and the fertilizer that America's broad acres may be more productive.

The act which put the project actually on the road to operation was a proclamation by the President which chose Muscle Shoals, on the Tennessee River in Alabama, as the site for the Government plant. This ended a contest of years, in which many localities displayed their charms and advantages for the operation of this sort of plant. The plant should have immediately available water power, sulphur, sulphuric acid and coal. The President's decision came after much consideration.

The plant to be erected will produce 60,000 pounds of ammonia per day, and ammonia is nitrogen in its most usable form. The plant will cost \$3,200,000. Near the ammonia plant will be erected a secondary industry that is a part of the scheme of utilizing this product of the air. It will be a plant costing \$600,000, which will convert the 60,000 pounds of ammonia into 24,000 pounds of 100 per cent pure nitric acid. In this form it is ready for use.

This means that the United States is preparing to declare its independence, in the first place, of Chile, from which sodium nitrate has always been imported in great quantities. Chile in fact has supplied the nitrate of the world, since it had this material in great natural deposits and could furnish it cheaper than it could be procured in any other way. Even Germany, before the war, was dependent upon Chile for its nitrate.

Before the United States was in the war Congress appropriated \$25,000,000 for the erection of a plant to extract nitrogen from the air. It has long been one of the alluring schemes to make farms fertile, and it was an agricultural measure that the appropriation was made similar to the processes by which this extraction were possible were much less developed than they are now. Twenty million dollars will go ten times as far as the legislators thought it would. It will probably produce all the nitrogen that this country can use. It will make so much of it that the experts think it advisable to spend not more than one-fourth of the money.

The first of the great plants for the extraction of nitrogen from the air was established in Norway and used what was known as the arc process. By this process the oxygen and the nitrogen of the air were passed through a series of electrodes, which electric currents, making nitric acid. It was a spectacular method of forcing together these elements that fill the lungs of all the world, but which never unite except under such unusual circumstances. It required great quantities of cheap power, and the most economical power in all the world is harnessed in the waterfalls of Norway. Later a process similar to this was developed on the Canadian side of the Niagara River, utilizing the falls.

When the war broke out Germany was in a position where she had to make her own nitric acid. It is indispensable to the manufacture of explosives.

Chemists had various processes of getting nitrogen from the air, even before the war, but the plant in Norway was almost the only commercial competitor to the deposits of Chile. Germany had what was known as the Haber process, which turned out small amounts of nitrate before the war and which was immediately expanded when the bars went up and her outside sources were cut off.

ALL METHODS STUDIED

After the United States had set aside its \$25,000,000 for nitrogen fixing, it studied all these methods. The National Academy of Sciences and the American Chemical Society were asked by the Secretary of War to appoint a committee of scientists and engineers to investigate the whole subject and report with recommendations. The committee sent a representative abroad. Likewise did the Government send abroad Dr. Charles L. Parsons, chief chemist of the Bureau of Mines.

This took place before we were at war with Germany, so we were able to see what even that nation had done since the war broke out and to study the famous Haber process. The world was thoroughly combed to determine how we might best spend that twenty millions.

After examining all foreign methods, a look was also taken at what was going on here at home.

And it was found that an American organization had developed a process that far surpassed that of the Germans or any other people on earth.

WILL ENTER RESERVE SYSTEM

Wilmington Trust Company Votes for Move Unanimously

WILMINGTON, Del., Oct. 23.—At a meeting here yesterday directors of the Wilmington Trust Company voted unanimously to make application to enter the Federal Reserve. The concern is the largest bank in Delaware. It has a capital stock of \$1,000,000, a surplus of \$500,000, undivided profits of \$18,302 and assets of over \$12,000,000. It is the first trust company in Delaware to make such an application.

HAIG PRESSES TOWARD PASSCHENDAELE



The black line shows the battle front in north Flanders at the beginning of the present British drive along the Passchendaele ridge, paralleling the railway, as indicated by the arrow. This is the immediate objective, and dispatches indicate its accomplishment. The ultimate aim is the capture of the Menin-Roulers Railway, a supply feeder to the German U-boat bases at Ostend and Zeebrugge, on the North Sea, further northward. The broken line shows the battle line on July 31.

SHIPS AND MORE SHIPS, NORTHCLIFFE'S APPEAL

Victory Is Certain if Supplies Can Be Sent to Fighting Men, He Says

CLEVELAND, Oct. 23.—Ships and aircraft are going to win the war, Lord Northcliffe, head of the British war mission to the United States, told an enthusiastic audience here.

