

**THE WEATHER**  
 Washington, May 25.—Cloudy tonight and Sunday, probably showers; warmer.  
**TEMPERATURE AT EACH HOUR**

8	9	10	11	12	1	2	3	4	5
61	62	64	65	67	71	73	75	76	75

# Evening Public Ledger

**NIGHT EXTRA**

VOL. IV.—NO. 217 PHILADELPHIA, SATURDAY, MAY 25, 1918. PRICE TWO CENTS

## 130 FEDERAL SHIP CLERKS ARRIVE HERE

Fleet Corporation Vanguard, Led by A. Merritt Taylor, Reaches City

## SET SPEED RECORD ON 120-MILE TRIP

Army Trucks Bring First Group From Washington in Record Time

## START DUTIES MONDAY

North Broad Street Building Rapidly Taking Shape for Occupancy

A. Merritt Taylor, head of the passenger transportation and housing division of the Emergency Fleet Corporation, J. Willson Smith, his assistant, and 130 office employees arrived in this city from Washington today.

The group formed the vanguard of the great movement from Washington to this city of the Emergency Fleet Corporation's offices.

The 130 office employees will start their duties early Monday morning in the Gomerly-Schwartz building, headquarters for the fleet corporation, 140 North Broad street.

Work on the office building, now nearing completion, will be finished within a short time and will be ready when the main body of the army of workers from the fleet corporation's offices come later.

Elevator service has been installed and the elevators are now in operation. The employees starting work Monday will work on the second floor, which has been remodeled for their reception.

Taylor First to Arrive  
 Mr. Taylor was the first to arrive here. He has established an office in the building, but has no statement to make at this time.

Mr. Smith and the 130 employees arrived this afternoon.

In the gray dawn of early morning, sixteen two-ton trucks left Washington today for this city, loaded with office furniture, files, stationery and other equipment of the Housing and Passenger Transportation Division of the Emergency Fleet Corporation.

The movement marked the initial transfer of the corporation to its new permanent headquarters here and represented the start of one of the most remarkable motor truck transfers ever conducted in this country. A week from today ninety two-ton trucks will travel over the same route to complete the office transfer.

A record was broken at the start. The truck movement began twenty-four hours before schedule time, the original plan having been to start the trucks toward this city beginning tonight.

The run from Washington to this city, about 120 miles by motor highway, should be made in about fourteen hours, taking in occasional stops. It was estimated by A. W. Tait, dispatching officer in Washington having charge of the removal. This should bring the first big shipment to the new quarters at 1421 Cherry street by 7 o'clock this evening.

The start  
 At noon Friday every desk in the two divisions was cleared and within a few minutes expert furniture movers had taken possession of the building.

Almost all of the personal belongings of the 200 employees of the two departments, including household furniture, has already been started on its way to this city by railroad and should reach here today or tomorrow.

The employees and their families will make the journey by train at their convenience today and tomorrow, so as to be on hand at the opening for business Monday morning.

When the sixteen trucks bearing the office equipment reach this city tonight a force of men will be on hand to hustle it at once into the new offices. It is planned to have everything in its proper place so that the divisions can resume business early Monday with the loss of only one working day.

Promptly at the time appointed, 9 o'clock last night, the first two trucks wheeled up to the shipping board annex at Washington and began loading up with their cargo. By 11 o'clock the last truck had been filled, and at 5 o'clock in the still gray dawn, the sixteen trucks, with a "honk-honking" of their horns, started northward for the 120-mile run.

To Use Army Trucks  
 The transfer today was made by trucks belonging to moving companies of Washington. The big transfer to be made next Saturday is to be made by trucks belonging to the Quartermaster's Department of the army.

George Oiler, office manager for the shipping board, who is chairman of the committee having the transfer in charge, has already come to this city and is located at the new headquarters building of the Emergency Fleet Corporation, 140 North Broad street. Mr. Oiler has complete charge of the alterations being made to the new home of the corporation, the arrangement of the offices and the schedule for the transfer.

