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STRONG OPPOSITION MADE AGAINST ALLIED ADVANCE

Action Along the Vesle River From East of Soissons to Region West of Rheims

SITUATION ON BATTLE FRONT WITHOUT CHANGE

Americans Have Nullified German Counter-Attack to Recoup Losses—From the Southeast of Amiens, Near Montdidier, Northward to the Region Around Ypres the German Front Is All A-tremble With Expectancy—German Bombardment to Ascertain Strength—Crown Prince George Aids German Crown Prince — Rupprecht Is Worying Over Dimunition in Strength.

(By The Associated Press.)

The Germans now are imposing strong opposition to the further advance of the allied troops along the Vesle river from the east of Soissons to the region west of Rheims.

Meantime, however, the main bodies of the enemy army continue to make their way toward the Aisne, to the north of which stream they hope to somewhere reach a haven of safety from the persistent onslaught of the American, French, British and Italian troops who in less than three weeks have all but blotted out the Soissons-Rheims salient.

Allied Troops Force Way.

Notwithstanding the bringing into play by the enemy of large numbers of machine guns and artillery of heavier calibre and the employment of large numbers of picked troops, including the well-tried Prussian Guard and the Bavarians; and despite the fact that the rains have sent the Vesle out of bounds and turned the lowlands into quagmires, the Americans and the other allied troops have forced crossings of the river at a number of new points and on the north side of the stream are engaging the enemy.

Battle Front Unchanged.

The latest French official communication, which recently has been extremely modest in chronicling gains made by the allies, says that Monday saw only local engagements and that the situation on the battle front is without change. Correspondents with the allied headquarters, however, assert that at several points between Sermoise, which lies to the east of Soissons, and Fismes, and between Fismes and Muizon the French and Americans have taken further ground across the Vesle and have nullified German counter-attacks delivered in an endeavor to recoup the losses. Between Muizon and Champigny the Prussian Guard and the Bavarians again suffered heavy casualties in their efforts to hold back their antagonists.

Germans on Guard.

The Germans are guarding this particular part of the line, an advance through which to any considerable depth would compel them entirely to loose their hold on the territory in which they are entrenched around the shell-torn city of Rheims. In addition to the heavy infantry actions here violent bombardments also are in progress.

A-tremble With Expectancy.

From the southeast of Amiens near Montidier northward to the region around Ypres the German front seems all a-tremble with expectancy. In addition to a retreat near Montdidier to the west bank of the Avre river, retrograde movements in the face of attacks around Albert and an evacuation of territory over a front of half a mile north of La Bassee Canal, the Germans are nervously bombarding British and French positions at various points, possibly with the idea of ascertaining their strength. The Bethune, La Bassee, Hazebrouck and Ypres sectors are being particularly chosen for the attention of the German artillerymen.

Helping Out Cousin.

Just what the Germans have in mind cannot be foretold. It is known, however, that Crown Prince Rupprecht of Bavaria during the early stages of the allied offensive on the Soissons-Rheims sector detached large numbers of his men and sent them to the aid of his sorely tried imperial cousin, the German crown prince, thereby weakening his line while Field Marshal Haig's front was not materially touched by withdrawals. It is not improbable, therefore, that Rupprecht is worrying somewhat over this diminution in strength and already has placed barriers between himself and the forces fronting him to ward off possible attacks and is endeavoring to ascertain what chances he has to hold other positions from which he had intended ultimately to launch a drive toward the channel ports.

A German submarine was sunk, the British ambulance steamer Warfuda, as the vessel was homeward bound from France with sick and wounded. A large number of incapacitated men were killed by the explosion of the torpedo or drowned in attempting to leave the vessel in small boats. Several Americans were on board and one of them is missing.

FRENCH HEADQUARTERS REPORT OF MONDAY'S FIGHT

French Patrols Followed Americans Across the Vesle.

London, Aug. 5.—Reuter's correspondent at French headquarters in France, in a despatch dated Monday afternoon at 2 o'clock, says:

"The enemy's artillery fire is very heavy along the whole line of the Vesle, and the Germans are opposing very vigorous resistance to the allies. Nevertheless, French patrols have succeeded in crossing the river at several points between Sermoise, east of Soissons, and Fismes, where the Americans crossed, and between Fismes and Muizon."

"The Germans on the north bank are abundantly supplied with machine guns against our troops and the enemy resistance everywhere is very stiff.

"Between Muizon and Rheims, where we are firmly established on the south bank, there has been very hard fighting.

"There was a hot encounter at the Vautes farm, close to Muizon, for the passage of the river. After its capture the Germans sent across two detachments in an attempt to retake the farm. Both detachments were repulsed after a severe fight.

"The artillery is very active on both sides of this region.

"West of Braisne the enemy stubbornly resisted our passage of the river opposite the La Grange farm, on the north bank of the stream.

"On the Avre river, in the Montdidier section, the French have occupied the whole of the line of wooded hills overlooking the steep river valley from Braches to Mesnil-St. Georges. It is reported that there is fighting in Hargicourt, on the left bank of the river, where the Germans hold the railroad station. The enemy is still in Morisel."

