YANKEE AVIATORS OBTAIN NICKNAME

Pursuit Group to Bear Sobriquet of "American Flying Circus"

137 CREDITED VICTORIES

Air Squadron on Lorraine Front Defeats 31 Enemy Machines in Ten Days

By the Associated Press

With the American Army on the Lorraine Front, Sept. 25.

"The American flying circus," the name by which the most notable American pursuit group will be known in the future, after having enhanced its record, notably during the St. Mihiel engagement, is adding to its glorious achievements.

This group, consisting of several pursuit squadrons, is the ordeal in the service. It did inestimable work during the Marne fighting, and is now believed to have fully established its claim to the title by thirty-four victories, with minimum losses during the last ten days.

One hundred and thirty-seven confirmed victories had been credited to the group last night, and there are more confirmations, undoubtedly perhaps twice as many victories, but not countable officially under the strict American and French rules of reckoning as victories. Enemy planes and balloons were also destroyed by American pilots, the aviators taking part in the raid.

Major Hartney, group commander, an aviator long before the United States entered the war, shares the honors equally with Lieutenant Edward M. Lybacher, of Columbus, O.

Major Hartney, however, has brought down many planes which have not been recorded, while the former racer has another claim to fame in the recent offensive, another which is expected to arrive.

Four others are credited with five victories each. They are Lieutenant Douglas Campbell, of Garden City, Lieutenant John M. Arrington, of Buffalo, N. Y., Lieutenant Ralph D. Wood, of Nogales, Ariz., and Lieutenant Harold Emerson, of Kansas City.

Lieutenant James Meissner, of Brooklyn, N. Y., and Captain Reed M. Peterson, of Honesdale, Pa., each had four machines to their credit. Two machines each have been given to the accounts of Lieutenant Robert J. Mitchell, Manchester, Mass., Captain Peter, New Rochelle, N. Y., Frank Simmonds, New York city, Arthur S. Johns, Hannibal, Mo., and James J. Healy, Jersey City, N. J. Victories each are credited to Lieutenants Winslow Edward Bufford, Jr., Nashville, Tenn.; John Hamilton, Lutherville, Md., K. R. Klaus, Fort Wayne, Ind., W. Hoover, Bellbuckle, Tenn.; Joseph R. Raible, Jr., Hannibal, Mo., Walter Avery, Columbus, O., and J. O. Vanderpoel, Denver, Col.

Among the aviators credited with single victories is Lieutenant Quentin Roosevelt.

Gompers Reveals Firm Labor Stand

Continued from Page One

and the two others at the Allied Socialist and Labor conference was held. The conference had once been infected with pacifism and so much under the influence of the Russian revolutionists that it insisted upon conferring with delegates of the enemy powers at Stockholm. At that time Mr. Gompers and American labor generally refused to participate in its deliberations. To ask such a body to endorse a policy of peace only through victory was to make a remarkable request.

The only support Mr. Gompers had was apparently from the Swedish Union, whose president, Hjalmar Wilson, seconded the resolution. It will be remembered that the Swedes, who bitterly resent the U-boat warfare, opposed the Stockholm conference and voted not to carry delegates to it in any ship manned by themselves. The military decision resolution was defeated by a vote of 5 to 1. For the conference to have voted otherwise would have been for it to reverse itself completely on the subject of conditions of peace.

The second resolution of Mr. Gompers was aimed at further Stockholm conferences. On this there was a nearer division, although for the conference to have sustained Mr. Gompers would have been again for it to reverse itself completely. The motion was lost by a vote of 63 to 26. The Canadian and Italian delegates voted with the Americans.

On armed intervention in Russia there was apparently less difficulty of opinion. The discussion went on long and finally the resolution favoring it was unanimously [illegible] and was reared in the A[illegible] although the thoroughly [illegible] adopted [illegible] read.