## U. S. GUNNER GETS SUBMARINE THAT SANK INNISCARRA

American Destroyer Averages Loss of British Steamer—Thirty-seven Reported Missing

London, May 25.—The German submarine which torpedoed the British steamer Inniscarra was sunk by an American destroyer shortly afterward, it was announced today.

There was a probable loss of thirty-seven lives, according to advices received here today by the Chronicle. Several members of the U-boat crew were taken prisoners and have landed at a British port, the Chronicle dispatch says.

The Inniscarra was bound from Fishguard to Cork. Five of her crew were saved.

The Inniscarra was a steel steamship of 1412 tons, built in 1893. She was 280.5 feet long, owned by the City of Cork Steam Packet Company and registered at Cork.

## ROOSEVELT HITS ADMINISTRATION

Dangerous to Speak Truth, Says T. R. Answering Burleson

Washington, May 25.—Colonel Theodore Roosevelt today replied to criticism of his writings, voiced recently by Postmaster General Burleson.

In a letter to Senator Poindexter, Roosevelt asked that an editorial attack on him had been given wide publicity, the reply be printed in the Congressional Record. At Poindexter's request, this was done.

Roosevelt explained that during the last year the action of the Administration, taken largely through the Postoffice Department, has been such as to render it a matter of some danger for any man, and especially any newspaper editor, to speak the truth if that truth be unpleasant to the governmental authorities at Washington.

Regarding Burleson's comparison of Hearst and Roosevelt, T. R. wrote: "Mr. Burleson has stated that he received more complaints about my writings than about those of Mr. Hearst."

In view of Mr. Burleson's record and actions, there is small cause for wonder in this. Every pro-German and anti-American, every belicose and feeble American war and a triumphant German peace, every man who follows Mr. Hearst, would naturally appeal for sympathy to Mr. Burleson in denunciation of what I call "the war of nerves."

Citing editorials from Hearst newspapers, Roosevelt declared: "These quotations show that Mr. Hearst is greatly endeavored to be little the vital importance of our country in this war and excite the hatred of our allies, who are faithfully fighting beside us and such conduct can be of help to Germany, to the enemy we are fighting. Just so long as Mr. Hearst's publications are permitted in the mails, Mr. Burleson is without excuse for excluding any other publications from them. The Administration by its acquiescence permits the continuance of Mr. Hearst's."

## TWO U. S. AIRMEN KILLED

Decorated Lieutenants Die as Plane Falls—Two Fliers Downed

Washington, May 25.—The death of two decorated American aviators, as the result of an accidental fall and the shooting down of two German airplanes were reported in General Pershing's communique made public by the War Department today.

"Section 3—There are no new developments to report. It is established that our aviators shot down two hostile machines on May 21."

"Section B—On Wednesday afternoon First Lieutenant Walter Barneby, Second Lieutenant Kenneth P. Colbert, United States Marines, of Orange, N. J., were fatally injured by the accident of an airplane in which they were acting, respectively, as pilot and observer. Both officers died during the night. In the evening, both were decorated with the Croix de Guerre with palm for excellent, faithful and courageous work in numerous former flights. Their valor in operating in Seicheprey, on April 29, under heavy fire and adverse weather conditions, was especially mentioned."

## WANT SIXTH STREET PAVED

Business Men Ask Why Ordinance Is Not Carried Out

Business men in Sixth street have complained to Director Datsman, of the Department of Public Works, of the condition of that thoroughfare between Market and Chestnut streets, pointing out that Council has appropriated the money for wood-block paving.

Dietrich Conrad, of the Megargear-Hawley contracting company at 41 South Sixth street, received a letter from Director Datsman referring to the ordinance and the appropriation, but calling attention to the order of the Government that nonessential work be stopped.

At the same time, Mr. Conrad said, he had personally noticed the city laying wood blocks in Wood street between Eighteenth and Nineteenth streets, and asked why it was possible for the city to pave Wood street, Sixth street could not also be paved, since it is an important thoroughfare.

