GERMANS MINED DELAWARE BAY

Sweepers Pick Up 8 and Explode Two Others by Rifle Fire

PRATT DUE HERE TODAY

From a Staff Correspondent

Lewes, Del., June 5. German submarines operating along the Atlantic coast have mined the thenticated reports received here. Eight of the enemy's mines have

Delaware by American mine sweepers. Two others were exploded by rifle fire. Search for the mines was made late

yesterday as a result of an examination of the hull of the Standard Oll Company tanker Herbert L. Pratt. sunk Monday off the Delaware Breakwater, which led to the belief that the had not been torpedoed. Lewes slept more peacefully last

night than at any time since last Saturday. The presence of one of the fastest destrovers of the Amerhad much to do with returning confidence and a feeling of safety.

Every movement of small craft inside the breakwater is made under the closest scrutiny of naval author ities here. Several motorboats which came over from Cape May late yescerday, were not permitted to return. Martial law, which had been in force at Cape May for the last twentyfour hours, was lifted this morning,

Pratt Due at Philadelphia Today

brought inside the Ereakwater, almost twenty-four hours after having been sunk. She proceeded, this morning. for Philadelphia under her own steam.

The survivors of the Carolina landed here by the British steamer Appleby were: Passengers, Belmont Von Jenney. New York; Gabriel N. Rinach, San Juan: James M. McCaffrey, New York: Andres Sanchez, San Juan: Juan Jose Emanuelli, Guayamilla, P. R.; Jose B. Illanes, Ponce, P. R., and William Virelia and Enrique G. Puig, of San

Members of crew: Richards Lawrence, Emanuel N. Debeneditty, Thomas Yanga, Josef Venitez, Lorenzo Romaro, Trygue Weig, George Howard, steward, and Christian Nelsen, chief deck engineer.

All of these were in one lifeboat of which Nelsen was in charge. Nelsen particularly praised the conduct of Weig and Howard.

Upon their arrival here, bringing none of their belongings except the scanty clothing they wore, the survivors were taken in charge by officers from the naval station. Later their immediate wants were supplied by D. W. Burbage & Co., steamship agents of Lewes, who furnished them transportation & Co., steamship agents of Lewes, who furnished them transportation

leave on an early afternoon train. This to chance it through. Jenney and Nelsen detained by the naval author ties, were still here.

Neisen, who had his first experience on a torpedoed ship when the American steam Gulflight was sunk May 1, 1915, told the story of the Carolina's destruction here today.

"At 6.30 o'clock Sunday night," he said, "the submarine came upon us un-aware and fired three shells across our bow. We hove to and then the U-boat signaled us to take to the lifeboats. We lost no time in obeying the order, we were then about 100 miles off Scotland Light Ship.

"Most of the passengers were at dinner at the time. There was an entire absence of panie; every man of the crew was at his station and in a very few minutes everybody had been taken off.

"By that time the U-boat had approached within 200 yards of us and we could see her plainly. She must have been 250 feet long; she was flying the German flag and had guns mounted fore

"On leaving the ship, I was in No. 5 lifeboat with Captain Barbour; when it became evident that the men in No. 1 boat, which was a motorboat, could not handle it properly. I was transferred to take charge. We then took No. 5 boat

in tow.

"We had drawn away from the Carolina about a mile and a half when the submarine circled in close around the ship, apparently to make certain no one had been left on board; then she launched a torpedo, which struck our variant and seven shells into the steamer, which went down with her flag flying twenty minutes after the torpedo struck ber.

In a little while it was dark and rain began to fall; with the rising of the wind, the hawser by which we were towing No. 5 boat snapped. All the other boats had been lost sight of in the darkness; we never saw them again.

Boat Upsets in Storm "We recovered No. 5 boat with great difficurty, but a few minutes later the

hawser broke again, and that was the last of her. There were thirty-five persons on board her, including Captain Barbour. I do not know whether he was among the thirty later picked up. "In the middle of the night the squall struck us with all its force and our boat turned over. I don't like to recall the horror of what followed, the cries and screams and useless struggling in the water, every man for himself and the women, too. Fortunately all of us had on life belts or none would have apprized.

had on life belts or none would have survived.

"We clung desperately to the sides of the upturned boat and, after what seemed like ages, a toss of the sea righted her again. Miss Nieves and myself managed to climb in, but the boat was so full of water that we had to bail it out with our cupped hands before it was safe to take any of the others aboard.

