



VOL. XLVII—NO. 301.

THE OMAHA DAILY BEE

OMAHA, TUESDAY MORNING, JUNE 4, 1918—12 PAGES***

THE WEATHER.

Fair; Cooler

On Trains, at Hotels,
News Stands, Etc., &c. TWO CENTS.

U. S. WAR CRAFT IN PURSUIT OF HUN U-BOATS OFF JERSEY

GERMANS SLOW UP IN DRIVE STARTED ON FRENCH FRONT

Allies Not Only Holding Ground, But Making Some Substantial Gains by Taking the Initiative and Driving Back the Minions of the Crown Prince; Americans in Fighting.

BULLETIN.

Paris, June 3.—The battle in France was resumed with great intensity during the night and in the course of the day, according to war office announcement this evening. The Germans, with fresh troops, attacked between the Oise and the Ourcq with redoubled violence.

(By Associated Press.)

Although it cannot be said that the Germans in their new offensive have been definitely stopped, there is, nevertheless, a marked diminution in the speed with which they started out, and their gains since Saturday have been relatively small, when compared with those of previous days.

And, according to the accounts of unofficial observers, wherever they have been able since the stiffening of the allied lines to attain new positions, an exorbitant price in lives has been exacted from them. So great have been the casualties suffered that the Prussian Guards division—the pride of the German crown prince—is declared to have been withdrawn from the battle.

FRENCH GAIN GROUND.

Particularly hard fighting again has been in progress between Soissons and Chateau Thierry, where the Germans are endeavoring to push further forward toward Paris, but not alone have the French troops almost everywhere successfully withheld the onslaught, but on several sectors themselves have taken the initiative and gained ground. As a whole the situation along this line is relatively unchanged.

The German war office at last has admitted that the allied line on the west has been reinforced by fresh units, but it asserts that they have not been able to hold the positions to which they were assigned. Nevertheless, the fact is patent from an observation of the war maps that almost everywhere in this region the German line, for the moment, at least, is being held.

Huns Stop at Marne.

From Chateau Thierry eastward along the Marne, and thence to Reims, the situation is virtually unchanged from that of Sunday.

The enemy now holds the northern bank of the Marne for a distance of about 15 miles, but as yet he has made no serious endeavor to cross the stream.

Little fighting aside from the usual small affairs between raiding parties is taking place on the Flanders front. The British have carried out successful raids on several sectors here and taken nearly 300 prisoners.

American Aviators Make Good.

American aviators are giving good accounts of themselves over the battle line in France. Since April 14, when they first took the air in offensive operations, they have shot down at least 33 enemy planes, and themselves only lost seven.

Volunteer recruits to the number of 50,000 for immediate service with the Irish divisions are asked for by the lord lieutenant of Ireland in a proclamation. After this recruitment, 2,000 to 3,000 monthly are asked for to maintain the Irish divisions. Legislation giving land to men who fight for their country is promised in the proclamation.

MEN FROM OMAHA ORDERED WEST TO FLYING SCHOOL

Los Angeles, Cal., June 3.—(Special Telegram)—That an army unit from Omaha has received orders to proceed to Arcadia and that work on the new government school at Arcadia will proceed rapidly from now on was the statement today. Major J. M. Harris, an agent of the War department, on arrival here, will proceed immediately to Arcadia to make arrangements for the arrival of the unit. In the Omaha squad will be 200 men and 11 officers, Major Harris says.

Colonel Hersey, in command at Fort Omaha, stated last night that he has received no orders to send men to Arcadia, although it was probable that men would be sent. The new government school will be used for instruction in flying only. The Omaha school will continue to be the only school giving a theoretical course of instruction to cadets.

Major Harris, who is making arrangements for the arrival of troops at the new flying school, was formerly stationed at Fort Omaha. While in Omaha he was a student in the balloon school.

GERMANS GAIN NO GROUND DURING DAY'S FIGHTING

Huns Held Back and Unable to Make Any Gains During Monday's Battle; Most Hopeful News.

(By Associated Press.)

London, June 3.—Tonight's report is the most hopeful since the beginning of the battle.

"For the first time since last Monday it can be said that the enemy gained no ground during the day," says Reuter's correspondent with French headquarters in France.

"Until today it was only possible to hold the enemy from hour to hour. The enemy's numbers enabled him to maneuver and go around obstacles in his path; but his numerical advantage vanished from day to day and we now have arrived at the stage where the formation of a continuous line forces the Germans to attempt massed attacks against strongly held positions, instead of turning them."

TWO-HOUR WORK DAY PLANNED BY I. W. W. LEADERS

Chicago, June 3.—A two-hour workday with a minimum wage of \$6 a day was the ultimate aim of the Industrial Workers of the World in the western mining centers. This was disclosed today by government witnesses who testified at the trial of the Industrial Workers of the World leaders before Federal Judge Landis.