Lord Northcliffe is not worried about the success of the second Liberty Loan. He assumed in his speeches and chats with business men here that every sensible American realizes that unless such Liberty Loan was promptly oversubscribed the United States would suffer defeat and the nation be fettered with huge indemnities. Neither is he worried about the ability of the United States to supply all the men and munitions the Allies need.

But he is worried about the ability of the allied nations to get the essentials of modern warfare—food, coal, munitions and men—from the far-flung battlefronts of Europe.

"Where are our ships?" Lord Northcliffe pleaded. "War material and food, millions of tons of it, are lying idle in the harbors of the United States while the valiant fighters urge the mercantile marine to speed up its resources.

"Build ships, all kinds, so long as they are fast enough; only give us ships," was the burden of Lord Northcliffe's appeal to the nation's citizens.

"Put every man you can spare into the shipbuilding industry and keep on building ships," he reiterated time and time again.

PLANT TO SAVE RUSSIA

Retired Rear Admiral Would Inve Neutralty of Denmark

ATLANTIC CITY, Oct. 23.—An Allied invasion of the neutrality of Denmark, with American dreadnaughts in the forefront, to the purpose of smashing the German squadrons now operating in the Baltic Sea and saving Russia from the Teuton legions in that eastern theatre of war, was urged here by Rear Admiral J. D. Howell, U. S.

AMERICAN SAILORS CITED AS HEROES

Twenty-two Men of Destroyer Cassin, Hit by Torpedo, Are Honored

CREDIT FOR CAPTAIN

WASHINGTON, Oct. 23.

Commander Walter H. Vernou is believed to have saved the American destroyer Cassin from destruction in the encounter with a German submarine in the war zone on October 16 by his coolness and quick action. The Navy Department yesterday received from Vice Admiral Sims the full report of the fight.

Before she had an opportunity to fire a shot the destroyer was hit on the stern by the torpedo, which killed Ormond Kelly Ingram, gunner's mate, slightly wounded five others of the crew and put one engine out of commission.

The following men were cited by Vice Admiral Sims for showing coolness and qualities of leadership: George Hoffman, quartermaster; father, Peter Hoffman, 241 East Eighty-fourth street, New York; Edward Henry Werschbrodt, machinist's mate; wife, Netta Werschbrodt, 32 Church street, Newport, R. I.; William Aves Heath, blacksmith; wife, Phoebe P. Heath, Norfolk County, Va.; John Gordon, boilermaker; father, Joseph Gordon, 253 Fifty-fifth street, Brooklyn, N. Y.