"Those in the water suffered terribly from the cold. By daylight we had gotten seventeen of them into the boat. The other seven had succumbed and were floating dead in the vicinity. Miss Virella had saved herself from going down by clinging to two of the dead bodies, which helped keep her afloat.

"Gf course, we had lost our food supply, but later in the morning we recovered some of it from the sea and broke our long fast with water-soaked biacuit.

"All the time I had been on the look-"All the time I had been on the look-per for a passing steamer. At 2:80 "clock Monday afternoon we sighted he Appleby. We learned later that it had been bound out from Lewes for an market part whose she was warned of the presence of submarines and turned

back. By signaling with my shirt I Havana four weeks ago, and the couattracted her attention, and a half-hour ple had planned to come to the United later we were snugly on board and well cared for."

The thrilling rescue of Miss Virella, accompanying them here. They were was followed by the girl's vain search for her sweetheart and her brother, both for whom were cast into the waves when. The girl were hitterly as she recounted.

TWO MORE SCHOONERS SUNK BY U-BOATS OFF U. S. COAST

were heard. Ocials at the naval base and the town, waters adjacent to the mouth of the Henlopen coast guard stations would for.

Delaware river, according to well auneither confirm nor deny the report. A short time before it was received destroyers said to be on test runs inside the breakwater threw a heavy smoke been picked up at the mouth of the screen the length of the harbor, cutting the view of the bay from shore.

Newspaper men were permitted to approach closely to the shore, and a ight censorship is being enforced on all

or sunk is strengthened by reports of persons who arrived here from Cape May this afternoon. They tell of rumors that a U-boat was destroyed by a depth

base at Cape May. The destroyer which has been paican Navy, just inside the Breakwater brief stay this afternoon as if to make

> pen, as reported from an official source this morning. No such ship is listed in the Maritime register; marine men hought the name might have been con-

A steamship agency here denied that an abandoned schooner had been found The Pratt has been raised and The report arose, they said, from brought inside the Breakwater, almost discovery of the wrecked stern of Crowell and Thurlow schooner Horatio Foss, of Boston, which was recently collision near the same spot with the S. collier Jupiter. The Foss is now t Cramps' shipyard in Philadelphia

een sunk in a raid twenty miles off

are reported to have been small schoon-Coast guards are said to have confirmed the report of the sinkings, and fishermen returning to port this morning reported the sea full of floatng oil several miles off Cape May

No vessels are allowed in the waters towed into the Delaware Breakwater of the mouth of the Delaware today and later put to sea again. One report Mines have been placed and all ships said she was gone to Philadelphia; an-are ordered into the harbor of refuge other that she was bound up the coast until further notice. Upon arrival at Cape May, those aboard the May S., the EVENING PUBLIC LEDGER's special boat in the submarine area, under command of Captain Adam Smith, were told it had passed through one of the most danger ous fields of mines ever laid. They were ordered not to venture out again.

About one mile from the Delaware
Breakwater, two camouflaged mine

weepers were steaming side by side at a distance of 100 yards apart. Near that the Clyde liner Mohawk is also them was a naval vessel. She seemed to cut across the bow of the May S., and sighting two small schooners, bottoms as she did so the red burgee pennant of danger broke from the mast halyards.

The May S. turned back into the port, but after a conference aboard ship the no wreckage in the vicinity. After they had told their version of the disaster to the naval authorities, most of the survivors were permitted to S. Laudlam, of West Cape May, decided

SCHOONEL MENGEL SUBMARINE VICTIM; MORO CASTLE IN PORT An Atlantic Port, June 5. An Atlantic Port, June 5.

An Atlantic Port, June 5. Another new victim has been added to the German U-boat list in American coastal waters. It is the American auxiliary schooner Samuel G. Mengel News of the sinking of the schooner was brought here today when the Danish steamship Paris arrived from Central America with eleven members

by the Ward Line officials. The Morro Castle carries 150 passengers. It is not known whether a U-boat was responsi-ble for the Morro Castle putting into port, as the dispatch carried no details.

FRENCH STEAMSHIP ATTACKED BY U-BOAT; SAVED BY DESTROYER

Washington, June 5.
A destroyer reported to the Navy
Department last night that she had interrupted an enemy submarine at-tack on the French steamship Radio-

PATROL BOATS SEARCH

Cape May, N. J., June 5.