Congress Gives Ballot to Women of Hawaiian Islands

Washington, June 3.—Woman suffrage for Hawaii is authorized in a senate bill passed today by the house and sent to President Wilson for approval. It empowers the Hawaiian legislature to provide that in all territorial and municipal elections women may vote under the same restrictions applied to men and if the legislature desires, to order a referendum on the subject.

Omaha Street Railway Men To Present Demand to Wattles

A committee has been appointed by the recently organized street carmen's union to meet Gurdon W. Wattles, president of the Omaha & Council Bluffs Street Railway company, and present the demands of the organization for the recognition of their union.

Mr. Wattles returned yesterday from Washington, where he had been on business connected with the food administration, and it is thought that a conference will be asked for at an early date.

Members of the union declare they are satisfied with the recent increase

Germany's sea wolves are preying on commerce in the Atlantic ocean, just off the shores of the United States. They are known to have sunk at least seven vessels, only a short distance out of sight of land off the southern New Jersey shore.

It is feared that still other vessels have been sent to the bottom, as their movements have been reported at various times during the last fortnight by ships coming into port from southern waters. Thus far only one life is known to have been lost in the sinkings.

LARGEST DIVERS TAKE SHIPS' TOLL, SAY RESCUED MEN

Largest Craft of Kind Seen on This Side of Water Employed in Chase; Captain Hart of Bristol Saves

Crew of Cole and Then Speeds to Safety.

(By Associated Press.)

New York, June 3.—Captain H. G. Newcomb of the steamer Edward H. Cole, who hails from Boston, said the two U-boats appeared less than 600 feet off when the steamer was 75 miles southeast of Atlantic Highlands, N. J. Thinking they were American submarines, he hoisted his signal flags. The U-boat commanders at once unfurled the flag of the imperial German navy. After being given 10 minutes to abandon ship, Captain Newcomb and his crew got away within five.

For 24 hours prior to the Cole's destruction at 4 p. m. on Sunday, when 75 miles of Highland Light, N. J., the crew saw an unusual amount of wreckage. The sea from this point to the shore also was filled with wreckage, the rescued crew reported.

The submarine which sank the Cole, the crew said, was the largest they had ever seen. It carried guns fore and aft and was 250 feet long.

Story of Destruction.

The Bristol captain, Frederick Hart, sighted the Cole's crew in one open boat with one pair of oars, a sextant, a weather glass, steering by starlight after setting her course by sun, trying to reach shore nearly five hours after their vessel was sunk at 4 o'clock in the afternoon.

The Bristol, coming alongside the Cole's crew, had not noticed the submarine in the distance. Captain Newcomb of the Cole said to Captain Hart of the Bristol: "Don't stop to pick us up. Beat it quick or that submarine will get you."

The U-boat meanwhile was moving toward the Bristol, but Captain Hart determined to depart without first rescuing the Cole's crew. Six of the latter, together with the nine firemen on the Bristol, went to the Bristol's fire room and coal holds and for the first time in the voyage of the Bristol, she is said to have made 17 knots an hour, as compared with her normal nine knots. The Bristol escaped by reaching shallow water, into which the U-boat could not go.

Strike Calls Mailed to Telegraphers of United States

Washington, June 3.—It was reported tonight that telegrapher strike calls already were being mailed to locals from the Chicago headquarters of the union, fixing a day late next week for a strike, unless recalled by wire.

There have been suggestions that the government might take over the companies if a strike threatened interruption of telegraph communication.

Dr. Fluno, President of Boston Scientist Church

Boston, June 3.—Dr. Frances J. Fluno, Oakland, Cal., was installed as president of the First Church of Christ, Scientists, at the annual meeting of the mother church today.

A committee has been appointed by the recently organized street carmen's union to meet Gurdon W. Wattles, president of the Omaha & Council Bluffs Street Railway company, and present the demands of the organization for the recognition of their union.

Mr. Wattles returned yesterday from Washington, where he had been on business connected with the food administration, and it is thought that a conference will be asked for at an early date.

Members of the union declare they are satisfied with the recent increase

WARSHIPS HUNT FOR HUN SUBS

Fleet of American Vessels Combing Atlantic Coast From Maine to Florida, on Search for German Wolves of Sea.

(By Associated Press.)

New York, June 3.—Scores of United States warships were ranging the waters off the north Atlantic coast to-night in search of the German submarines which made their long expected attack on American shipping in home waters late yesterday afternoon.

While the details of naval operations were withheld, it is known that destroyers, fleets of submarine chasers and other vessels are flashing their searchlights tonight over the waters along the coast and far out at sea from Maine to Florida. Hydroplane and airships arose like flocks of huge birds from every naval station along the Atlantic coast when the warning was flashed to them and soon were scouring over the waters where it was believed submarines would be most likely to be lurking. Foreign aviators and American students as well as regular American flyers eagerly volunteered for service.

Airplanes On Scout Duty.

More than 100 airplanes and dirigible balloons left Hazelhurst aviation field alone on scout duty. Nearly all the aircraft were manned by regular army aviators. They circled over Long Island sound and off the Atlantic from Sandy Hook to the eastern extremity of Long Island.

