

WILL NEVER SEE FIGHTING DADDY

Lieutenant William J. Hennessy Dies on Eve of Homeward Trip

LEAVES BABY DAUGHTER

Other Families Here Place Gold Stars in Service Flags

Another sad young wife looked over the lists of returning soldiers and watched in vain for the arrival of her husband from overseas. She is Mrs. Rose Hennessy, nineteen years old, who lives with her parents at 1621 Cadwalader street. Her husband, Lieutenant William J. Hennessy, Battery B, 31st Field Artillery, who had written he was going to be home any day, died of bronchial pneumonia after an illness of only two days.

Mrs. Hennessy had not seen her husband since he entered the service eleven months ago. A little daughter, Regina, Hennessy, four months old, never saw her "fighting daddy." She did not understand why "mamma" took down the decorations, or was so sad after she had been happy when she learned "daddy" was to return home a hero.

Lieutenant Hennessy was only twenty-four years old.

Quickly Won Promotion
When he was called to the colors in March, 1918, he was sent to Camp Lee for training. He had expected to get a furlough to visit home before he started, but his regiment was soon training only two weeks when the orders came from the War Department. He was a private then, but won promotion rapidly. Soon after he arrived in France he was made a corporal, and later was commissioned as a second lieutenant.

Lieutenant Hennessy wrote letters home frequently, and every one was with perfect confidence and faith. He hoped the war would end soon, and he knew it could not be long "before the soldier he had in mind was said in one letter just before the armistice was signed." His wife had never heard of his promotion to a lieutenant. Letters to different organizations overseas have failed to reveal the whereabouts of the burial place of the soldier.

Escaped Battles: Dies of Disease

Private George W. Herchenrider, Company G, 315th Infantry, escaped the dangers of three terrific battles without a scratch, only to die of disease long after the armistice was signed. He died in a base hospital near Neuville, France, March 12, of spinal meningitis.

Private Herchenrider was twenty-eight years old and had been in the service since last May when he was drafted and sent to the Meuse. He was the son of Mrs. Louis Herchenrider, 415 Ruscomb street, Olney.

The soldier was single. When his mother received word from the War Department that her son was dead she had just recovered from an operation and the shock was great and she was under the care of a physician for several days.

Private Herchenrider had written that he would be home in June. In reply to a letter from his mother asking if the official report that he had been severely wounded was true, he said, "Mama, I have never been hit in the body, though Montauk, Troy, and the Meuse, engagements without stopping a bootie bullet."

Private Herchenrider was a native of Philadelphia. He was educated at the local public school and in civil life was a clerk.

Son Dies Overseas

Just as the issuing of the casualty lists today will be discontinued a gold star report comes from the home of Mrs. Catherine Ogilvie, 1812 Tusculum street. Her son, Private William A. Ogilvie, Jr., thirty-one years old, died overseas of pneumonia early this month. He was member of Company K, Sixty-first Infantry, and had been on the firing line for several months without injury. Before he was drafted in September, 1917, he was employed by the Du Pont Powder Company.

Corporal Ellis S. Parlette, 551 Thompson street, has been severely wounded. He is the son of Mrs. Margaret Parlette and before entering the service had made his home with her at the Thompson street address.

CASUALTIES REPORTED BY WAR DEPARTMENT

Washington, March 31.—The casualty list issued today by the War Department shows the following:

OFFICERS' LIST
Died of Disease

LIEUTENANTS—Harold W. Chance, Thomasian, Charles C. Meeks, Pochat.

Died from Airplane Accident (Previously Reported Missing in Action)

LIEUTENANT—Cyrus John Gatten, Bossmann, Mart.

Died (Previously Reported Missing in Action)

LIEUTENANT—James D. Brane, Concord, Mass.

PENNSYLVANIA
Died of Disease

PRIVATE—M. E. Hartshorn, Salzburg; John McDonald, Vernon; Arthur Mann, Lansdale.

Wounded severally

CORPORAL—Ellis S. Parlette, 551 Townsend street, Philadelphia.

Killed in Action (Previously Reported Missing in Action)

PRIVATE—Wilbur Cameron, Easton.

Wounded Slightly (Previously Reported Missing in Action)

PRIVATE—Lynn Martin, Westfield.

NEW JERSEY
Sick in Hospital (Previously Reported Missing in Action)

PRIVATE—Joseph Warick, Jersey City.

MARYLAND
Previously Reported Died of Disease

PRIVATE—Harry W. Crow, Baltimore.

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Our Springtime Decorating

is practically completed and we invite you to come and enjoy the atmosphere of the handsome dining salons in Philadelphia.

BREAKFAST With Us Tomorrow

and we'll acquaint you with the tastiest morning repasts you've ever tasted.

SUGGESTIONS—

Cream and Creme Rolls and Butter

Baked Eggs and Coffee

Cream and Creme Rolls and Butter

Baked Eggs and Coffee

Quite inexpensive, Too,

50c

1522 Market St.

Opposite Broad Street Station

TRANSATLANTIC FLIERS TO BUMP ON OTHER SIDE

Britons Will Drop Their Wheels in Newfoundland—If They Fall Into Ocean They Can Paddle Around in Their Inflated Rubber Overcoats

By the Associated Press

St. John's, N. F., March 31.—Lieutenant Hawker, pilot, and Commander Grieve, navigator of the Sopwith airplane, with which they will attempt an Atlantic flight next month, arrived here yesterday, and will begin assembling their machine. The airplane is expected to be ready for trial trips by the end of the week-end, if conditions are favorable. The ocean flight will be attempted at 2 p.m., April 16. The airmen expect to encounter only seven hours' darkness and to land in England the next forenoon. They made a two-hour trial flight in Newfoundland and are confident of success.

Lieutenant Hawker is an Australian aviator with considerable experience in flying before the war and continuous service during the hostilities. Commander Grieve is a naval officer who commanded the Campania when it served as a mother ship for airplanes with the British fleet. Both asserted today that ice conditions along the coast would

NICK' LONGWORTH FIGHTS 'REACTION'

Renews His Demand for Liberalization of Steering Committee

STATEMENT IS ISSUED

Declares Mann Holds Greater Power Than Cannon Once Possessed

to be held a week before the new House organizes.

Mr. Longworth, in concluding his statement, which was addressed to the House, said: "The victory over reactionism and lukewarmness in support of the nation in the hour of its greatest peril is less than half won. We all want harmony, and we will go to any length to achieve it, short of the sacrifice of basic principles. The last thing to do is bring harmony complete and lasting, is to liberalize the Steering Committee, to make it truly responsive to the demands of the age and the spirit of the times; to make it certain that in its councils labor and agriculture shall have a full voice, and that the members of the committee, who are supposed to represent the various classes, shall be chosen by the people.

The flight will be along the track used by ocean liners, although no special arrangements have been made with the steamship companies for the safety of the airmen. If any mishap should occur they can release petrol and fill the tanks with air to keep the machine afloat. They will carry inflated rubber boats, a waterproof compass, thermometers, wireless equipment, with a radius of 200 miles, will enable them to summon help. Substantial supplies of condensed foods will lessen the possibility of hardships.

Upon taking the air the wheels will be dropped from the machine to lighten the craft, although this will involve landing with a crash on the other side. Wooden skids will lessen the shock of descent.

Not interferes with the flight, especially as they plan to ascend to a height of 10,000 feet and so fly above fog and snow storms. They admitted, however, that the two sides might interfere with their landing.

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