More than a hundred scout patrol boats, extending in a wide sweep from Barnegat to Assateague and far out to sea, are sweeping the Atlantic in search of the German submarine raiders which of the German submarine raiders which have menaced American shipping. The "S.P." boats were re-enforced by two hydroplanes and a huge dirigible. The plane put out to sea after receiving messages which the navy officials seemed to regard as important.

In the meantime, while the officers, headed by Captain Hasks, of the section hase, and Captain Harrison, of the Wissahickon Barracks, are antibusly swaft.

for her sweetheart and her brother, both of whom were cast into the waves when lifeboat No. 1 capsized in a storm soon after the boat left the sinking Carolina. Miss Virella, seventeen years old, was caved after clinging all night to two men, who had also been cast overboard. Curzo Santiago, her sweetheart, graduated from a school of medicine in Cramps' Shipyard, Philadelphia.

Continued from Page One here. Distant reports, as of gunfire, on the water, the naval-officers again have clamped the lid tight on the little

mistic, the naval men are far from shar

ing their feeling of security.

The Hotel Cape May, now converted nto United States Army Hospital No. 11, where wounded men are recuperating.

is dark, and not a light shines along

artillery pieces from a point near the

base-section headquarters to a command-

ing position near Sewells Point, and all traffic was stopped on the Boardwalk

and in Beach avenue, the thoroughfare

nearest the ocean.

No word has been heard from the scout patrols since Sunday night, when they started out in a driving rainstorm.

This, the first trial of the naval re-

serves, was hailed with joy by the young fellows who went, and those who

out exception they seem to believe that the submarines are on the way either to Germany or to Mexico. The best-

natured man in town is the acting chief

of police, Jefferson Gibson, but he be-came excited when the sailor sentries forced him off the Boardwalk.

southern port was announced. The boat

was due to land at Spruce street pier

fallen a victim to the German sea raid-

Huron and Mohawk Seek Haven

Captain Packer, of the Huron, reported

were victims of the submarine or not.

Captain Packer said he was unable to ascertain. The wreck off the Virginia coast was reported to him before he

Passengers Unaware of Peril

The passengers of the Huron knew nothing of the presence of submarines until landed at Pier 3 North Wharves

until landed at Pier 3 North Wharves. The first news of the presence of undersea boats was caught by the wireless operator when the Huron was north of Cape Hatteras. When nearing Cape Henlopen cannonading was heard and a flash of light seen, and it was decided to seek Philadelphia as a harbor of refuge and take no more chances.

One of the passengers on the vessel was arrested before he left the pier by agents of the Department of Justice.

charged with impersonating a Federal officer. The prisoner, some of the passengers said, was demented when he boarded the vessel at Jacksonville. Others said he lost his mind coming up the

Vessels Scurry Into Port

Vessels Scurry Into Port
Fear of failing victims to the German submarines raiding the Atlantic coast brought not only the Huron, but also the Merchants and Miners' Line steamship Ontario, bound from Boston to Norfolk, scurrying into port. The Ontario had also been warned by wireless of the presence of the U-boats.

It was shortly after eight o'clock last night when the Ontario, carrying sixty passengers, poked her nose into the pier at Spruce street. All the passengers, as well as the officers and crew of the liner, were jubliant that they had successfully eluded the Germans.

The Ontario, according to F. A. Cor-

The Ontario, according to F. A. Cor-bett, of Boston, who, with his young wife, was the only passenger to land, left Boston Sunday morning. When well out to sea the following day warn-

ings of the raiders were received by

ings of the raiders were received by radio. The news soon spread through the ship and frightened most of the passengers, but there was no real panic, all hands soon taking it as an exciting

Seeley's Adjusto Rupture Pad

Increases efficiency of a truss 50%

GREATEST RUPTURE RETAINER

ncident of the trip.

in the vicinity

sighted it

Nantucket Safe

Mohican Here;

Continued from Page On

Details of sailors shifted several small

the Boardwalk.

Belief that a submarine was captured

comb dropped from a seaplane which had been soaring over the waves for hours. The plane returned to the naval

trolling off the capes since daybreak re-turned to the Lewes naval station for a

me important report.

Rear Admiral Winslow came to Lewes from Washington this afternoon to beumstances attending the submarine raid

on coastwise commerce.

Late today is was still uncertain that
the schooner Desauss had been torpedoed and abandoned off Cape Henlofused with the French four-masted ship Desaix, which has not been reported at any port for several weeks.

or repairs

Cape May.

The identity of the vessels reported

central America with eleven members of the Mengel's crew. The Mengel was sunk Sunday by a submarine 175 miles south of Sandy Hook.

