

ESCAPES IN WAR, DIES OF DISEASE

Private Norman Waltham's Last Letter to Mother Says, "I Did My Best"

SOLDIER'S HOME HERE

Illness of Another Philadel- phia Hero Results in Death; 9 From Here Wounded

Fearing he would be rejected if he applied for enlistment, Private Norman Waltham, twenty years old, registered as twenty-one years old in the first draft and was inducted into the service. He was called last April and sent overseas as a member of Company K, 316th Infantry, August 1. Passing through the war safely, he was stricken with pneumonia and is today reported by the War Department to have died February 20.

"I Did My Best," He Wrote

"I did my best, mother, and I am now in the best of health; but, believe me, we had a hard time of it." One other man, Private Castor P. Roads, 906 Locust street, is reported today to have died of disease while his duties coasted. His parents live in Asia Minor. A brother in this city, Barbara Roads, has had no news of the soldier in several months. Private Roads had been overseas more than a year. Private William J. Murphy, who was wounded and gassed, then recovered and was gassed the second time, comes of a fighting family. A brother, Bernard S. Murphy, twenty-two years old, was severely gassed at Chateau Thierry while fighting with Company B, 114th Infantry. Lawrence Murphy, another

Honor Roll for City Today

DIED OF DISEASE
NORMAN WALTHAM, 3840 N. 15th st. died, PREVIOUSLY REPORTED MISSING.
Privates
CASTOS P. ROADS, 1927 Locust st., WOUNDED, DEGREE UNDETERMINED
DANNY POZZUTO, 1813 Hoffman st.
Privates
CHARLES BOSNER, 2813 Callowhill st. WOUNDED SLIGHTLY
JOSEPH A. HART, 323 N. 28th st.
Privates
WILLIAM J. MURPHY, 2137 W. 12th st.
SAMUEL MARTIN BLANK, 7001 Broad st.
HARRY FISHER, 2210 N. 10th st.
HERMAN BOOBAR, 2240 Browne st.
FRANCIS DELHANTY, 605 1/2 Wishart
LOUIS BAUMAN, 3220 D st.

brother, twenty-five years old, fought through the four years of the war with the British army. He was wounded several times. An uncle, James Leonard, fought beside the English with the Australian forces and another uncle is a veteran of the Boer War.

Convalescing at Dix
William Murphy, wounded today and the subject of the "Fighting Murphy Brothers," is twenty-eight years old and formerly lived with a sister-in-law at 2127 West Harrow street. He has returned to this country and is now convalescing at Camp Dix. As a member of Company C, First Engineers, he sailed overseas in July, 1917, on the first American troop transport to cross the ocean. He participated in the first battle and was wounded and gassed. Recovering and remaining in the theater he was gassed in October and sent to Base Hospital 26. His younger brother, Bernard, was in another hospital with wounds of the same kind. He and William Murphy are well recovered.

Nine other men from this city, all of whom are wounded, appear on the casualty list today. The honor roll for the state, containing 835,000 names, eighteen of whom are dead, is more than twice as large as yesterday's report.

She Dances on 98th Birthday

Hazleton, Pa., March 18.—Mrs. Emily Boese, of Frenchtown, celebrated her ninety-eighth birthday anniversary yesterday by dancing a jig to the delight of her children and grandchildren, who assembled to do her honor.

KILLS 8 GERMANS; WINS FRENCH GIRL

Philadelphian With 127th "Blue Devils" Had Excit- ing Career

SOON TO BE MARRIED

"Got" Boches When Suddenly Attacked While on Am- bulance Service



ROBERT J. SMITH

Eight Germans killed and one French girl captured—such is the record of Robert J. Smith, a Philadelphian of the 127th "Blue Devils" who was recently mustered out of service.

In addition to the above incidents in Shultz's war career he fought with both the American and French army and was cited for bravery by General Goffland, commander of the Fifth Army of France. Smith's home in this city is at 4267 Brown street, where he lives with an aunt, Mrs. Frances W. Mack.

Word was received at his home that he expects to sail for the United States soon. Smith left this country in April, 1917, and after serving as an automobile and motorcade driver with the American forces for several months, was transferred to the ambulance unit of the 127th "Blue Devils."

He was often compelled when ambushed by the boche to jump from the ambulance and fight with his rifle. He and several others were engaged in such a battle near a town which had been ferociously captured by the Germans, who outnumbered the plucky Allied fighters. The others fighting with Smith also brought down a good share of the boche and finally routed them altogether. Smith received four wounds when a shell exploded directly in front of his speeding motorcycle, while he was

carrying an important dispatch. The wounds, while painful, were not serious. He pulled himself together, reached his commander with the important message and then collapsed.

The citation for bravery was received on March 22, 1918, when Smith, under heavy shelling, carried several wounded men from the field.

The French girl who was captured is Miss Jeanne Coume, of Breton, near Paris. Smith met her several months ago. They will be married, it is said, in the near future.