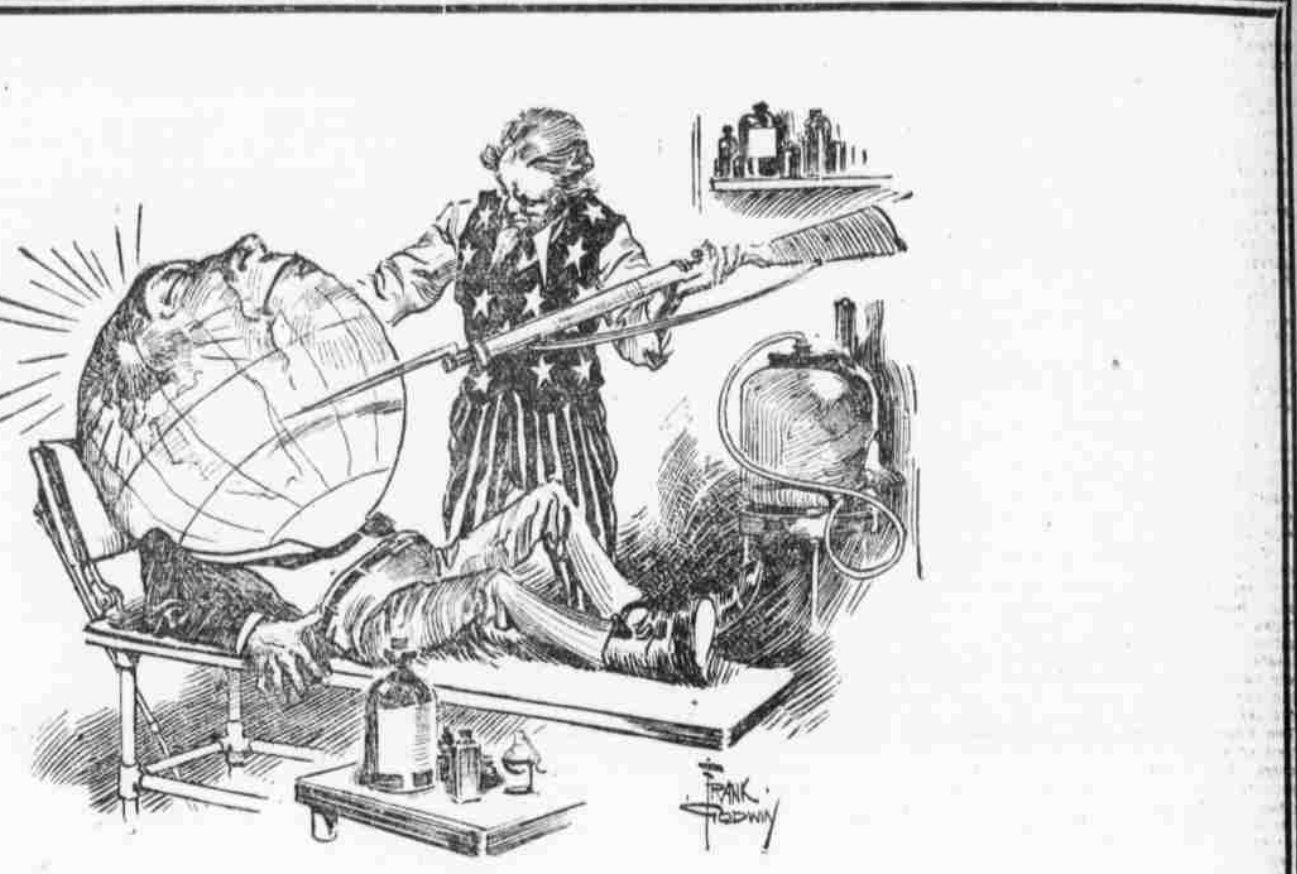
Walter George Peterman, electrician; father, Frank Peterman, Brooklyn, N. Y.; James Thomas Connolly, seaman; father, James T. Connolly, 415 Forty-second street, Brooklyn, N. Y.

ONE FROM WILMINGTON  
Hans Otto Lawrence Miller, seaman; father, Francis Julius Miller, 1203 Conrad street, Wilmington, Del.; John Leo Davis, seaman; mother, Elizabeth Dunne, 816 Jackson avenue, New Orleans; George Frank Klein, chief pharmacy mate;

sister, Anna Taylor, 703 Potomac avenue, Buffalo, N. Y.; Dennis Murray, seaman; mother, Mary Murray, 2427 MacLay avenue, New York; Ralph Waldo Emerson Shuey, yeoman; father, William H. Shuey, 816 Edgar avenue, Edinburg, Ill.; John Erwin McCann, chief water tender; mother, Mary McCann, Sanburn, N. Y.; William Joseph Murphy, chief electrician; wife, Mrs. Mable Mary Murphy, 378 Thirty-fifth street, Brooklyn, N. Y.; Walter Robbins, chief machinist's mate; father, John R. Robbins, Rocky Hill, Conn.; Frank Huell Fisher, chief machinist's mate; mother, Bernice Fisher, Eagan, Texas; John Frederick Stawitzki, chief gunner's mate; father, Frank Stawitzki, 133 Reed street, Buffalo, N. Y.; Alfred Henry Oehl, boatswain's mate; father, Hough Oehl, 289 Barrow street, Jersey City, N. J.; Rufus Wallace Owens, chief boatswain's

mate; wife, Ellen Owens, 268 West Third street, Charlotte, N. C.; M. Gene Bratton, chief carpenter's mate; father, John C. Bratton, Banks, Ark.; F. Leonhardt, gunner's mate; father, Martin Leonhardt, Ninety-second street and Dahlgren place, Brooklyn, N. Y.; H. C. Keller, chief quartermaster; wife, Betty Keller, 175 Waverly avenue, Brooklyn, N. Y.; William Joseph Cunningham, coxswain; mother, Jennie M. Cunningham, 619 Twenty-ninth avenue, Cleveland, Ohio; The Cassin had been searching half an hour for a submarine, first sighting five miles away, when Commander Vernou suddenly saw a torpedo 400 yards distant. Realizing that his vessel was in imminent danger of being hit amidships and broken in two, the commander ordered full speed ahead and the wheel hard over. The patrol boat was just clear of the torpedo's path when the projectile branched on the surface, turned sharply and hit its objective.

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