

S DESTROYERS MAY BAG U-BOAT

Patrols Trail Submarine That Attacked Radio-teleine

IN TOUCH WITH QUARRY

Washington, June 5.

The American navy has a chance of "getting" one Teuton U-boat preying on United States coastwise commerce.

The fact that a destroyer yesterday got in touch with one raider made navy officials believe today there was now an opportunity of ridding our shores of at least one of these pests.

Dogged trailing of the vessel which was attempting to raid the French steamer Radioline may prove successful. Once communication is established with a U-boat, it is frequently possible to land her. American submarine devices have been so perfected that many times only patience is needed to bag the U-boat.

That an American destroyer had intercepted the raider's attempt to sink the Radioline was revealed last night in a navy announcement, though the event occurred yesterday forenoon. At the same time it was revealed that the destroyer rescued two from the Edward Baird—bombed and sinking. The reason for secrecy until last night was understood to be the desire of the navy to make possible communication of this important action from a shore spy to boat off shore.

The boldness of the attacker in continuing operations since Sunday caused surprise in many quarters. The navy, however, gratified at getting in touch with the raider, even though it could not at the moment get a fair shot. It is possible she will be able to sink several destroyers in the vigilance of the American patrol, but it is felt that the odds are against her. In this connection it was reported today that the raider told how destroyers hung on to the spot where the oil tanker William Rockefeller was sunk, and that she finally was rewarded by having the U-boat come up for air.

The department last night and early today was in the Delaware and Virginia capes. These rumors suggested further contact between the American patrol and U-boats, and that the U-boats and their victims. Naval officers today pieced together reports as to the raider or raiders, and believed from them that Germany is not sending across any "super" type of submarine. The raiders are probably from 200 to 300 feet in length, of from 800 to 1000 tons and probably capable of carrying rather more supplies than the usual 800-ton type. The length of stay on American shores without replenishment at a base on this side depends on the amount of oil supply. If the U-boats did much steaming, the oil supply would give out rapidly. Officers have included to think ten days or so would be the limit based on oil supply and a limited amount of cruising after arrival. However, if yesterday's attacker was one of those here on May 25, she has outstayed that period. On the other hand, this may be a relief of the U-151.

As for food, it was suggested that the raiders had a chance to strip their victims of new supplies. One officer suggested today that Germany may actually be instituting an embargo at blockading as claimed by the mate of the U-151.

On the other side Germany sends her U-boats out on a specified tour of duty. When that time up the U-boat goes back to base, whether it has accomplished anything or not, he said. "It is possible that Germany is inaugurating 'tours of duty' on this side."

Insurance Rates Reduced

Further evidence of the scorn with which America views the German U-boat extravaganza, was shown today when Secretary McAdoo announced a reduction in the insurance rate on masters, officers and crews of merchant vessels courting the war zone. Fifteen cents per \$100 instead of 25 cents will be the rate now and corresponding reductions have been ordered in rates applicable within the war zone.

It was stated there will be no advance in war risk insurance rates on vessels and cargoes either in the war zone or in coastal waters. Authorities have difficulty in puzzling why the submarines have made a raid which at the best is spectacular and does no military damage. Originally, it was suggested that exhaustion of supplies was compelling the U-boats to hit and run. However, the length of their operations, and the frequency of their attacks, have a demoralizing effect on American morale, while striking sufficient fear to official hearts that troop shipment would be halted.

If that was his theory he has failed miserably. And as for any military damage to date, his raids have been nil. Armament of the German U-boats as a result of U-boat operations off shore is under way, however.

While distressing, their attacks have accomplished no military damage and there is calm confidence that they cannot do any extensive military damage to troop and supply transports. Heavy armament of destroyers abroad some time ago was decided upon only after careful deliberation. If protection of the American coast and fleet had been the sole consideration more destroyers would have been kept at home. But navy officials decided that the necessity for bottling up the German U-boats near their bases required this course.

As a result the U-boats perhaps had a slightly better opportunity to operate along the coast. Officers who were so long a coastline as ours, but gave assurance that every nerve is being strained to get the boats near their goal and to round up the raiders. The navy is now convinced that at least two boats have been operating off the coast.

Provided the American patrol over here is unable to land the pests, it is felt certain that they will have little success in getting back to the home base through the European patrol, now sufficiently warned to make the enemy return very hazardous.

Evangelical Home to Celebrate Twenty-ninth Anniversary of the Evangelical Home for the Aged at Old road and Hunting Park avenue on Monday morning will be conducted by Rev. E. J. Beck, of the Evangelical Home for the Aged at Old road and Hunting Park avenue.

THE SCHOONER E. H. COLE—FIRST VICTIM OF U-RAIDERS



Photos © Underwood & Underwood

ALIEN-BORN SURVIVOR OF CAROLINA FREED

Naturalized Hungarian Says He Plans Lecture Tour to Arouse Americans

From a Staff Correspondent

Lewes, Del., June 5.—Belmont von Jenney, of New York, a native of Hungary, who was detained by the naval authorities here when he landed with a boatload of survivors from the torpedoed steamer Carolina, was released this afternoon. He will go at once to his home, 289 Amherst street, Jamaica, L. I.

