

DOUGHOBY WITH HIS REFE AND BAYONET DEFEATED THE HUN

Wondrous Tales Are Heard In Paris Haunts, Where the Tired Veterans Fearfully Elaborate Accounts of Sanguinary Engagements At the Front; Each Man Believes His Division Is the Best In Army.

PARIS, France, Jan. 25.—It's still the Doughboys' war. As in the days of Alexander's glances and Caesar's legions and the days of Napoleon and Grant, it was the infantryman, the American infantryman in the ranks, the "Doughboy" who cleaned out Fata.

Officers and men are beginning to drift into Paris in casual numbers or hordes. They don't get any real leave in Paris, but by a special dispensation of Providence the French railway carrier in the capital and radiate therefrom and with a grin of joy the American officer and soldier has learned that to carry out an order bringing him from almost any part of France to his home in Paris, he has to leave in a change car. He is allowed 24 hours for the change.

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All France Doughboy. The staff of the artillery, the aviation, the machine gun, the tank, all admit this, no matter what hard things the infantry may have to say about them.

A crowd in which captains, second lieutenants, even one major, and a half dozen Doughboys were discussing a certain phase of the Argonne fighting in a favorite rendezvous in Paris one evening recently.

"Why, said one of the artillery men, every one of our divisions was running round in circles—that was the real trouble here. The Doughboys were always there in an emergency to put it through.

"Kicked them in France. "Well, no, no," replied the machine gunner. "But, in the Doughboys of the —I walked through it all like they were going

Fruits Of German "Liberty" Are Dead Bodies Of The Bolsheviki's Victims



FUNERAL PROCESSION OF BERLIN RIOT VICTIMS, GERM.

THE funeral march should be the official anthem of the Bolsheviki. As in Russia, so in Germany, the downfall of the established government is followed by a tyranny of riot, bloodshed and murder. The picture shows the funeral of victims of the riots incidental to the struggle for power between different factions of "patriots" in the streets of Berlin. The German capital is a collection of armed camps, the greater buildings being the fortresses and the streets serving for battlefields. Rosa Luxemburg and Liebknecht have been slain, but there is no lack of leaders of the Red forces.

Air Raids Over London Digs Up Her Valuables

Paintings, Statuary and Other Works of Art Reappear.

London, Eng., Jan. 25.—London's Aladdin like caves are disappearing, the treasure trove that had been placed in tunnels and subterranean places from air raids having been recovered. Priceless paintings, tapestries, marbles and statuary removed two years ago are again on exhibit.

The crown jewels again may be seen at the Tower of London. These jewels valued at \$30,000,000, were secretly removed from the tower and placed in a brick walled stone vault at Windsor castle. The imperial state crown was placed in an ordinary hat box, the royal scepter, with the famous Cullinan diamond, was wrapped in some ordinary red cloth, and crowns, scepters, orb and all the other regalia were placed in insignificant parcels and boxes and with two guards were taken one dark night to Windsor so they would be immune from air raids.

In an abandoned subway tunnel under the Thames millions of dollars' worth of art objects from the National gallery were safely preserved during the war. Treasures from Victoria and Albert museum soon will see the light of day, as will similar objects from the British museum which have been stored away.

German Naval Officers Say Defeat Of Central Powers Was Caused By United States

LONDON, Eng., Jan. 25.—"If it had not been for the United States Germany would have won."

This was the reiterated statement made by the crew of the U-boat 152 of the Deutschland class of German naval ratings at Kiel and German sailors in Lieutenant E. L. Muller and J. H. Fulcher, United States naval officers who were captured by the U-152 after it had sunk the Ticconderoga September 28. The American naval officers were aboard the U-boat during all the anxious days of October and early November.

Are Picked Up. Lieutenants Muller and Fulcher were picked up from the wreckage of the Ticconderoga after a pucky fight. As prisoners they cruised with the super submarine off the American coast, withered depth charges dropped by the British destroyer, saw the U-boat crew in three subsequent battles with merchantmen, heard the radio message read from Berlin ordering cessation of war on merchant ships, braved the perils of the North sea with barage unscathed, witnessed the action of the Germans when they heard the armistice had been signed, tied up alongside the U-57, the most famous German submarine which decided to intern rather than surrender, and noted the remarkable change in behavior after the historic Nov. 11.

Fulcher was wounded in the thigh, Muller was filling the ship, and after four men of the aft gun had been killed the enemy was driven away. But at 7:50 the U-boat reappeared and at a distance of about three miles fired 40 shots. Three entered the engine room and the wireless was shot away. Water was filling the ship, the forward gun had been disabled, the captain, who had been wounded, ordered all hands to abandon ship. Fulcher then said to Muller:

"Think we better surrender?" "I think we might as well," replied Muller. Scum held a white flag. Muller and Fulcher put the wounded on the last raft near the deck house so it would float away as the ship sank. Muller and Fulcher got into a wherry that had been badly holed. They scudded toward the shore, and after six had been in the water 40

YANK AIRMEN GUARD PARIS FROM BOMBS

American Flyers Form a Part of Patrol Above French City.

AERIAL BARRAGE TOO MUCH FOR GERMANS

PARIS, France, Jan. 25.—American as well as French aviators were continually cruising about to the north of the capital at 12,000 feet altitude during the spring, summer and autumn on every day that flying was possible. A certain number of American pilots and observers, varying from time to time, was comprised in the Paris patrol which prevented hostile machines raiding the capital during the daytimes.