Ward liner Morro Castle, en route to a North Atlantic port, put into a South Atlantic port today, according to advices received here late this afternoon

leine, sixty-five miles off the Mary-land shore, at 9:30 o'clock in the morn-ing and had found the American schooner Edward R. Baird, Jr., in a sinking condition, having been

bombed.

The dispatch gave no details of the interrupted attack on the Radioleine. A later report announced the
arrival of the French steamship at
an American port. Two men were
rescued from the Baird, which was
a small coasting schooner of 279 tons.
The Carolina was sunk by the U-37.
Reports to the Navy Department identify the U-boat which sank the Hattie
Dunn. the Edna, the Haupauge and
the Winneconne first of the series of
eleven, as the U-51. There has been
no development to indicate definitely
that more than two submarines have
been at work.

been at work.

Reports from survivors of the Radioleine also settled the fact that during
the day at least two submarines were
at work in American waters. They
are the U-37 and the U-51, and a report to the Navy Department shows
that one of them at least had stores
to last three months. to last three months.

OVER WIDE SEA AREA

NAVY SEEKS DANISH VESSEL THAT LEFT WITHOUT NOTICE

Naval authorities are conducting a vigorous search of the seas of the Delaware capes for a supposed Danish steamship, whose suspicious departure from Lewes had led to the belief that she may have aided the

U-boat in their raid along the New Jersey coast. Not more than one day before the first reports of German submarines were received a Danish vessel, outward bound from Philadelphia stopped at the Breakwater after several shots had been fired across her bow by a submarine patrol boat. On her was an American pilot, who gould not understand why she would not stop until the most drastic measures had been imposed by the harbor craft.

Early in the morning the Dansh vessel, or as such she was camou flaged, put out to sea without notifying the naval station at Lewes. Since that time no vessel has reported sighting any such steamship. Because of her precipitate departure on the night of the first submarine alart-

naval officers are anxious to find her. There is no doubt in the minds of naval men on the coast that the German raids are well-planned attacks which have been concerted with

movements of supply ships and the information lines of the enemy U-boats The pilot aboard the Danish vessel was put off after she left with out permission. He was placed in a small boat and his clothes thrown

PHILADELPHIAN TELLS OF CAROLINA'S LOSS

Frank C. Meyers Arrives were compelled to remain are hoping for developments that will give them a chance to show their mettle.

The attitude taken by the people of the town is good-humored. Almost with-Home After Terrifying Experience

hia survivor of the Carolina is in his

ome this afternoon fearing pneumonia When he landed in New York this forning, Frank C. Meyers, 740 North "If that's not martial law I don't know what it is," Gibson asserted, and an excited Philadelphia correspondent jumped to the conclusion that the town is "virtually under martial law." Sixty-third street, felt pains in his lungs.

Arriving in Philadelphia, he told his mother and sisters of the sinking of the Carolina, of his night spent in rain in an open hoat at sea and of rescue by the mother and sisters of the sinking of the station for three years.

Mr. Lebkicker received a telegram last night from his son, saying the Sixty-third street felt nains in his lungs

He then retired and a doctor was alled to attend him.

Mrs. Frank Meyers, mother of the surrivor, told of the sinking of the liner as she heard it from her son

The passengers were at dinner Sunday night when a shot was head. A hush fell over the diners and faces became circles today when her safe arrival at a white. No sound was heard. Then two more shots sounded. All jumped from their chairs and hurried out of the diners.
The Nantucket was bound for Phila-Members of the Carolina informed the passengers thes hots fired by a Hun submarine. delphia from Jacksonville and Savan-nah with passengers and a valuable cargo. Her crew number thirty. It is believed by officials of the com-Mr. Meyers saw the U-boat about 150 ards from the Carolina. The submerpany that either the passengers will be sent to Philadelphia by train or else will come to the city in the ship. The Nantucket in such case will be convoyed to the mouth of the Delaware.

The tanker Herbert L. Pratt was ible was at least 200 feet long and carred two guns, one in front, the other it

Wireless Call Brings Threat While the passengers, showing no igns of fight, stood quietly on the decks of the Carolina, the ship's wireless began ending out calls for heip.

the Carolina from the Hun craft The Clyde liner Huron, which was only fifteen miles astern of the ill-fated The Carolina's wireless ceased sound-ing. Her ten boats were lowered and Pratt when she was attacked, put into port yesterday to escape the U-boat in an orderly manner the passengers

menace. She was on her way from Jacksonville to New York, and ninety passengers were sent to their destinaand crew entered them. Seven were tied together and hitched to a large motorboat, but the motorboat broke down and With the motorboat towing them, the lifeboats moved a mile from the Caro-lina and then stopped to watch the Germans sink the liner. Many shots were fired into the liner from the deck guns of the submarine. It took an

guns of the submarine. It took an hour to sink her. After she had gone one of the small schooners was sighted northeast of Hog Island Light, off the Virginia coast. Its rudder was all right and there was no damage to the bottom. There were no boats or wreckage in the vicinity.