Seek to Identify Wandering Woman

The Camden police are trying to identify a well-dressed woman found wandering around Twenty-seventh street and Pleasant avenue, Camden, near the DuPont station. The woman was found about 4 o'clock this morning by Patrolman Schlim. When she refused to answer the patrolman's questions she was taken to the station house. The woman seemed unable to tell her name, but says she has a husband called John who is an engineer. She is about thirty-five years old.

RELATIVES OF HEROES TO GREET HAVERFORD

Kindred May Welcome Home- coming Troops on Transport From Police Tug

When the transport Haverford steams up the Delaware River next Saturday on its return trip to Philadelphia relatives of the soldiers aboard may greet them from the deck of the police boat Stokley.

The Haverford is bringing home 2064 soldiers, 400 of whom are Pennsylvania, members of Casual Companies 984, 993 and 1426.

It is made possible for relatives of the homecoming heroes to go down the river to meet their boys by the action of the Philadelphia Council of National Defense. This body announces that a limited number of tickets for the Stokley are available on application at the offices of the council in the Liberty Building. Because the number is limited, the tickets must be applied for early.

The big transport will get as warm a greeting on its return here Saturday as was given it on the first trip with returning troops to Philadelphia. Besides the Stokley, the police boat Ashbridge will go down the river to meet the Haverford. On the Ashbridge will be the Philadelphia welcome home committee, the Police Band and a few invited guests.

The local Council of National Defense, which has been handling the details of receptions to returned soldiers, cannot announce the hour of the Haverford's arrival as yet.

A radiogram received from the captain of the transport reported that she expected to make the Delaware Breakwater some time on Friday. On the Haverford's first trip here she reached Breakwater during the night and came up the river next morning, docking in the early afternoon. The Northland, the second big ship to arrive here from France, was reported at Breakwater very early in the morning and likewise docked around noon. If the Haverford gets in late Friday it is expected that she will be held until early next morning, so that the arrangements for the reception can be carried out.

AUTO HITS BABY CARRIAGE

Infant and Caretaker Are Bruised When Motor Runs in Sidewalk

To avoid a collision with another automobile Lewis P. Eisenberg, Jr., of Haverford, ran his machine on the sidewalk. It knocked down a negro servant

girl and upset the baby carriage in which was sixteen-month-old Samuel Sagandorf, son of Floyd Sagandorf, 2803 Queen lane. Neither the child nor the girl was seriously hurt, sustaining only a few bruises. The accident occurred yesterday at the intersection of Queen lane and Wissahickon avenue. Rachel Jones, the servant, was struck before she could escape.

Brilliant Solitaire The Best Cluster DIAMOND RING

We show these rings in many styles, from the popular Tiffany to the most handsome pierced mountings, in solid 14k. Gold, White Gold, Gold and Platinum and all Platinum. Each is set with seven genuine diamonds, duplicating 1 to 3 carat solitaires in brilliancy and appearance. They are largely in demand for engagement rings.

OUR SPECIAL THIS WEEK
7-Diamond Cluster, solid 14-k Gold Ring, platinum mounting. Looks like 1 1/2 carat solitaire. Value \$50. **\$60**
Other Cluster Diamond Rings, \$25, \$35, \$50 & Upward to \$300

PALACE JEWELRY SHOP

N.W. COR. 9TH & MARKET STS.
OPEN EVENINGS, MAIL ORDERS FILLED

\$1295

Scripps-Booth

The Sport Touring is the most popular type car ever brought out.

THE GENERAL MOTORS CORPORATION'S NEWEST LIGHT SIX

is the only car at the price that satisfies this demand.

LET IT BE YOUR CRITERION

La Roche Brothers, Inc.
1214 N. BROAD ST.



Pathe

Special Demonstration RECORD

A \$125 Record for **50¢**
(12 inch Double)