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## BERNSTORFF BEHIND IRISH REVOLT PLOT

British Reveal German Intriguer as Head of Conspiracy

Revolution Chief Resides in America

Submarine Was Off Coast Prepared to Land Arms This Month

PAPEN ALSO PLOTTED

Irish Asking Troops, Germany Offered Arms—Teuton Agent Arrested

London, May 25.—Count Von Bernstorff, former German Ambassador to the United States, and Captain Von Papen, arch German plotter in America, were involved in the conspiracy to start a revolution in Ireland, in which German troops were to participate, it is officially known today as the result of the issuance of a statement on the Sinn Fein situation by the Government.

This month a German submarine cruised off the west coast of Ireland ready to unload (word missing) for a new revolution, it was reported. It was planned that the German-Irish plot was to come to a head at the same time as the launching of the offensive on the western front, which would be draining England of her armed forces.

The arrest of a man who had been located on the Irish coast from a German submarine and the arrest of the Sinn Fein leaders nipped the conspiracy in the bud.

Fomenters of the contemplated uprising were Irish committees and an "Irish revolution director in America," John Devey, operator of a successful Irish-American line of communication, is involved, as well as the Rev. Father John T. Nicholson, an American citizen of Irish birth, Von Papen and Bernstorff. It was learned, starting reorganizing an Irish rebellion shortly after the Dublin uprising two years ago.

"Thus it is seen that negotiations between the Sinn Feiners and Germany were virtually continuous for three and a half years," says the statement. "At first, the second rebellion was planned, but the plan broke down as Germany was unable to send troops."

"The plan for this year was to bring about an uprising in conjunction with the German offensive on the western front, and it was maturing. A shipment of arms from Germany in Ireland was imminent under the circumstances, there was no other course open to the Government, if useless bloodshed was to be avoided and our duty to our allies to be fulfilled, than to intern the authors and abettors of this intrigue."

Word Sent to Bernstorff  
 "In June, 1916, a message went from Berlin to Washington referring to 'a man' who had been in contact with the Sinn Fein and who would give further help to Ireland if the Irish would only say what sort was required. On the 15th Bernstorff sent a message."

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## MEXICO CALLS ENVOY HOME FROM HAVANA

Cuba Denies Break, Officially Announced From Mexico City

Relations Strained, Cubans Announce

Southern Republic Issues Statement Explaining Attitude in Crisis With Island

Confusing Reports

Aguilar Says Representations to Cuba Would Restrict "Afflicted" Nation

Dispatches from the capitals of Mexico and Cuba confuse the facts regarding the strained relations between the two nations.

The Mexican Government has officially stated that diplomatic relations have been severed and the Mexican Charge d'Affaires recalled from Havana.

Dispatches received from Havana this afternoon state that diplomatic relations have not been broken. It is admitted that the situation is strained, but a break is not expected.

Washington, officially, is without definite information.

Havana, May 25.—Diplomatic relations between Cuba and Mexico have not been severed, although they are somewhat strained, according to information secured here today. A crisis is unlikely, so far as Cuba is concerned, it was said.

Mexico City, May 25.—Diplomatic relations with Cuba have been broken by Mexico.

This report was officially confirmed here, that the Mexican Charge d'Affaires at Havana and the Cuban Minister here had been recalled from their respective posts.

The Cuban Minister to Mexico, Dr. Ezequiel Gaxiola Erenaut, had not yet arrived in Mexico City, having been appointed only recently. During the interval, Dr. Luis Santamaria y Calvo has been acting as Charge. The Mexican Charge at Havana is Alberto C. Franco.

The recall of the Mexican charge, together with the suspension of the sending of a new representative is explained as due to the fact that because of Cuba being involved with war, that Government has been obliged to dictate measures that affect the interests of the Mexican Government in many instances and it is further declared that making of representations that the Mexican representative would be forced to make to the Cuban Government would restrict the liberty of action of a friendly nation which is now in an afflicted situation.

General Candido Aguilar, Minister of Foreign Affairs, gave out a statement.