He survivors moved on.

Nightfall brought rain, hall and a terrific wind. Until 6 o'clock Monday afternoon, the Carotina were exposed to the storm. At 1 o'clock Monday afternoon, the Douglas in the vicinity.

BROWN, GRAY, BLACK, WHITE Custom-Made Shoes in Stock o'clock Monday afternoon, the Douglas in the vicinity. picked up the refugees and landed them in New York this morning. Another of the wrecked schooners

Praise For Women Passengers In the boat Mr. Meyers was in there were two women and thirty-three men, besides himself. He told his mother the women passengers on the Carolina de-serve considerable praise for the calm way in which they acted when the small boats left the liner and for the courage they displayed in the storm Sunday

night, making no complaint.

Mr. Meyers was going from Porto
Rico to New York on the Carolina He intended stopping in Philadelphia to visit his parents and sisters. Grace and Emma Meyers, and Mrs. Harry Schock. 2048 Pine street, before going to Boston to fill a position as a civil engineer. He

is a graduate of the University of Pennsylvania, class of 1908. He had a brief business trip to Perto Rico. Survivors of the Carolina include four

Philadelphians and an Oxford, Chester County, girl. Other survivors beside Mr Meyers are Robert I. Lebkicker, 1223 Lindley avcnue, son of Edwin Lebkicker, 201 North Eighth street; Lieutenant William M. Sides, address not given when he landed in New York, and Captain Robert K. Wright, of the British navy. British

officials in this city today said they knew of no Captain Robert K. Wright in the British service. Miss Frances R. Dickey, daughter of S. Ralston Dickey, president of the Ox-ford National Bank, was among the

last night from his son, saying the young man was safe. He is a former Philadelphia newspaper man and enlisted in the merchant marine service.

Lieutenant Sides had been in training

in a camp in Porto Rico Three worn and weary survivors of the Carolina—two hardly more than boys—stopped at the West Philadelphia Station for a few minutes while en route from Lewes. Del., to New York, todey.
The two younger survivors, Enrique
Gaviano and Juan Jose Emanuelli, each
seventeen years old, were passengers
aboard the Carolina, while T. Ylarres.

twenty-two, their companion, member of the crew. All are Ricens.

When asked to give an account of his experiences, there was a hint of tears in the eyes of Emanuelli, as he said in broken English, "It was awful, it was

And then he uttered some words in Spanish which were not complimentary spanish which were not complimentary to the Carolina, the ship's wireless began inding out calls for heip.

Immediately a message was sent to be Carolina from the Hun craft:
"Quit sending calls for help or we will much feeling. "D——n those Germans! If I enlist very soon, be not surprised."

Boys Suffered Severely Mrs. J. W. Shores, a trained nurse, and her sister, Mrs. James Smethurst, of Philadelphia, came on the train from ewes with the boys today, and were nstrumental in raising more than \$15 from among the passengers to supply the immediate needs of the survivors. The boyr were destitute, possessing nothing except the clothing on their

backs, which had been given them at Lewes. The Philadelphia women them to breakfast at Avington."





The second shipment of these wonderful silk dresses arrived and we place them on sale at the same big saving. These are brand-new frocks and from one of our best New, York makers. Crepe de Chine Georgette Crepe Silk Taffetas Silk Satins and many with georgette sleeves. Fashion's newest and loveliest frocks at a saving most unusual considering the ever-increasing cost of silks and labor. All newest summer shades.

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DRESSES



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Navy Will Keep Open Ocean Road

to maintain the open road is militarily sound. It is a principle of strategy not to dissipate your energies, not to send your forces upon minor objectives, but o concentrate them where the war is to concentrate them where the war is to be won or lost, ignoring the petty annoyances which the encmy may inflict upon you elsewhere."