In their flights today the aircraft were not armed, but in a short time they will be equipped with bombs dropping mechanism and machine guns. The machines pressed into patrol service today had been used for training purposes.

Nothing to Do But Wait.

The only way of hearing from the vessels in peril was by the flash of their wireless. Even if S. O. S. calls were received nothing could be done by their ships except to wait, for following the stern and heart-breaking rule of the men in the German submarine, no merchant vessel could aid through fear of their own destruction. But it was known that the alert wireless operators of the American navy would pick the calls and that destroyers or other war craft would steam full speed to the rescue.

The Clyde line officials were worried tonight about the safety of the steamship Mohawk of that line, which left Charleston yesterday afternoon, with approximately 250 passengers. No word had been received from her today and it was considered possible she might have been in the path of the enemy submarines.

"We were about 15 miles south of Winter Quarter lightship. I heard a shell pass near the vessel. Then came another shell, which fell perhaps a quarter of a mile away.

"I was not taking much notice, because I believed the vessel, which I saw about two miles away, was an American submarine at target practice. A third shell exploded close by and I knew that whatever it was they wanted us to stop.

Save the Submarine.

The submarine, with her superstructure and conning tower showing plainly above the water, came within 200 yards and I saw that she was flying the two code letters 'A. B.', meaning 'stop immediately'.

"From a staff fluttered a small flag of the imperial German navy. An officer and three men came over in a small boat. In perfect English, the officer told us to get into our boats and that we had but 10 minutes to get clear of our vessel.

"They placed bombs along the sides

(Continued on Page Two, Column Two).

SEVEN AMERICAN BOATS SENT DOWN NEAR U. S. COAST

Wolves of the Sea, Manned by Huns Appear on This Side of the Atlantic and Attack Merchantmen, Taking Off Crews and Sending Vessels to Bottom of Atlantic Ocean.

(By Associated Press.)

Washington, June 3.—Germany at last has brought her submarine warfare to the shores of the United States, apparently in a forlorn hope of striking telling blows on this side of the Atlantic and of drawing home some of the American naval forces from the war zones, where the U-boat menace is being slowly, but surely strangled to death.

In the attack upon coasting vessels almost in sight of the New Jersey shore, reported today, naval officials see a frantic admission from Berlin that the submarine has failed. American armed power is rolling overseas in ever increasing force, despite the utmost exertions of the undersea pirates off the coasts of Europe.

Now the raiders have crossed the seas and lurked for days near America's greatest powers. They no doubt were sent to sink transports, but here, again, they failed. Blocked off the trooper ships by convoy craft, they have turned in fury against defenseless coasters. In all the record of destruction they have written the raiding party has struck at no vessels bound overseas, and, therefore, armed for a fight. Only ships that could not hit back have been attacked. The only one half a score of vessels probeably sent to the bottom that had any oil tanker.

Fire Ships and Tanker.

Up to a late hour tonight the destruction of five sailing craft and the tanker Herbert L. Pratt was the record of losses officially reported to the Navy department. The fate of the coastwise liner Carolina, which reported by wireless yesterday it was being shelled, was still unknown.

The crews of some of the craft destroyed have been brought into port with a story of 11 days' imprisonment aboard an enemy submarine.

During that period, scores of troop and supply ships have passed in and out on the business of crushing the German army in France. The U-boats found no weak link in the chain of armed craft that guarded them.

Secretary Daniels went to the capitol during the day to tell members of the house naval committee that the raid was designed to frighten the American people into demanding the return of war vessels from the other side. He gave assurance that congress need have no apprehension as to protection of the American coast and that there will be no recall of forces from the war zone.

Vessels Caught by Subs.

Tonight Mr. Daniels summarized the information as follows:

"Navy department reports show that the following vessels have been sunk:

"Jacob M. Haskell, schooner, 1,362 tons, sailing from Boston, sailing for Norfolk; 11 in crew, no passengers.

"Isabel B. Wiley, in ballast, net tonnage 615; crew 8.

"Hattie Dunn, Rockland, Me., net tonnage 365; in ballast, sailing from Charleston.

"Edward H. Cole, Boston; tonnage 1,395; in ballast, bound for Norfolk, crew of 11.

"Herbert L. Pratt, steamship, oil tanker, sunk about five miles south of Overfalls lightship, off the Delaware coast; 38 on board, 37 of the crew rescued and landed at Lewes, Del.

"But One Man Lost.

"All the crews of the vessels named, except the one man lost from the Pratt, were rescued.

"It appears that the schooner Edna, found bottom up several days ago and towed into Lewes, Del., was a victim of the submarine. The crew of the Edna have been landed in New York. The master of the Win-

(Continued on Page Two, Column Two).

War Risk Rates Take Big Jump as News of Sea Raids is Heard

New York, June 3.—War risk rates took an abrupt jump upon receipt of the news of submarine warfare on this side of the Atlantic. Marine underwriters advanced insurance from 1

to 2 per cent to all ports, coastwise as well as transatlantic, and it was stated the quotations might go higher if the U-boat menace was not eliminated.