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KILLED IN FRANCE  
 Lieutenant Paul Kurtz, son of a Philadelphia banker, who was killed when his airplane fell in flames behind the American lines.

## PAUL KURTZ DIES IN AERIAL BATTLE

Philadelphia Banker's Son Falls Behind Lines With 'Plane Aflame'

WON CROIX DE GUERRE

Lieutenant Paul Kurtz, son of William B. Kurtz, banker of this city, was killed while in aerial combat with German planes over the American trenches in France.

This information was received today from the War Department by Lieutenant Kurtz's father and brothers, after an investigation had followed the indefinite announcement of the death of a "Lieutenant Kurtz" while in action.

Lieutenant Kurtz died fighting, according to General Pershing's report to the War Department. His machine, aflame from a German incendiary shell, dropped behind the American lines.

The young Philadelphia boy was mentioned in French orders for valor in action and was, on May 8, awarded the French Croix de Guerre for his ambulance work in the Verdun sector.

Lieutenant Kurtz resided with his parents on Manheim street, Germantown. A student at Harvard University when the war broke out, Lieutenant Kurtz remained at his studies until June, 1915, when he enlisted in Section 1 of the American ambulance corps.

He remained on duty until December of 1915, when he returned to Harvard and completed his course. Immediately after his graduation, he again sailed for France, applying for a transfer to the American aviation corps, but was assigned to command of Section 17 of the ambulance corps, because of his previous experience and valiant work in the sector and cause of wounded on the battlefield.

Won Praise by Air Feats  
 Last June his enlistment in the ambulance corps expired, and he again sought transfer to the American flying forces. His experience with flying machines while a member of the ambulance corps served him to good advantage, and he was not long in winning praise from various Allied commanders for his daring feats in the air.

Details of the flight which led to his death were received only in part. They did not mention whether Lieutenant Kurtz was attacking or being attacked when shot down.

William Fulton Kurtz, president of the Colonial Trust Company, Thirteenth and Market streets, a brother of Lieutenant Kurtz, said today he had learned that his brother's airplane fell behind the American lines.

Mrs. W. B. Kurtz, mother of the lieutenant, is distressed with grief. Her brother, who made a trip to Washington yesterday to ascertain if it were Lieutenant Kurtz whose name was in the casualty list, is also suffering from grief.

Lieutenant Kurtz's father is a member of the banking firm of E. W. Clark & Co., 221 Chestnut street.

## 53 YANKEE SOLDIER BOYS MISSING FROM MOLDAVIA; MEN SHOW GREAT COURAGE

FIFTY-THREE AMERICANS LOST WHEN MOLDAVIA WAS SUNK

Washington, May 25.—Fifty-three men, all members of Company B, Fifty-eighth Infantry, Fourth Division, were reported lost in the sinking of the British transport 'Moldavia,' the War Department reported today.

There were 482 American soldiers on the vessel, all members of the Fifty-eighth Infantry.

The names of those reported lost follow:  
 Corporals  
 CHAPPELL, FRED, 6628 Haddington street, Philadelphia.

Privates  
 ARMSTRONG, OSCAR O., Bridgeport, Okla.  
 BLACKWELL, ANDREW, Hominy, Okla.  
 BOOSALIS, GEORGE D., Fargo, N. D.  
 BOSLEY, CLYDE E., North Troy, Vermont.  
 BOSLEY, ERWIN W., North Troy, Vermont.  
 BRACKEN, WALTER G., Royalton, Minn.  
 BRACKEN, WALTER G., Cloud, Minnesota.  
 BROWN, WILLIAM A., Hoytsville, Utah.

HODGES, THADDEUS, Mount Carmel, Utah.  
 JOHNSON, CLEM, Martins Mill, Texas.  
 KNEIP, ISADOR M., St. Paul, Minnesota.  
 KOBUS, JOHN, South Milwaukee, Illinois.  
 LADING, HENRY C., Strasburg, Illinois.  
 LARSEN, JOHN S., Chicago, Kentucky.  
 WILLIAMS, BARNEY B., Dixon, Kentucky.  
 LEWANDOSKI, FRANK, Chicago, Illinois.  
 LINDSEY, CLYDE B., Clarksburg, Mississippi.  
 LUNDELL, ANTON W., South Chicago, Ill.