Win Gets Through. On only one occasion did a German machine manage to reach Paris during the day. It was a single-engine plane driven to such an extreme altitude that with the ground haze he could not find a way down. The machine was shot down by the American patrol. The pilot was killed and the machine crashed in the forest near the city.

No American pilots were included in the patrol because the German planes to protect Paris against Gotha. Following the British plan, the French were using the same tactics as the British to combat the heavy, unwieldy night raiders.

Large convoy of submarines was then off the Urkney islands in the Atlantic ocean, heading to the west. The American division headed through Pentland Firth. The ship was in the rear of a crescent of destroyers, who were out of the North sea, she felt a heavy bomb under the starboard quarter.

The anti-aircraft barrage was then fired to keep the German pilots from getting into the city. The American division headed through Pentland Firth. The ship was in the rear of a crescent of destroyers, who were out of the North sea, she felt a heavy bomb under the starboard quarter.

No Cottages In England Left For Newlyweds

Hundred Thousand War Brides Unable To Find Homes In London.

London, Eng., Jan. 25.—Love in a cottage for newlyweds is almost an impossibility in England, owing to the house shortage. More than 100,000 couples, it is estimated, in the London district alone are homeless. Not one in four couples married since 1914 have set up housekeeping because the husbands went off to war. Now that they are returning the cry for houses has become a roar.

More than 500,000 houses are needed in England. It is anticipated that the output of new houses will be increased 50 percent there is no immediate likelihood of these houses being constructed.

The war has accelerated marriage in England. Compared with the four years preceding hostilities, the war period resulted in 150,000 more marriages than peace time.

U. S. WARSHIPS FIGHT WITH HUN BOATS IN THE NORTH SEA

ADMIRAL RODMAN'S FLAGSHIP RUNS DOWN AND SINKS GERMAN

Facts of Sea Battle by the Yankee Navy During Last Days of War Revealed; Three Torpedoes Fired At Same Time by Submersible At Leader of Squadron Sent To Give Pursuit To The German Sea Wolves.

A Scotch port, Jan. 25.—Details of the one bit of activity in which the United States battleship-division took part in the North sea are now forthcoming.

The battleship New York, flagship of the division and commanded by rear admiral Hugh Rodman, is believed to have sunk a submarine at the beginning of the journey, and later was attacked by a submarine, which fired three torpedoes across her bows. The flagship lost two torpedoes off her starboard propeller in the first encounter.

Report Enemy. Submarines had been reported numerous and frequent in the North sea and particularly around the region of the Orkney islands. One evening at 8 o'clock the American division was reported heading to the north-west, making for Pentland Firth between the tip of Scotland and the Orkney islands. This was practically the only escape left for the submarine.

A large convoy of submarines was then off the Urkney islands in the Atlantic ocean, heading to the west. The American division headed through Pentland Firth. The ship was in the rear of a crescent of destroyers, who were out of the North sea, she felt a heavy bomb under the starboard quarter.

Three Torpedoes Fired. The American ships turned back, leaving sufficient additional destroyers to accompany them and were ahead of the first submarine. The fleet was moving slowly down the North sea in a flow of smoke. The ship was standing up like smoking factories. Suddenly at 10 o'clock in the morning the officers saw three torpedoes coming from the east.

Was Great U-boat. "It was bright moonlight, those torpedoes were shining like stars," it is passed ahead of her, doubtless due to the fact that her speed was maintained. The wakes were unmistakable, owing to the captain's gunnery officers among others. A patrol sighted and reported a submarine in the vicinity about 10 p.m.

MANGIN'S TENTH ARMY DROVE HOME LAST BLOW OF THE REBELS

PARIS, France, Jan. 25.—During the German campaign between March 21 and July 15 of this year, Mangin was often made to Napoleon's maxim that a little is won by the general able to throw in the final reserves.

Everywhere valiant references were made to the allied reserves which marshal Foch was husbanding to throw in at the last moment and undo the successes achieved by Ludendorff during the five phases of the salerschlacht.

Mangin's troops wiped out the German bridgehead south of the Aisne at Vailly, destroyed the Chemin des Dames at various points between Malmaison and Chateau. The French attack east of Chateau did not fare so well, however, owing to the German resistance on Mount Cornillet, Mont Floy, Mont Blond and the Teton and

Plan Nightly Mail, New York to London

Airmen Will Cross Atlantic In the Spring

LONDON, Eng., Jan. 25.—The Atlantic will not be flown for at least four months, airplane experts say. No attempt is expected to be made either from this or the American side until spring, chiefly because the weather will be more favorable then and days will be longer. In addition, machines will have to be built or built or altered for this flight. The flight is fully expected to be accomplished in the spring.

BRITISH BUILT FIRST TANKS USED IN WAR

Endless Possibilities In Armored Cars

LONDON, Eng., Jan. 25.—There can be no more finality in design of war tanks than in design of motor vessels. That is the verdict of the design branch of the mechanical warfare (tanks) department. This branch asserts "one" invented the first tank, but that the first one was designed by Maj. Wilson and Sir William Tritton. This department's first tank was built in August, 1918.

originated the all-around track used on tanks. Sir William Tritton built the first tank at Lincoln; Winston Churchill authorized the expenditure of public money for the first tank. Maj. Grew suggested the design of the gun carrier; Messrs. Foster, Lilch and Metropolitan Co., Birmingham, produced the first tanks in quantities. Lieut. Col. Sumner, D. C. 1st, led them, getting 22 out of 25 over the job, and they first went into action September 19, 1918.

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