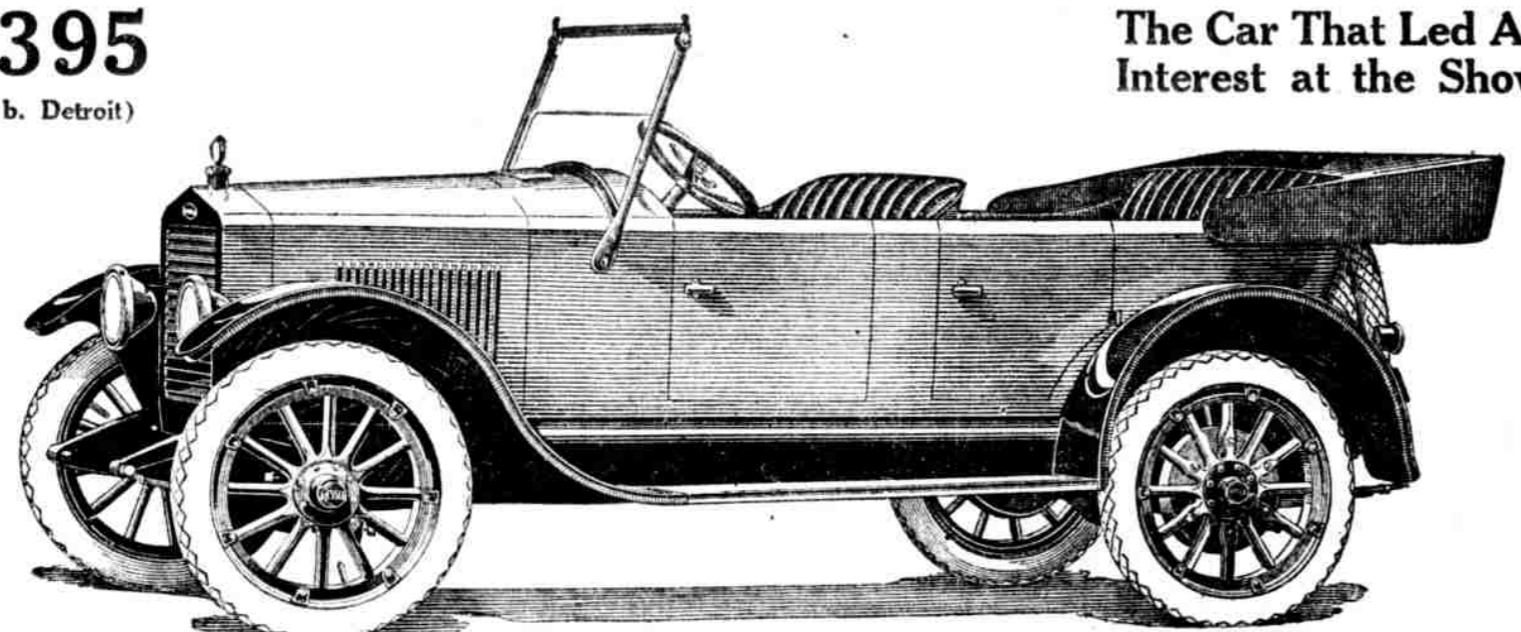
It will play on Your Machine Ask Us How! Come in and HEAR IT!

1026 Chestnut St. **THE Pathe Shop** Dealers Everywhere

Latest Hits—First and Best on Pathe Records

\$1395

(F. o. b. Detroit)



The Car That Led All Interest at the Show

Now Come Here Where You Can Get Thousands Crowded the Exhibit at the Show

A Good Look at the Essex

On every tongue at the Automobile Show last week there was but one word concerning the most interesting exhibit there—it was the Essex.

The newspapers mentioned that fact in their news columns. Everyone asked, "Have you seen and ridden in the new Essex?"

And practically everyone replied, "I didn't get a good chance, because there were always such crowds about it."

So Come to Our Store, Where You Can Both See and Ride in It

Here we will have plenty of Essex cars for inspection and for demonstration.

Everyone is urged to ride in the Essex. Our plan is to acquaint everyone with its qualities. We let the car do that. The salesmen will not annoy you with their urgings that you buy. The Essex speaks more convincingly than anything we can say.

Here you will have an opportunity to view it without interference from such crowds as surged about it at the show. You can see how finely it is finished. You can manipulate the levers and know how easily they operate and their convenient locations.

You will be able to compare the Essex with other cars you know. You will see how it combines all the advantages that have made the light, cheap car so popular with the qualities that make you proud of it.

If You Have a Light Car That You Like And Still Want One That Is Better

You will find it in the Essex.

It is interesting to note the type of motor car users that are most enthusiastic over the Essex. They are, for the most part, those who own good light cars. They had never been dissatisfied with the cars they own, but when they have seen and ridden in the Essex, they speak of the qualities it possesses that are absent on their cars.

That is because the Essex has many things that are exclusive to large, costly cars.



Its performance and its long endurance and the way in which it retains its newness are distinctive qualities.

Light, cheap cars, even of the better grades, do not ride so easily. They don't retain their good looks so long, nor remain so free from squeaks and rattles.

We Repeat Only What Others Are Saying

One famous motor expert, the head of one of the largest gasoline motor manufacturers in the industry, said, "The Essex has the most wonderfully designed motor that has been produced in years." He does not build the Essex motor. He has no interest in its manufacture. He recognized its new principle that accounts for its great power. He saw why the Essex is capable of speed that rivals that of large and costlier cars.

You had little chance to see these features in your hurried examination of the Essex at the show.

And We Want You to Ride in the Essex

We put it through every test that any car is given to prove easy riding qualities, acceleration and speed. Rough roads, cobble-stone pavements and chuck holes do not bother those who ride in the Essex.

You will be able to see how this is accomplished.

One man said his light car was all right, but that he had often driven miles out of the way to avoid the rough roads, because the rattles and squeaks made him feel his car would go to pieces.

"That one feature in the Essex, even if it possessed no other advantage," he said, "made it the car of his choice."

Three Buyers for Every Essex

That situation is assured by reports received from all parts of the country. Many distributors say their entire allotments for the year are already spoken for. They want more cars.

You ask then, why do we advertise. The Essex today dominates motor car interest. We intend that it shall do so throughout the year.

The Essex is on the map. It is there to stay by virtue of its exclusive qualities.

GOMERY-SCHWARTZ MOTOR CAR CO.

128-40 NORTH BROAD STREET