McCarthy, James G., Boston.  
 McKinney, Frank, Stonington, Illinois.  
 MARS, JESSE, Shelbyville, Ill.  
 MIKLE, RUDOLPH, Depere, Wis.  
 MILONE, JESSE, Olney, Ill.  
 ODELL, FRANK, Blytheville, Ark.  
 BOSH, EMIL J., Lankin, N. D.  
 ROUX, FRANK, Rice Lake, Wis.  
 REASER, LEE, Cedarville, W. Va.  
 SAUTTER, WALTER G., New Hartford, N. Y.  
 SCHUB, JOHN, Portsmouth, O.  
 SHERMAN, JOSEPH, Fort Totten, North Dakota.  
 SHIES, LEWIS P., Nelson, Wis.  
 SWARTZ, RAY, Pleasant Hill, O.  
 SWEETLAND, MAURICE G., Albany, N. Y.  
 TRAPP, WILLOW, Arbor Vitae, Wisconsin.  
 WEBER, EDWARD N., Toley, North Dakota.

Troop Transport Torpedoed by U-Boat Sinks in English Channel

AMERICANS KILLED WHILE THEY SLEPT

British Destroyers Rescue Majority of Men Who Were on Board

HOPE TO GET REVENGE

Survivors Cheerful Notwithstanding Ordeal Through Which They Went

An English Port, May 25.—Heroism and true soldierly bearing marked the conduct of the American officers and men when the British troop ship Moldavia was sunk in the English Channel Thursday morning by a torpedo from a German U-boat.

"I never saw better discipline," declared Captain Johnson, of the United States Infantry, survivor, in describing today the torpedoing of the Moldavia.

"The torpedo struck the Moldavia forward of the engines, on the port side," Johnson said. "All the troops were sleeping in bunks, in their uniforms."

"There was a loud explosion and the ship's whistle sounded the alarm. All assembled on deck alongside the boats in perfect order. It was just like the daily boat drill."

"The Moldavia continued, under her own steam for a time, for the purpose of avoiding a second torpedo."

"The destroyers escorting us circled about and dropped a number of depth charges, but no one saw the submarine."

"It is supposed that the force of the explosion cut off the means of escape of several men who were on the troop ship. The survivors lost all their personal belongings."

"It was a situation calling for the utmost courage and steadiness. The men responded nobly and sang as they took to the boats. They gave three cheers as the Moldavia sank."

The survivors are now at a rest camp. They are enthusiastic over the splendid work of the ship's officers and crew of the British destroyers.

Men Were Courageous  
 "I have learned little yet, except that the men got off the ship in orderly fashion," declared Major General Biddle, commander of American forces in Great Britain, today following a visit to survivors of the torpedoed Moldavia.

"Most of the men were asleep at the time of the explosion," said one officer among the survivors, "but there was no disorder, so far as known. No one was drowned. All casualties occurred at the moment of the explosion."

"After the ship was struck, her officers kept on, hoping to remain afloat, but when it was seen that this was impossible, British destroyers picked us up. The men were most courageous."

Officers Try Vainly to Keep Ship Afloat

Special Cable to Evening Public Ledger  
 Copyright, 1918, by New York Times Co.  
 An English Port, May 25.—The Peninsular and Oriental Line Thursday morning while carrying American troops. All the members of the crew and the marines are believed to have been saved, but about fifty American soldiers are missing, and it is feared that they lost their lives in the explosion.

The Moldavia was struck by the torpedo in the fore part of the ship, causing considerable damage. Her commander, Captain Smythe, and his officers, landed the vessel with great skill. They made every effort to keep her afloat, but the extent of the damage defeated their efforts, and the Moldavia sank while some distance from land.

