VAVAL PATROLS SCOUR ATLANTIC COAST TO AVENGE U-BOAT ATTACK ON U. S. MERCHANTMEN

U-BOATS SOUGHT New Type Bomb BY SKY AND SEA Continued from Page One

Navy Patrols Scour Cape May Coast for German Submarines

By a Staff Correspondent

troyers, seaplanes and other craft—is poperating on the sea as far as seventy-fective.

Bomb Saves Use of Torpedoes

The board of the sea as far responsible are searching for the German undersea craft responsible are searched as the search of the search

aviators have established that more than submarines participated in the at- fast and armed ships.

Sighting the crew of the ship leaving in small boats. Findin Ryerson voiplaned toward the ship As he did so he sighted the periscope of a submarine some distance away. It was rapidly submerging, but by

daning he managed to come atop submersible, dropping several depth ibs. He reported there was no evidence that any of his bombs had found his attempt to destroy the raider boatswain, Roker

sign Jennings flew close to the water and at one time was near to the surmoment too late in arriving upon the scene or there would have been no doubt that one of the raiders had been accounted for, according to reports.

A virtual network of the following Sunday that the L-skipper. We left the Delaware Breakwater ing distance called out; a cargo of case oil, said Roker, "It was about 2 o'clock in the afternoon of the following Sunday that the L-skipper. We A virtual network of naval craft patrolled the coastal waters all last night and there was continual exchange of the horizon.

Of the following Sunday that the Uskipper. When the captrolled the coastal waters all last night and there was continual exchange of the horizon.

dinky mast and fluttered in the wind.

"The cook who was standing by me air of of the observation balloons on the deck took his pipe out of his mouth and exclaimed:

"Why it's an English submarine down.

"The young German seemed to be "submarine" was nothing more than "a bit of wreckage" or some other floating object.

"You people seem to be very active.

This is what to naul it here discredited the report of the first commander and voiced belief that the "submarine" was nothing more than "a bit of wreckage" or some other floating object.

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The young German seemed to be "submarine" was nothing more than "a bit of wreckage" or some other floating object.

"You people seem to be very active."

protested and asked to be allowed to continue the hunt, which, instead of diminishing, is becoming more feverish as the hours pass. Some of the filers were literally "dragged" from their virtually prisoners.

The fine that we were the three derelict schooners found their bout seventy-five in the crew—made the three derelict schooners found their bout seventy-five in the crew—made the three derelict schooners found their bout seventy-five in the crew—made the three derelict schooners found their bout seventy-five in the crew—made the filers was unavailing.

Survivors Picked Up ested and asked to be allowed to planes today, after having been on duty since Sunday afternoon. Naval officers here have made no

effort to minimize the seriousness of effort to minimize the seriousness of the situation, although none will make a statement on the status today.

Few persons slept in the city last light, although apparently there was

right, although apparently there was no alarm felt. Every person was feverish with anxiety about the search at sea and feared that to go home might.

The missing of a battle at sea or the search at sea and feared that to go home might. right, although apparently there was no alarm felt. Every person was feveral with anxiety about the search with anxiety about the search mean the missing of a battle at sea or a chance to see a captured German submarine and crew.

Every point of the city dash lifeboat was thrust out and along with lifeboat was thrust out and along the Jersey coast.

Expery person was feveral along the Jersey coast.

Expery person was feverant who could not have leave on the submarine commander, a long the Jersey coast.

Expery person was feverant who could not have leave on the was in the submarine commander, a long the Jersey coast.

Expery person was feverant who could not have leave of oil from Philadelphia to Santiago, Cuba, said his work at long the Jersey coast.

Expery person was feverant who could not have leave of the schooner and with a cargo of oil from Philadelphia to Santiago, Cuba, said his was eight for the schooner was feverant who could not have was run of the submarine of which a cargo of oil from Philadelphia to Santiago, Cuba, said his was eight for the schooner was feverant who could not have the submarine and carge.

Every person was feverant who could not have the submarine commander, a long the Jersey

arine and crew. Every point of vantage was crowded again early today, but a dense cloud of amoke, partly obscuring the horizon, made it impossible to see far to sea and prevented the watchers from knowing just what the destroyers and other naval craft were doing in the hunt

Boardwalk Greets

ed from Page One

John P. Connelly, New Orleans.