The naval authorities say they detained him only for the purpose of information and are through with him. Von Jenney, who admits having been indicted in San Juan, P. R., last January on charges of threatening President Wilson and Secretary Lansing, insists he is as loyal an American as any born in this country. He has been a citizen twenty years, he says. After being released he avowed an intention of going on a lecture tour to arouse Americans to a greater sense of the seriousness of the war. He has \$20,000 invested in Liberty Bonds, he added.

Von Jenney says he is a grandson of Count Bactay, a leader of the Hungarian revolution of 1848. He declared he had lost \$17,500 in gold and \$5000 in jewels when the Carolina went down. According to papers he carried he has lived in this country thirty years and has been an American citizen for twenty. He is president of the firm of Von Jenney Brothers, piano manufacturers, 75 West Twenty-fourth street, New York. His place of residence here gave as 289 Amherst avenue, Jamaica, L. I.

He told newspaper men that at the time of his arrest in San Juan his bail was fixed at \$10,000, but later was reduced to \$5,000. He said he had been charged with carrying arms, and that the charges against him were withdrawn for want of evidence.

He said he had entered suit against the State Department for \$25,000 damages for having ordered his arrest. Upon the arrival here yesterday of nineteen survivors from the Carolina, many of the survivors were among those detained at the naval station until last night for reasons which the naval authorities declined to divulge.

The other survivors of the Misses Edith Donohue, Virgil and Juan, Nieves, of San Juan, and Walter H. Morton, of New York. All except Nelson have been released, and it is expected he may be freed late today.

CAROLINA ENGINEER GULFIGHT SURVIVOR

Christian Nelson Leaves Philadelphia for Another Voyage Into War Zone

Christian Nelson, the chief deck engineer of the Carolina, came to this city today, after making a report to the commander of the Fourth Naval District left for New York, where, he said, he would "sign up" on another ship bound for the war zone.

Another ship upon which he served as an assistant engineer was blown up by a mine and in addition to the sailing experience he has been shipwrecked three times.

When interviewed early today Nelson said he had no fear of being killed at sea. "I am used to this sort of thing," he said, "and I am now on my way to New York to sign on a ship going to Europe."

Nelson was among the last to leave the Carolina. There were twenty-six persons in his boat, a lifeboat, which was capsized during the heavy storm of Sunday night, while more than a hundred other ships were sunk by the German submarine. I wish to express my gratification.

"The strangers washed to our shores as the result of the merciless attack of the enemy, found themselves in a haven of real Americanism. While it has a universal reputation as the playground of the world," Atlantic City proved through the deeds of its residents during the last two days that real devotion for the welfare of mankind lies beneath the pleasures which abound here.

PATROL BOATS SEARCH COAST FOR 16 SURVIVORS OF CAROLINA

Passengers and Members of Crew Lost or Still Adrift in Small Boats—Atlantic City Proves Real Samaritan. Philadelphia Shriners Aid

From a Staff Correspondent

Atlantic City, June 5.—Vigorous search of the New Jersey coast is being made today for sixteen persons who are missing from the steamship Carolina. Survivors believe the missing men, who include members of the crew and passengers, are still adrift in the direction of Lewes, Del., but do not land there.

Patrolboats which scoured the lower Jersey coast during the night returned this morning with no word of them. All of the survivors, who are being cared for at the hotels, private homes and at the city hospital, are doing well. They were cheered considerably this morning by the arrival of relatives and friends from nearby cities, who came to offer any aid possible.

Shore Parties Praised Visitors to Atlantic City were emphatic in their praises of the residents for their hospitality to the survivors of the Carolina. The authorities were also warmly commended for the expedition manner in which they gave aid and comfort. In their endeavors to check up the lists to determine the number unaccounted for, Mayor Bacharach and other officials favored that the survivors had been taken into private homes quietly by humane residents. Many of these real Samaritans got in touch by wire and with relatives of the sufferers and summoned them here.

To show his appreciation of the hospitality extended to the survivors, Mayor Bacharach sent the following message today to State Senator E. A. Wilson, chairman of the Atlantic City Branch of the Red Cross: "In view of the splendid spirit of hospitality extended by the people of Atlantic City, and especially by your organization, to the survivors of the Carolina, and other ships sunk by the German submarine, I wish to express my gratification.

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"I wish to thank not only the men, but the women also, for the spirit of kindness and loyalty which was shown in the most practical form for the sufferers brought to our gates. The unanimous response from those in all walks of life to aid those who rode in the very shadow of death was in keeping with the patriotic spirit of the day.

"The homes of the rich and poor, the hotels and city institutions, extended the hand of sympathy without delay, which proves better than mere words that Atlantic City may always be relied upon to do its share during this great world crisis in the cause of humanity.

"I feel that I would be lacking in spirit if I did not give some expression of my appreciation in view of the worthy deeds of our citizens."

May Give Benefit As many of the members of the crew lost their entire belongings as a result of the U-boat attack, plans are being discussed here today as to the advisability of holding a big benefit for the crew.

Woman's Garment Signal This little white herald, fashioned into a flag of distress, had once been worn as a brassiere by a woman passenger, who tore it off her soon as the castaways had started on their journey to safety.

