

BOYS MAKE SPURT IN ORPHAN TOTAL; GIRLS STILL LEAD

Five of 23 Requests During Week Do Not Specify Any Choice

149 WAIFS FIND PARRAINS

Chaplain Comes to Aid of Scheme and Rounds Up Four Orders

Table with 2 columns: Category (S.S.U., Co. A, Co. B, etc.) and Count (1, 1, 1, etc.)

Members of the A.E.F. sent in requests for 23 war orphans and child refugees...

For the first time since the announcement of the plan whereby A.E.F. units and individuals may adopt child mascots...

Of the 149 children adopted to date nearly 100 have been girls, and of these girls more than half are by request of the parrains...

The bewitching, black-eyed little miss of six seems to have the Indian sign on the forehead...

Chaplain Helps Out The boys were given a boost early in the week when Chaplain J. T. Addison, of the Engineers...

The staff of a Local Supply Office, S.O.S., wasn't particular about what kind of a child they got.

"The child," they wrote, "may be of any sex, color, nationality, character, size, disposition and habits as long as she needs the money."

After which mixing of pronouns, it is stated: "We insist on only one thing—that the child be human and rather down on his luck."

Ball Rolls Rapidly The Ordnance Enlisted Detachment sent 500 francs for a girl, with this letter:

"The writer, after reading the last issue of THE STARS AND STRIPES, took it upon himself to start the ball rolling, and I assure you that it rolled with some speed."

"One day recently I saw a train load of refugees," he wrote, "and it was a sight not to be forgotten. All we can do to aid these poor stricken people is little enough, and your work has more than my best wishes."

Vacation Money for Mascot "Avalon, Penna." is the nom de guerre of a Y.M.C.A. worker.

"We would very much like to have the little lassie," they wrote, "taught the American language, if it can be arranged. We have already a box tacked up in our billet (money in it, too) with this sign on it—DON'T FORGET OUR MASCOT. Your small change, please."

"We will leave it to your better judgment to see that our little bit of benefit who is in the greatest need at the present time. By expressing a preference payments are likely to go to some who do not need the assistance as greatly as others. Therefore, we are leaving the selection to the Red Cross."

HOW TO ADOPT AN ORPHAN

A company, detachment, or group of the A.E.F. agrees to adopt a child for a year, contributing 500 francs (\$87.72) for its support.

The children will be either orphans, the children of French soldiers so seriously crippled that they cannot walk, or refugees from the invaded districts, as specified by the adopting units.

The money will be sent to THE STARS AND STRIPES to be turned over to a special committee of the American Red Cross for disbursement. At least 250 francs will be paid upon adoption and the remainder within four months thereafter.

Photographs and the history of each child will be sent to its adopting unit, which will be notified of the child's whereabouts and advised monthly of its progress. The Red Cross will determine the disposal of the child. It will be maintained in a French family or sent to a trade or agricultural school.

No restrictions are placed upon the methods by which money may be raised. Donations and communications regarding the children should be addressed: War Orphans' Department, THE STARS AND STRIPES, G2, A.E.F., 1 Rue des Italiens, Paris, France.

GREAT ACE PASSES, ANOTHER ARRIVES



German plane shot down by Lieut. Alan Winslow

Planes Drop Roses on Grave as Major Lufbery Is Buried

CAPTAIN PETERSON SCORES Airman Brings Down Two Boche Planes While Waiting to Be Decorated

In the fast unfolding history of American aviation on the Western front—a story that grows more important and more stirring with each passing week—the outstanding facts in the week's news are the arrival of Capt. David Peterson as an ace and the death of Major Raoul Lufbery.

When Capt. Peterson left the Lafayette Escadrille to put on the uniform of an American officer, he was credited with only one Boche machine. The rest came recently and with a rush. Two or three weeks ago he landed his second, and by way of recognition, the French awarded another palm for his Croix de Guerre.

The ceremonies of presentation were set for Wednesday, May 15, at 2 o'clock. At noon on that day the weather was so perfect and the skies so inviting that Captain Peterson set forth on a little private hunting trip. He was back, unhurt and unbruised, in time for the ceremonies, but in the interval he had added two more Boches to his score.

Three Flyers Score Again In the last fortnight Capt. Marr, Lieut. Rickenbacker and Lieut. Douglas Campbell have each scored again. Capt. Marr had succeeded in toppling the German machine and shooting its pilot, but as the machine went down, the observer could be seen standing up in the pit and trying to get his gun to bear on the American.