The conference [illegible] a resolution [illegible] President Gompers [illegible] President Wilson [illegible] President Gompers [illegible] beginning [illegible] work [illegible] summer heat [illegible] the winter is [illegible] the high [illegible]

[illegible] Jacksonville [illegible] Gompers said he had [illegible] Pershing and Grevesta, [illegible] engineers got to work [illegible] before the French [illegible] position. The Allied [illegible] quarters on the ground. [illegible] position from Dohro [illegible], the correspondent adds, [illegible] and covered with low brush-[illegible] forests interspersed with [illegible], chasms and precipices. [illegible] themselves so safe [illegible] reason of these natural [illegible] that they did not attempt to [illegible] with the Allied preliminary [illegible] as the road [illegible] were packed up toward [illegible] ammunition dumps [illegible] guns were hauled [illegible] at an altitude of 5000 [illegible] as far as possible, then hauled by horses [illegible] dragged into place [illegible]

[illegible] during the night prec[illegible] that the assaulting [illegible] brought the Prompt[illegible] at [illegible] the morning of Sept[illegible] the artillery opened with [illegible] Bulgarians [illegible] at five o'clock in the [illegible] Allied creeping barrage [illegible] French colonials [illegible] They crushed the [illegible] with bombed and shot [illegible] captured the first line [illegible] a few [illegible] the second line, [illegible] French which was crammed with machine guns. A company of Senegales bombers attacked this trench in the rear and it also fell.

The Bulgarians began to roll themselves together and offered stubborn resistance and even attempted to hurl the Allies back over their original line, but Allied reinforcements were thrown in quickly. The Bulgarian picked troops fought desperately, giving ground inch by inch. The Krantza crest, the key of the Bulgarian defense in this sector, was taken and retaken several times, but finally remained in the hands of the Allies.

At five o'clock in the afternoon, the Allied success was complete. The Allied losses, notwithstanding the desperate resistance of the Bulgarians, were light. The Allies captured more than 3,000 prisoners, inflicted severe losses on the enemy and took fifty guns, including a number of 155s.

THE MACEDONIAN BATTLEFRONT

The map shows how the Allies' wedge into the Bulgarian lines threatens both all the armies which were based on Prilep and Strumitza. French cavalry has entered the former base

ALLIED ARMIES PUSH BULGAR HOSTS TO BASE AT VELES

Continued from Page One

[illegible] Bulgarians [illegible] giving [illegible] the S[illegible]tchka [illegible] River. [illegible] Bulgarians operating on [illegible] forty-mm. [illegible] carriages, of the Vardar [illegible] Germans [illegible] and 12,000 [illegible] and 120 guns have been counted [illegible]

[illegible] surrounding villages and [illegible] The Serbians, however, [illegible] great quantities of [illegible]

ENGINEERS PAVED WAY FOR ONSLAUGHT

[illegible] Bulgarians were for the [illegible] operations in Macedonia [illegible] the correspondent [illegible] on the Vardar [illegible] Serbian forces [illegible] beginning [illegible] Gevgeli [illegible] work [illegible] summer heat [illegible] winter is [illegible] the high [illegible]

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Official War Reports

FRENCH

Paris, Sept. 25.

In the region west of St. Quentin our troops, in co-operation with the British army, carried out a new advance. We occupied Francilly-Selency, L'Etang de Dallon and the village of Dallon.

Further south, we carried our lines forward to the western outskirts of Gricourt, taking more than 500 prisoners, as well as a great number of machine guns.

On the Vesle front in the course of a violent attack in the neighborhood of Glennes the enemy succeeded in gaining a foothold in our advanced positions. In a counter-attack our troops re-established our line in its entirety.

We captured about fifty prisoners belonging to three regiments.

In the course of the night the artillery was active in the region of St. Quentin and between the Ailette and the Aisne.

German attacks in the region of the Moisy farm were completely checked.

On the Vesle front a lively artillery fire was maintained.

French troops repulsed German raiding parties in the Champagne and in Lorraine, and in the latter region carried out an incursion into the German lines.

BALKANS

Paris, Sept. 25.

Eastern theatre—Our pursuit of the enemy continues on the whole front from Monastir to Veles. Enemy columns, with our advance guards on their heels, harassed by cavalry and bombarded with machine guns by the Allied aviators, have retreated in great disorder in the direction of Veles, Istip and Strumitsa.

On the left wing the Allied forces, debouching on the Monastir front, drove back the enemy on the roads to Albania. French cavalry entered Prilep on September 23 and found the town intact. They seized immense stores.