McClaren's Statement

passengers and crew of the boat. Proceed to get into your boats with

shly. I never saw anything finer.

Four Shots Fired

ommunity service is caring for of the crew which came in the he Government officials have or-

the men be given every pos-

dropped our ten boats and pro-

tenant McClaren said:

of Atlantic Highlands.

Destroyed Edna

mander supplied with the new time

bomb halts a defenseless ship, takes off the crew or forces it into its boats, suspends the bomb in such a way that it rests against the outside of the vessel, adjusts a time fuse, lights it and speeds away, knowing that in three hours or whatever other time is determined upon, the vessel will be blown Were the bomb placed inside the JENNINGS BOMBS RAIDER ship the explosion would be deafening and would be heard for miles; the vessel would be set on fire. The blaze and the explosion would be a warning and shortly the submarine would find itself beset by enemies on all sides.

Another advantage of the bomb is Cape May, June 4.

Every available unit of the Navy Deartment—submarines, patrol boats, dethat it is lighter and smaller and less

Sunday's raid on coastwise ship-that are neither able to defend them-It was reported this afternoon that selves nor fast enough to escape. the torpedoes can be saved for the big.

Heretofore the size and weight of tor-A report that the periscope of an pedoes has constituted a disadvantage, memy submarine was sighted near this could be carried by a submarine. Frequently it would exhaust its supply with-Ensign Allyn Ryerson Jennings, of Philadelphia, son of Ryerson W. Jennings, may have sunk one of the German submarines, it developed today. It is helicard that the hollers of the list had to have been the undersea had.

said to have been the undersea boat that attacked and sank the tanker Herbert L. Pratt.

Balder

It is believed that the Germans and making use of this method for the first time now. They are far from their bases, even if they have bases on this best.

Every ship they can sink with a was not sunk, but remained as a dereliet. If the bomb had worked as it had been intended to work the Edna would have been sunk "without a trace." Even the crew believed the Edna sunk, as shown by the narrative of the Edna's

Roatswain Describes Encounter

and there was continual exchange of virtless messages between the ships at sea and the bases. The local naval base is in close touch with Washington and coast stations, and reports are received at short intervals, but officials are withholding all word of the vials are withholding all word of the operations of the ships in quest of the U-boats.

Armed guards who had patroled the streets were withdrawn today, but the city still was virtually under martial law. The guards were thrown about the city Sunday evening when the first submarine alarm was sounded by the rush of buglers through the streets, calling men on leave back to the barracks, and the sudden appearance in on the deck took his pipe out of his on the caps reported on the deck wondering what it was, a shot came whistling over our heads. A section and coast stations, and reports are backed to the short to came whistling over our heads. A section and coast stations, and reports are back to the short to came whistling over our heads. A section and coast stations, and reports are back to the short to came whistling over our heads. A section and coast stations, and reports are back to the short time which in marine language, means heave to with a venture law to came whistling over our heads. A section and coast stations, and reports are back to the short time which in marine language, means heave to with a venture law to came whistling over our heads. A section and toward to ward to ward to ward to ward to will, we lost no time obeying this order and the whole boatload of Germans came tumbling on hoard. The first thing the lieutenant did after looking around was to bawl out:

"Lower that flag.' He pointed to an American ensign which was fluttering aloft. It was a new flag and a beauty, the color of the ship the lieutenant did after looking around was to bawl out:

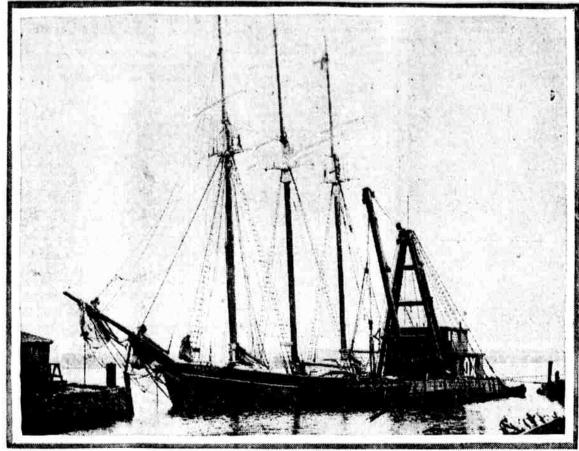
"Lower that flag.' He pointed to an American ensign which was fluttering aloft. It was a new flag and a beauty. None of us make a move so one of the flow.