This is so good a rule that if there German raids fail to impair our lines of communication, fail to sink transports or food ships or supply ships on this side and bag only coastwise craft, and fail by doing this to throw us into a panic and make us forget what Mr. a panie and make us forget what Mr. Daniels decides is the main end to be kept constantly in view, it is safe to predict that Germany will soon give up

sending U-boats on the long voyage across the sea. The game will not be worth the candle. hase she will not stop until she has nade one more desperate effort to stir past towns in order to throw people nto a panic and make them demand hat the Administration shall recall our ships and protect them, forgetting the maintenance of the open road. Germany is likely before she gives up the national fortitude and resolution and the courage of the Administration in ad-

ering to sound military policy The Navy Department can and will to much to make our coast and our alning the open road to France. The may be increased, vessels may be armed. Convoys may be used to some fact all the devices may be resorted to which have been profitably used broad. But in the main the requisite a courage and patience on the part of he country and support of the Adminisration in its policy of first of al. winning the war. For our coast is long navel job is elsewhere.

Philadelphia Bride Didn't Fear U-Boats

"She was one of the bravest per-

sons on the ship.' Thus an officer of the Merchants and Miners' liner Grecian described Mrs. Waldo Reiszner, this city The Grecian has arrived in Boston from this port, after dodging German submarines by the narrowest

Mrs. Reiszner, before her mar riage, May 26, was Miss Margaret O'Keefe, 1516 North Twenty-fifth street. Her husband is the son of Frank Reiszner, shoe merchant, with a store at 1305 Market street

GRECIAN IS SAVED

Merchants and Miners' Steamship Arrives at Boston Without Mishap

RESCUES HASKELL CREW

Boston, Mass., June 5. After pounding through seas where German submarines were raiding and John Oliver, of Mt. Holly, N. J., and sinking American ships, the Merchants and Miners' steamship Grecian.

Mr. and Mrs. J. Allen, of Philadelchants and Miners' steamship Grecian. in command of Captain E. T. Page. first sighted through the lifting of Philadelphia, arrived here this or fog and eagerly watched the well and glad that the perilous jour-ney has ended without mishap. white speck grow larger until they could distinguish the huddled group of survivors waving a tattered shirt as Captain Page told today how he

picked up the launch containing Captain Davis and ten mcn of the Haskell when they were crawling toward the New Jersey shore with only a few drops of gasoline left in the tank. A rift in the early morning mist made it possible for those on the Grecian to catch sight of the signal for help the men in the launch were waving

Soon after leaving port Captain Page received radio warnings of the proximity of enemy submarines and took a course close to the coast so as to be as far to the westward of the scene of disaster as possible. Saved by Wireless

It is undoubtedly due to this wireless varning that the ship and her company two their safety. The motor lifeboat from the Haskell had covered a distance of about fifty miles when it was sighted the officers on watch aboard The weather was calm and the sea mooth, but there had been a heavy hunder shower during the night, and

the survivors in the launch were soaked o the skin The first thing that Captain Davis typical Yankee and game to the core. ply of gasoline to enable him to inue the trip to shore in the launch.

When he was informed by the Grecian's captain that there was no gaso-line on the ship. Captain Davis asked to be taken to the vicinity of New York. but upon being told the Grecian was bound for another port on the Atlantic coast, declared this would do just as well. The launch was hoisted on the ship's

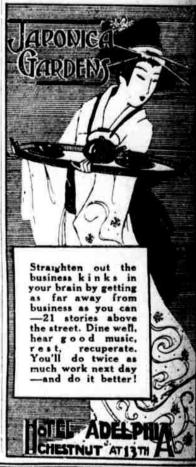
after 6 o'clock Monday morning At 10 o'clock yesterday the survivors

BY RADIO FLASH left the Grecian in their launch and made their way to shore while the steamer remained at anchor off Vine yard Haven until noon, when she coninued on her way.

The Grecian carried eight passengers. Captain's Home Here

Captain Page makes his home in Philadelphia and has been in the em sloye of the Merchants and Miners' Fransportation Company for eightean is present vessel.

The other offiers are:
First mate, John O. Briggs, of Marion;
second officer, J. A. Ketchum, of Wildwood, N. J.; third officer, A. B. Wroldson, of Philadelphia; chief engineer. phia, were on deck when the launch was or fog and eagerly watched the b white speck grow larger until could distinguish the huddled



Bridging the Gap From Steer to Steak

Live stock is raised on the farms and ranches of the West.

Meat is eaten in the large cities of the East, and by our boys in France-thousands of miles away.

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Swift & Company recently shipped 1,000 carloads of meat products in one week to our Armies and to the Allies.

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