"I felt sorry for the helpless beggar," Capt. Marr said afterward. "He was dashing to certain death, but to the last gamely trying to give me a fight."

Major Lufbery died in battle. In the midst of a savage fight with a giant Hun machine last Sunday his own machine burst into flames and, on the faint chance that he might save himself, he was obliged to leap from too great a height.

French and American officers shared in the funeral services and Allied aviators who had studied under Luff and fought and down beside him circled overhead to scatter roses on the grave now marked with a cross of poppy-blossoms and a flag and banked high with Maytime blossoms.

Major Lufbery was the most successful and the most celebrated of the Franco-American flyers. He had made his official record of 16 Boche machines in the days of the Lafayette Escadrille and, as an officer in the American air service, he was so much needed for instruction work that until recently he had long been absent from his comrades of the front.

He began his first flight on Sunday, when a huge German machine swooped down out of the clouds. Major Lufbery and several others rose to do battle with it, the others making straightway for the battle line to head off the Boche retreat and Lufbery opening the attack. Watchers saw him rush at the big cruiser with his machine gun hammering, saw him draw away as if his gun had jammed, saw him rush again. Then he began to drop rapidly.

At a height of 1,500 meters his machine burst into flames. With the instant decision for which he was noted, Lufbery unstrapped himself, climbed from the pilot's pit and jumped.

He landed in a garden some miles back of our lines. A hundred yards away his machine crashed down and burned to a heap of ashes and molten metal. Those who peered over that relic of the fight found that he had fired 300 rounds from his mitrailleuse, though 25 rounds had previously been his maximum. With 25 he had always either shot his opponent down or driven him beyond reach.

The theory is that the German machine was armored, a theory strengthened by the fact that another airman who attacked the monster as it fled homeward wasted 300 rounds against its sides.

Major Lufbery, who was a wanderer over the face of the earth, and began his aviation career as a flyer mechanic in the Far East, was born in France. His mother was a Frenchwoman, but his father was an American, and though he had grown to manhood before he ever saw America, he decided that the American Army was the place for him when America went in with the Allies.

In the good news of the week there is the report from Germany that Captain James Norman Hall was not killed when his machine went down in the air fight of May 7 well beyond the American line on the Toul sector. Word comes that he lies a prisoner in a German hospital. Both arms were broken and his foot was injured, but he escaped dangerously hurt.

Capt. Hall is one of eight American aviators to receive the Croix de Guerre recently.

10,000 TONS DAILY AMERICA'S REPLY TO SHIP PROBLEM

Continued from Page 1.

September. In January 9 ships had been completed and in February 17. This month the building is going far ahead of this estimate. In the week ending May 5, 16 ships were completed and 19 hulls were launched, and in the week ending May 12, 8 ships were finished and 14 hulls launched.

By full American shipyards will be turning out from three to five steel ships daily, and wooden ships in a proportionate quantity. Word came from Washington this week that an average of one wooden ship a day had been launched since May 1, and that this probably will be maintained throughout the month.

There are a lot of new Army jokes, but none any better than one at the bottom of a drawing which hung in the Army and Navy Club in Washington for many years. The picture portrays an imploring officer and a repentant private, unmistakably Irish.

"Why can't you learn to drink like an officer and a gentleman?" demands the officer.

"Faith, and if Oi did, sor," replies the private, "I'd be dead in a week."

PERHAPS HE WAS TRYING

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At the same time it was officially estimated that the government expected to complete 12 steel vessels in May, 22 in June, 52 in July, 76 in August, and 97 in September.

ARMY ALL HIS OWN THIS LAD'S AMBITION

Brooklynite Is Arrested in Strange and Gorgeous Uniform

[BY CABLE TO THE STARS AND STRIPES.] NEW YORK, May 23.—A young man named Banistes Niuki, drafted by a Brooklyn local board, hated to join the American Army as a single unconsidered unit and determined to form an army all by himself.

He was picked up in a strange and gorgeous uniform designed by himself and declared he was the Polish Army. The unfeeling authorities poured him out of his regalia and he now fills one plain O.D. suit.

A man arraigned in a New York court recently repudiated the rumor that he was a spy and proclaimed indignantly that he was only a burglar. The district attorney admitted that this ought to clear his character, but the court regretfully juggled him.

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