The behavior of all aboard is said to have been admirable, the men lying up at their stations quite calmly when the muster sounded. Troops and crew were taken off by the British destroyers which had been convoying the Moldavia.

The work of the transshipment was carried out with but one mishap, half a dozen men getting a wetting by splashing from a raft.

## RAIN BLOCKS TEUTON ATTACK IN FLANDERS

Allied Airmen Hold Enemy Fliers Back Over German Lines—British Have Advantage in Thrilling Air Conflicts

By PHILIP GIBBS  
 Special Cable to Evening Public Ledger  
 Copyright, 1918, by New York Times Co.

War Correspondents' Headquarters on the Western Front, May 25.

There is a west wind over the northern front in France, and heavy rainstorms have broken up the fine spell of sunshine which made this May so splendid. This change does not fill us with regret, because dirty weather now may be in our favor and hinder the enemy in his offensive schemes.

Our memories of the wet months in Flanders last year when the British attacks were launched comfort us with the thought that the Germans will have to wade through the same miasma and work their guns from the same slimy pits. If the rain lasts for a few days that is long enough to bring the Flanders fields into the same smog of despond which made them horrible.

Elsewhere, as on the Amiens front, the lines of communication are better and the ground has not been cratered by the use of shell fire, so that the rain will not affect it so much. Bad weather, however, acts against both sides, and though they should like the British do not want to lose visibility for their flying men or machine gunners. The enemy made use of fog on March 21 to sneak through and make his infiltrations of the British line under cover of a dense ground mist which restricted the field of observation of the British marching gunners in the rear positions. The enemy is very cunning in making use of climatic conditions and adapts his methods to them.

The high wind checked airwork on both sides, and the German machines like some of the British, had to make forced landings before getting back to their bases. For some little time now the enemy's daylight fliers have been keeping more to the east over their own country, and the British fighter squadrons have pushed them

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## Allies Make Raids Along West Front

BRITISH

"During the night we raided enemy trenches in the neighborhood of Hamel and north of Albert, capturing over forty prisoners and two machine guns. We carried out successful raids north of Lens, resulting in the capture of a few prisoners. There was hostile artillery firing last night and also gas shelling east of Bethune. The enemy artillery showed increased activity in the Strazeele district."

FRENCH

French troops penetrated the German line west of Noyon (Picardy battlefield) capturing prisoners.

German raids south of Hangard Wood (opposite Amiens) and in the Vosges mountains were repulsed.

Building Association to Keep Minutes in English

The Robert Blum Building Association may abandon its practice of keeping its minutes in the German language.

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## PENNSY ACCEPTS URGES IMMEDIATE REMOVAL OF REA HELP FOR RUSSIA

T. Dewitt Cuyler, a Director, Indorses Action of Director General

Allies Must Act to Prevent Great Benefit to German Power

NO ILL-FEELING HELD NEED RALLYING POINT

Approval of the action of Director General McAdoo in removing President Samuel Rea of the Pennsylvania lines and other railroad chiefs as operating executives was given this afternoon by Thomas D. Witt Cuyler, a director of the Pennsylvania Railroad.

Mr. Cuyler, who is chairman of the railroad executives corporate board, composed of the highest railroad officials of the country, said that the action of Mr. McAdoo was thoroughly practicable for the reason that he took similar action with other roads, so that there would be no ill-feeling between the operating and corporate functions of the lines.

Among other chief executives removed was Daniel Willard, president of the Baltimore and Ohio.

In discussing the action taken by Director General McAdoo, Mr. Cuyler said he would acquiesce in any policy which would help to win the war.

Up to the present Mr. Cuyler is the only member of the board of directors who has openly indorsed the action of Mr. McAdoo, but it is said several other directors share his opinion.

Continued on Page Two, Column Three

## BULGARS STONE KARL'S TRAIN

Discontented Soldiers Join in Attack on Austrian Emperor

Zurich, May 25.—Travelers arriving here from Germany declared today that discontented Bulgarian soldiers attacked Emperor Karl's train after it had left Constantinople.

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