Crew Refuse to Lower Flag

"Well, we los

"The cook got so mad when he was really convinced that he swore softly to himself, then threw his pipe over-

MYSTERY OF THE SCHOONER EDNA SOLVED



The schooner Edna, heached on the mud flats of the Delaware off Port Richmond, was found off the Delaware Capes by the crew of a coast-guard cutter with several holes below her waterline. Her crew had vanished and for days the mystery of what had happened to them and the vessel remained a mystery. The landing of the crew at New York, after eight days' imprisonment on the U-boat which attacked the Edna, threw light on the Now the Government has divers employed on the Edna in an effort to learn what means the Germans used to damage the vessel

"We left the Delaware Breakwater ing distance the German commander paug were the first victims of the Ger-

ing distance the German commander called out:

"Where is your ladder"

"Then he wanted to speak to the skipper. When the captain went to the rail, the German yelled:

"Put your ladder down over the side.

"Of estacks Sinday within the very comming on the side. Throw us a line. We are coming on of attacks

Naval fliers have had little sleep since the first alarm was sounded. Hardly a man has given up the hunt except when given strict orders that he must. Hour after heur they have flown up and down the coast and when ordered off duty for rest have invariably protested and asked to be allowed to the first seems of St. George on it?

Don't you see the cross of St. George on it?

"St. George, the devil." I answered.

That's the iron cross. Don't make any mistake about that, young fellow. We are in for a hot time. And we were, and as evidence that their belief had foundation to stir you up a little bit. You need more U-boats on your coast. You need more U-boats on your coast. Thou it we were captured we sighted a blinking light through the porthole of our quarters. Afterward we learned that we had spent the best part of the night cruising only eighty miles off the coast. We never the best part of the night cruising only eighty miles off the coast. We never the best part of the night cruising only eighty miles off the coast. We never the best part of the night cruising only eighty miles off the coast. We never the best part of the night cruising only eighty miles off the coast. We never that their belief had foundation to the form various ship commander, and as evidence that their belief had foundation to evidenc "Why it's an English submarine.
Don't you see the cross of St. George on it?"

This is what you Americans need—story of the British commander, and as something to stir you up a little bit. You need more U-boats on your coast.' U-Boat Commander Comes Aboard
"Instead of putting out a lifeboat, as did find out the purpose of the German of Chesapcake Bay for several days in "The German sailors-and there were the three derelict schooners found there,

"The Edna was sunk off Cape Hat-

Philadelphians in Crew The Philadelphians who were mem-bers of the Edna's crew are:

Marcus Judge, thirty-seven years old, along the Jersey coast.

Director McAdoo Promises Lower

Merchantville, N. J., June 4.—Railrond fares will drop to former rates after the war, according to a letter addressed by Director General W. G. McAdoo to James Polk, secretary of the South Jersey Combecause I was talking with Captain because I was talking with Captain Sunday within the very war, according to war. According to the South Jersey Combinators of the South Jersey Combinators and the South Jersey Combinators of the South Jersey Combinators of the South Jersey Combinators of the Interest of the South Jersey and South Jersey Jersey and South Jersey Jersey and South Jersey Je

Philadelphia which is a points on the West Jersey and season points on the West Jersey and season lines being the only exception. When the new rates go into effect this will not be so. Now Director McAdoo says these beautiful some day cheap round-trip tickets will some day be restored.

picked up the survivors of the Hattie L. Dunn and Edna twenty-five miles off Barnegat. N. J., and took them to New Journal.

Train Runs Over Mail Man's Foot

TO RESTORE OLD R. R. FARES

Rate After War Emergency

Director McAdoo also says that he de-

sires to be advised at all times when the commuters of New Jersey believe they have any just grievance.

LIFTS BAN ON HEARST PAPERS

injunction will hold good until the trials of suits brought by the pub-lishers for permanent infunctions.