The band caught the attention and woman recovered, but the Louisianaian still is under the doctor's charge.



Photos © Underwood & Underwood

WOMAN RECOVERED, BUT THE LOUISIANIAN STILL IS UNDER THE DOCTOR'S CHARGE

Lieutenant John J. McLaren, of 442 Sterling place, Brooklyn, chief engineer of the Carolina, brought aboard the precious load of human freight, one of the ten that left the liner in as many boats about sunset on Sunday night. Sharing the responsibility with him was T. A. Metz, second purser.

"We had just started for dinner," said Mrs. Westbrook, "when shells screamed across the front of the ship. I can't describe how I felt when the realization came upon us that we were being attacked without warning by a submarine."

"I flung my arms about my daughter and held her close. All sorts of fears assailed me. I thought of the women and children of France and Belgium and it was maddening."

"Then another shell came. Shrapnel, they said it was. It splintered something forward."

"Our arms had no arms and the captain ordered the engines stopped. Something grated along the side. It was a large boat from the submarine."

Given Time to Escape The officer in command spoke very soon. "English," he told the captain, "would give us time to get off before he sank the ship. He examined the boats and the women waited with his men, who were heavily armed."

"The captain watched while the boats were being filled and lowered. There were more than 200 passengers, and more than a hundred in the crew, went first. The crew, although many of them could not speak English, acted bravely."

"Ten boats were filled and we pulled away from the ship. I shall never see anything like it again. Yet, intensely dramatic as it was, it all seemed unreal."

"The crew of our boat pulled clear and we could see the lights of the other boats bobbing up and down on the waves. Every minute we thought the Germans were going to shell us."

"We had got away possibly fifty yards when there was a blinding flash. I don't know whether they shelled, bombed or torpedooed the Carolina, but she went down."

"In the night we were separated from the other boats. Lieutenant McLaren and Chief Purser Metz looked after us."

"But in spite of the fact that the Germans got our ship, we have a joke on them. On board were a number of United States army officers, when they saw the German submarine had held us up they hurried to their staterooms, shook their uniforms and came on deck in any kind of clothes they could find. No doubt the Germans would have liked to have them for prisoners. That night, however, they were freed from a bundle found aboard on the sea Sunday morning."

LITTLE GIRL CAROLINA HEROINE; YOUNG WOMAN WORKS OARS

Child Displayed Bravery That Won Even U-Boat Crew's Admiration—Lillian Dickinson, of Arlington, Mass., Took Turn With Men in Landing Life Boat

Atlantic City, N. J., June 5.

Beneath the frowning gun of a super U-boat ten boatloads of Americans—men, women and children—stood up in their lifeboats and cheered for America as they left the doomed Carolina on Sunday night.

This is the tale of patriotic valiance and arduous that Samuel Johnson and John Connelly, two of the survivors, told in the presence of Mayor Bacharach and other civic dignitaries at the Morris Armory.

This splendid allegiance in sight of the foe won even the admiration of the German captain and crew, and as the boats rowed away from the doomed ship they waved their hands in farewell to the departing passengers. In the boats, Johnson said, were women who were still wearing their evening clothes. Men who had dressed for dinner had raced to the lifeboats in the American navy.

Children stood with their elders, one of them, Anita Cheney, of New York, winning the unstinted praise of both survivors as the bravest child they ever knew. In some of the boats the Porto Ricans, to whom the sight of the U-boat was a spectacle destined to wreck their morale, proved to be plain Americans, too, and cheered with the others; stokers in dungarees and oil-blackened firemen waved their hats in unison with the more formal farewells given by Captain Barbour and his men.

Beat Largest of U Type All doubt as to the nature of the blow at American shipping was wiped away by the stories of these survivors. Johnson, who has followed the sea, said that the type was the largest he had ever seen and that he believed it bigger than anything in the American navy.

"Many of the women had come to the deck ready for dinner, with their evening clothes, and they were piled into the water, glassed and all. One little girl, the little Cheney child, was thrown into the water over her head, but struggled up and pulled herself by the pins to a seat."

"The first boat lowered pulled toward the submarine, which was astern of the Carolina. On board were the captain and the crew of the German sub, but it was so dark that I couldn't see the number of the boat. Our lifeboat was being towed by a motorboat and we had some trouble with it, so we couldn't join in the cheers for our country when the others did, but it didn't make any difference to the Germans, for they simply waved their hands at us."

Captain Decent "The captain, too, was different from the other captains who have been sunk."

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"United States dredge Absecon is now looking for boats."

One Aged Woman Women pushed forward to support a gray-haired woman in rough dungarees, a tall young woman beside her, as she stumbled and nearly fell from exhaustion. She was Mrs. P. J. Hamilton, of San Juan, the wife of the Chief Justice of the Porto Rico Supreme Court, the girl beside her, Miss Carolotta Hamilton, her daughter.

Two, Charlotte Perkins, of Boston, and Felix Capelle, of Baton Rouge, were sent to the City Hospital. The men were taken to the headquarters of the Camp Community Commission in the Morris Guards' armory.

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