Farther north Franco-Serbian forces passed beyond the road between Prilep and Gradsko, menacing the Prilep-Veles road.

In the center Serbian troops, who crossed the Vardar by several undamaged bridges between Demirkapi and Gradsko, established a wide bridgehead north of the river. We occupy Emi Shoba, Kara Hodjali, Voyshan and Ibrili.

On the right wing the Allied troops operating on both sides of the Vardar have reached the line of Petrovo-Spardovica, Chinarli and Kara Oghlurar on Lake Doiran.

On September 22 about ten cannon, several of which were of large caliber, were captured. At Krivblak the Serbians, in addition to booty previously reported, captured airships and nine automobiles, as well as large quantities of petroleum and supplies.

BRITISH

Our troops made further progress yesterday evening and during the night in the neighborhood of Selency and Gricourt.

In the course of the day's operations the enemy made several counter-attacks, two of which were delivered in great strength north of Gricourt. Both counter-attacks were repulsed.

In one case two companies of the Second Battalion of the Royal Sussex regiment met the attacking enemy with the bayonet, inflicting heavy casualties upon him and capturing a number of prisoners.

AMERICAN

Washington, Sept. 25.—Section A.—In the Woevre successful raiding parties brought prisoners. Aside from increased artillery activity in the same sector there is nothing further to report.

Blames Public Here for War Plant Ban

Continued from Page One

Knight. "I fully realize what a magnificent citizenship the city has. But knowing what port facilities Hog Island provides, I simply desire to call Philadelphia's attention to what it can do after the war.

"This war can't last much longer. Germany is licked now, only she doesn't know it. We've got to keep going after her till hell is ripped out of her, and peace is made in Berlin itself.

"While this is going on, your commercial organizations here can see to it that Philadelphia shall have such ocean and rail rates, foreign and coastwise, that will put this port on the same basis as New York. When that is done, with Philadelphia's superior port facilities, a slightly better geographical position and no congestion, then it will be up to the business interests of this city to see that business comes through Philadelphia.

"To sit down and say that, simply because you have superior port facilities, the ships have got to come, and do nothing about it, is a little absurd. Why not first secure equitable rates for Philadelphia, and then go after the business? Shipping interests will not overlook a port that offers the best business."

Mr. Schwab today praised the achievement of Hog Island riveters, who on yesterday drove a total of 107,559 rivets, with 531 regular gangs at work. If the riveters continue to make the same average of progress during the next thirty days as they have in the last, said Mr. Schwab, they will be driving 200,000 rivets a day one month hence, and turning out a ship every other day.

Mr. Schwab went to Gloucester City this afternoon to inspect the shipyard of the Pusey & Jones Shipbuilding Company.

Plans Are Praised

Praise for the American International Shipbuilding Company and confidence in plans being made for the port of Philadelphia to win much of the world's trade after the war are expressed in the opinions of prominent men of this city, who today discussed the results to be expected from the completion of seven big shipping piers at Hog Island.

Establishment of modern shipping facilities at this port to offset the natural advantages held by New York as a trade centre because of its nearness to the sea, is urged by Nathan T. Folwell, textile manufacturer of this city. Completion of the piers at Hog Island is looked upon by Mr. Folwell as a step in the right direction.

In his call for piers and drydocks for Philadelphia, Mr. Folwell discussed the opportunities offered this Nation by the war to gain much of the world's commerce following the declaration of peace. A revision of the shipping laws to make them as liberal as those of any other nation is considered absolutely necessary by the manufacturer.

"Piers, drydocks and all first-class shipping facilities, with railroad accommodations, are necessary to make this port great," he said.

Emil P. Albrecht, president of the Bourse and chairman of the joint committee to foster commerce via Philadelphia, in discussing the announcement of the completion of the piers made by Peter G. Knight, vice president and general counsel of the American International Shipbuilding Company, said:

"This announcement of the completion at Hog Island of seven of the most up-to-date piers in this country is very gratifying to those who have been working for the improvement and development of the port of Philadelphia for years. That the piers will be utilized to their fullest extent when they are turned over to the city, goes without saying. For it long has been apparent that we needed additional facilities for loading and unloading ships that made the port of Philadelphia."