CREW OF STEAMSHIP TEXEL ARRIVES AT ATLANTIC CITY

Men Nearly Exhausted From Thirty-six Hours' Work at Oars Texel: Following Experience With German

Submarine

two guns, one of which is believed to there was a rush of fire from the stack have been of six-inch caliber, according like a fireworks explosion." members of the crew of the Texel. who landed here at 1 o'clock this morn-

A sailorman who was one of the last sions of the submersible, to go over the side of the Texel, said to go over the side of the Texel, said the German commander of the attacking U-boat spoke almost perfect English and even loked while examining the lish and even joked while examining the ship's papers.

marine was an everyday experience and | 000. made much of the ship's cat of the Texe! hich came ashore in the arms of one of he crew. It it expected that the surthe crew. It it expected that the sur-vivors will be sent to New York this

Ensign E. C. Kelly, of the coast patrol, whose scout cruiser ran into the boats from the Texel off Brigantine at mid-night and escorted them in, is in charge of the survivors today. They are virtualy prisoners in the Hotel Thurber, with olicemen on guard,

Polite, But Efficient

So far as an enemy can be, the lieutenant of the submersible was a gentle-man and a scholar. He formerly was a deck officer of the Hamburg-American line running into New York, which fact may have accounted in the estimation of Charles Peterson, of Rahway, N. J., thief engineer of the Texel, for his punctilious, if not friendly, treatment of Captain K. B. Lowry, the Brooklyn skiptoried:

"The skipper of the U-boat, who came aboard speaking clear English, oried: line running into New York, which fact

"The Texel was stopped at 4:21 on Sunday afternoon and she plunged to her grave in the Atlantic at 5:28." Peter-Lowry about setting our clock ahead when I heard a shot. A shell whizzed over our heads, between the bridge and the mast. It struck the water with a body was saved. When we were leavterrible splash. "There's a sub !" I shouted, and Cap-

tain Lowry asked where, so I pointed her out. She was either running sub-merged or had just come up, for only the conning tower was awash. She looked white and ghostly, about 150 yards from us. I should say. "Soon a boat left her and pulled over

"Soon a boat left her and pulled over to where we had hove to. A young officer, a lieutenant I suppose, because he had a single stripe, stepped on board and called for our papers. Capitain Lowry turned them over to him and then he said that we must get off and away were soon as possible, because they were

Coast guard cutters and a Clyde Line Coast guard guard cutters and a Clyde Line Coast guard guard

board before we had entered the boats. They had them in a sack, three or four of them. They were cylindrical, about three inches in diameter. I should say. and painted black and yellow. They put one beside the mainmast and car-ried the others into the hold. "We were in our boats in about ten minutes after the party came on board,

but we lay by, because we were not quite sure they would not fire on us if we tried a quick getaway

Atlantic City, June 4. by my watch. There was a terrific THE German submarine which bombed roar from the hold and then the boilers I the steamship Texel, formerly a blew up. The old ship quivered and Dutch ship, sixty miles south by south- keeled and then went down by the Dutch ship, sixty miles south by south-east of Sandy Hook on Sunday, carried stern. Before we saw the last of her. Brooklyn. Second engineer, C. E. Williams, Erie,

> U-Boat Larger Than Texel Chief Engineer Peterson hesitated about making a guess as to the dimen-

"All I know about that," he said, "is

sh and even joked while examining the hip's papers.

The men, who were famished when ing from Ponce with 5800 tons of suthey landed and almost completely ex-hausted after thirty-six hours at the oars, were in excellent spirite after breakfast.

They joked as if being shelled by a sub-cargo was believed to be worth \$800,-

Captain K. B. Lowry, of Brooklyn, before he was silenced by a young naval officer in charge of a patrol ship, who said he was acting on orders from Rear Admiral Helm, of the Fourth Naval District, Philadelphia.

"We were about sixty miles off New We were about sixty miles on New York harbor Sunday afternoon. The sea was calm and there was no sign of any hostile submarines. "Suddenly, without a moment's warning, a U-boat loomed up offi the bow. It fired three rounds of shrapnel. The hall of exploding shells swept the deck like rain

"The U-boat was but fifty feet away.

cried: 'Let me see your papers!' "I turned the ship's papers over to

him.
"He looked at them for a moment, then turning curtly on his heel said:
"'We will give you time to get off,
then we shall sink your vessel." body was saved. When we were leav-ing, the submarine nearly crashed into us. The captain ordered our crew

Lowry a Girard College Graduate Captain Lowry is a graduate of Girard College in the class of 1911, His wife is at the Hotel Walton in Philadelphla awaiting his release here. Mem-

to back away safely out of the way.

as soon as possible, because they were crew were struck as many as five times. going to destroy the chip.