Pier's Statement

Charles Dick, vice president and general manager of the Emergency Fleet Corporation, said:

"The building of these piers has given the city a great opportunity for advancement.

"Hog Island is a superb railroad terminal and can become a great steamship terminal if advantage is taken of its opportunities. The establishment of a great steamship terminal in the yards would without doubt result in great advantage to the city."

MENACE TO ST. QUENTIN

Slowly General Foch, through British and French contingents, is drawing his noose about St. Quentin. The Germans are fighting desperately, with a knowledge of the vital nature of the positions they are holding

Tageblatt Editor Defiant on Stand

Continued from Page One

articles complained of by the Government except the Fourth of July and "Gloom" editorials, and one editorial paragraph referring to Elihu Root.

Asked if he wrote a short editorial in a column of comment in the Sonntagsblatt, the Tageblatt's Sunday issue, of July 22, Werner replied:

"I decline to answer on the ground that it may incriminate me. I am informed the individual named in the editorial may sue me for criminal libel."

On redirect examination, Attorney Gray asked Werner if he were not known as a pacifist. The defendant said he was.

Denies He's Pro-German

"Were you not also known as a pro-German?" interjected Roberts, the special prosecutor. Werner vehemently denied this.

The defendant went on to explain that he came to this country from a prison camp in Germany, and that for twenty years the Tageblatt was excluded from Germany because of his editorials, one of which offended Kaiser Wilhelm.

In that editorial, he said, he derided the marrying into wealthy families of members of the nobility.

The policy of the Philadelphia Tageblatt was one of loyalty and not of disloyalty, according to Attorney William A. Gray today in outlining his defense of the two former editors and three officers of the German-language newspaper, on trial before Judge Dickinson in the United States District Court.

Werner, said Gray in a brief outline of the defendants' careers to date, was born in southern Germany, came to this city in 1878 and was naturalized in 1889.

Darkow, Gray continued, was born in Riga, emigrated to Galicia, and came to this country in 1891.

He secured first papers but never was naturalized because of misapprehension as to what country he owed allegiance. On his first papers, he said he owed allegiance to the Kaiser, but later believed that incorrect and did not press for final papers.

KUEHNLE MAY BE VICTOR

Only 84 Votes Behind Parker on Incomplete Returns

Atlantic City, Sept. 25.—With the police and the firemen and the city and county machines working feverishly to keep him in political retirement, "Commodore" Louis Kuehnle, Atlantic City's old-time czar, is here, but up such a battle for County Clerk, yesterday, that it will be necessary to count the soldier vote to determine the result of election.

On the face of the returns, this Parker-Bader-Bacharach-Edge candidate for re-election, is a victor by eighty-four, but several county districts are still to be heard from. The city gives 125 majority for Parker. Kuehnle carried the First Ward, the home of the Bacharachs as well as of Parker, by five votes and won in the Second, the home division of Governor Edge, Senator Richards and Bader, the Bacharach-Edge leader by eight. He lost the Third Ward, the negro organization, votestronghold by sixty-two and the Fourth Ward by sixty-four.

PLEASED WITH LABOR'S STAND

Gompers in Paris Says He Is Proud of Success in London

Paris, Sept. 25.—Questioned as to impressions which he brought from England, Samuel Gompers, president of the American Federation of Labor, who arrived yesterday, declared there were perhaps a dozen or two delegates who were not of the same opinion as the others, but they did not represent in any sense the sentiments and conscience of the British workers. When he was reminded of the heated discussions which would not fail to occur in the course of his conferences with the French Socialists, Mr. Gompers replied:

"I know the conditions."

Mr. Gompers expressed satisfaction over the London labor conference, saying the American resolution advocating the continuation of the war until final victory had been adopted in its entirety and unanimously. "We are proud of this success," he said.

The program of Mr. Gompers includes a reception by General Joffre, Foreign Minister Pichon and President Poincare. He will visit the American front Saturday.

British Cite McCullough

London, Sept. 25.—Lieutenant Commander Richard P. McCullough, commanding the American Yacht Ledonia, which sank a submarine off Gibraltar, has been commended by the British Admiralty.

RESTAURANT CHANTILLY

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AT 68.00

These coats were made to sell up to 89.50

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