"He was mild-mannered and pleasart- launches are in the zone ravaged by the

are expected in today. The Chalfonte. Captain George Davis, returned late last night, but was unable to give any information. Skipper Davis declared that he had not sighted any boats or neard the reported firing.

Following is a list of the crew of the

K. B. Lowry, captain, formerly of 4627 Lancaster avenue, Philadelphia, present address 189 Joralemon street. Brooklyn. Chief officer, F. N. Nelson, Brooklyn. Second officer, N. K. Borgersen.

Brooklyn Third officer, J. F. McQuillan, Mobile. Chief engineer, Charles E. Peterson,

Rahway, N. J. First engineer, R. H. Lightbourn,

Third engineer, G. C. Carver, Boston, Other members, whose addresses could not be ascertained, are: J. H. Gordon, F. Fernandez, Jerry McMullin, John Courier, John A. Courier, Frank Ryan, Robert Ryan, J. Peck, Robert Cunliff. Samuel Brannan, F. M. Smith, H. B. Moster, C. Michaels, Benjamin Krist-beck, John Emmett, E. J. Luis, B. Rob-inson and J. Loufer.

situation with respect to the Jersey shore resorts. Several of them expressed the utmost confidence in the ability of the Navy Department to keep the enemy submersibles so far off shore that there will be no occasion whatsoever on the part of residents or visitors to feel alarmed. itors to feel alarmed.



please answer Is a Scot ever funny to a Scotch-

Does Harry Lauder laugh over "TAM O' THE SCOOTS'

the way other people do? Does he find the same charm in his dapper daring fellow countryman who is so close with little things, and so gorgeously reckless

The "Tam O' The Scoots" series are the most utterly funnyand lovable short stories now being printed.

with life itself in his aeroplane?

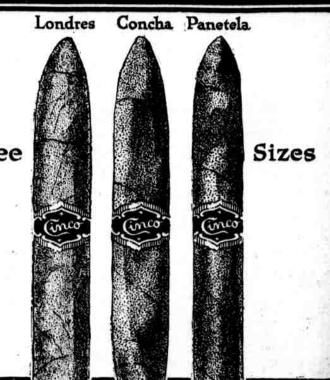
They are to Everybody's what Harry Lauder is to the stage. You'll find one of them in the June





warm days and nights. Ritz-Carlton standards in cuisine and service-plus a very hearty welcome!







German Ruthlessness Claims Eleven American Merchant Ships take such precautions as they con- | Texel, Winneconne and Pratt and the | man sea raiders as having treated | sunk lest it prove of military advantage

York. The crew of the Haupaug is thought to have been landed somewhere

Continued from Page One

for the schooner.

Caroline Higgins, home address not asless and poorly clothed. "All were saved with the excep-L. K. Barnett, Brooklyn.

A woman passenger whose name is not yet available. In a dying condition. launch with eighty passengers which T. A. Mertz, Chief Purser of the Carolina. the command of the boat with Lieu-McClaren, who was the Carolina's

All were saved who were with me." Yard. With the nineteen survivors We were attacked at 6.12 on Sunday landed at Lewes, Del., earlier in the order of last night along the shore. failed. It was held possible that formidable submarines they ever ing to the Entente, will be forth about one hundred miles south by day, this afternoon's report accounts for nearly all on board the Carolina. e submersible which captured us The liner was known to have car-"We were told by an officer from the ried 230 passengers and a crew of arine that no harm was intended 120.

ssible speed,' they said, 'because our intention to destroy the ship.' eded to fill them leisurely.

"There was nothing like a panic. The and the children behaved adwere allowed to take a plentiful shelled it as it pulled away from the d and water in each of the so that I do not believe there was liner. Additional details of the atprivation. be shock, however, was more than women could stand after are developing.

of the women could stand area had been in the boats for twelve thought some of them were going has reported the American tanker our hands. Women ministered in every way possible. All reere told we were near Atlantic is believed to be one of the two tankers reported attacked Sunday

Four Shots Fired
ond Purser Mertz said the sube fired four shots in all, the first
he bow of the Carolina.

• were permitted to take comin the boats his well as food and
and it is my belief that all ten
boats will reach ports."

on of the boats of the Carolina
id to have been chained together
they started for the coast late night. The Savannah liner, City of Rome, has arrived safely in an Atlantic port. Fears had been entertained for the vessel's safety because of U-boat activities.

they started for the coast late r night. This plan was adopted it was thought some of them charge of officers might be lost darkness. The passengers here The Boston merchant marine training ship arrived safely at Vineyard Haven today. She received warndarkness. The passengers boats infident that the seven boats have been found by a Governmenthing craft and are on their ing and came through the submarine zone without being molested. The New York and Porto Rico

S amship Company received infor-

mation that the Appleby, putting into

Lewes with Carolina survivors,

brought survivors of other U-boat victims also. Officials stated today that the question of reopening the various Atlantic ports was to be covered by a general order which will leave the subject to the discretion of the naval authorities at each port. They will

night by a German submarine. Send sider necessary and will allow ship- liner Carolina. a tug immediately to tow the ves- ping to proceed under restrictions Raid Survivors sel. Tell the tug captain to look out which will be withheld from the public. New York, Philadelphia and

"Some of the passengers are rest- Boston harbors are already open. garding measures being taken by aboard one of the submarines. tion of a lifeboat and a motor the Navy Department to combat submarines. Officials refuse to dis- three lifeboats full of people, rebecame separated from the other cuss report that the crew of one

close formation-less than a mile of the steamship Textel, whose crew

Vessels Missing

YORK

PENN.

PHILADELPHIA

That the U-boats have been San Saba landed the crews of three

The coast is being patrolled for ported drifting off Beach Haven, boats and have not been seen since. U-boat is held at Brooklyn Navy N. J., last night. They were seen by the airplane patrol, but efforts by "All lights out" was the general coast-guard craft to locate them Coast guard boats are patrolling in these boats might have been those

SAG HARBOR

NEW YORK

SARNEGAT

Tanker Herbert

WRECKS of Schooner EDNA and TWO OTHERS

L. Pratt Bunk

CAPE MAY

HENLOPEH

COLUMBUS

Where Schooners

EDWARD H.COLE and

JACOB M. HASKELL Were

Called for Help

19 CAROLINA

Survivors Landed at LEWES

their victims with reasonable conoperating off this coast since May 25 men of the Edward H. Cole ex- but only the evidence of a surviving capwas revealed when the steamship pressed it, with politeness. The men tain that two were off shore. Other of that schooner received ten min-Complete secrecy developed retime. The schooner then was blown seas troop movements. Washington offi-

mans from the submarine cruiser.

The men of the Cole described the raiders which overhauled their vessel, one on either side, as the most had seen. They carried large guns

been used. Vessels reported sunk were disposed of either by shell fire after they had been abandoned by their passengers and crews, or else by bombs placed in the holds by the Germans. It is supposed the enemy is conserving his available stock of torpedoes in the hope of expending

No new reports of sinkings or attacks by the German U-boats off the American coast had reached the Navy Department up to mid-forenoon today, Secretary of the Navy Daniels stated.

He also said there is no information encerning the reported capture of one

to the enemy The department, he said, has positive sideration, and even, as some of the evidence that one U-boat is operating,

managed to do it in one-half that lean waters was designed to stop overup by bombs placed aboard by Ger- cials were completely convinced of this fact today. The object already has

these boats might have been those of the steamship Textel, whose crew came ashore at Atlantic City during the night.

There is as yet nothing to indicate the U-host raid has resulted in content the U-host raid has resulted in the submarine menace will be met and coped with in the very near future. The steps already taken promise and were about 250 feet in length.

One U. S. Vessel Shows Fight on the work however, information as to what was being done must be withheld.

There is as yet nothing to indicate the U-boat raid has resulted in a seem of the shell-inter. Additional details of the attempted "terrorization" of America are developing.

The marine outlook at City Island has reported the American tanker Saranac, evidently crippled, being towed there by two naval tugs. She is believed to be one of the two

WASHINGTON GETS NO REPORTS OF NEW RAIDS OR SINKINGS

Washington, June 4.

Monito Hose shouldn't outwear other Hose under equal con-ditions, we wouldn't call it they were giving

them later upon larger game, preferably troop transports. satisfaction. BUT THEY WILL. That isn't brag; but qual-ity—that makes good our

promises. Pure Silk—Silk and Lisle— and Lisle. For Men and Women Moorhead Knitting Company, Inc., Harrisburg, Pa.