UNION WORKMEN STRIKE ON PIER CONSTRUCTION

Work Suspended on Largest Coal Distributor in New York.

New York, Aug. 5.—Construction of the largest coal distributing pier in New York harbor, to have been used in handling next winter's fuel supply for the metropolitan district, has been halted by a strike of union workmen. They walked out, according to officials in charge of the work, because some non-union men were employed. The federal department of labor has been notified of the situation.

The machinery intended for the pier, its builders asserted, will be capable of loading upon cars, every 24 hours, 72,000 tons of coal, twice the normal consumption in New York city.

Long Range Again.

Paris, Aug. 5.—The long range bombardment of Paris was resumed this morning. President Poincare visited the victoms of the long range bombardment this afternoon.

THE MAN POWER BILL IS NEARING ADOPTION

Crowder Suggests Sept. 5 as Registration Day for 13,000,000 Men.

Washington, Aug. 5.—With an urgent recommendation from Provost Marshal General Crowder that it be enacted without delay and a suggestion that September 5 next might be fixed as registration day for approximately 13,000,000 men throughout the country the administration's man power bill requiring the registration for military service of men between the ages of 18 and 45 years was introduced today in the senate and house.

Unless immediate steps are taken to provide additional men, General Crowder said the weekly registration of men as they attain 21 years of age will be necessary to fill the draft quotas after September 1, when only 100,000 of the 1918 registrants will be available.

Upon the introduction of the bill, Chairman Chamberlain announced that the senate military committee would meet tomorrow to consider the bill. He said he did not think hearings would be necessary and only three or four days should be required to report the bill. Chairman Dent of the house committee, said since only three members of his committee are in Washington, it was doubtful whether the bill could be acted upon before the house reconvenes on Aug. 19.

The bill would amend the present selective act so as to require the registration of all men between 18 and 20 years and 32 and 45 inclusive. While the total number of men in the latter classes would total 10,028,973, General Crowder estimates the total number who would be eligible for class 1 would be only 601,236, owing to exemptions for dependents or industrial and physicial reasons. Between 18 and 20 years, his estimates show that 3,171,771 would register, while 1,787,609 men would be eligible for class 1.

NATIONAL PROHIBITION AMENDMENT IN BALANCE

Louisiana Legislature Convened to Settle Question There.

Baton Rouge, La., Aug. 5.—Louisiana's assembly convened in extraordinary session today to pass upon the national prohibition amendment, ratification of which failed at the regular session last May by a tie vote in the senate. A resolution for ratification probably will be introduced in the senate tomorrow. It is generally admitted the vote will be very close.

Three Aviators Rescued.

An Atlantic Port, Aug. 5.—Towing astern a hydro-airplane and carrying three American aviators who were picked up 25 miles off this coast, a British freight steamship arrived here today from Liverpool. The aviators had been in the water three hours, having been forced to descend because of engine trouble. They were unhurt.

Cabled Paragraphs

Romanoff's Last Words.

Amsterdam, Aug. 5.—What seems to have been the last words of Nicholas Romanoff, former Russian emperor, were: "Spare my wife and my innocent, unhappy children. May my blood preserve Russia from ruin." These words were called out by the former emperor just before he was shot by the firing squad.

Enemy Officers Captured.

Rome, Aug. 5.—The official statement from the war office tonight says: "On Dosso Alto two enemy officers and a few men were captured. Enemy detachments attempted attacks on Monte Corno and Rio Freddo, which failed and we took some prisoners. An attack of hostile parties was repulsed at Cornone."

QUISTENOCK LAUNCHED AT HOG ISLAND YARD

President and Mrs. Wilson Delighted at Launch and Quick Keel Laying.

Philadelphia, Aug. 5.—With the launching of the 7,500 ton Quistconck, sponsored by Mrs. Woodrow Wilson, President Wilson and a notable gathering being spectators, the stage of quantity production of ships was reached in the building program of the United States. From this time forward the increasing output of vessels will not merely offset the naval efforts of Germany, but will steadily make up the deficiency in world tonnage.

The Quistconck is the first ship to be launched from the great Hog Island shipyard, and the occasion was made worthy of the "epoch in the nation's history" which Chairman Hurley of the shipping board declared it marked. The men who built the ship and the men who directed their work mingled in comradely spirit with government officials, while the presence of the chief executive and his family was the source of unending enthusiasm.

"That's fine," the president exclaimed jubilantly to Mrs. Wilson, as his eye swept over the gigantic ship manufacturing plant, the 30,000 employes of the yard and many other thousands of spectators.

Pink Roses Presented.

Hardly had the president and Mrs. Wilson arrived at the christening stand when a huge basket of pink roses was presented to the president's wife. The bearer was William McMillen, the man who drove the first rivet in the Quistconck. Mrs. Wilson dropped her bouquet of orchids to take some of the gorgeous pink blossoms, then grasped both of McMillen's hands to thank him for the gift. He replied that the yard employes were grateful for her coming, which he declared was a real service, in inspiring them to fresh efforts.

"My services are nothing compared to yours" she answered quickly.

American-made champagne was used for the christening. Mrs. Wilson was shown how to handle the beribboned bottle, the president laughing merrily as she practiced the blow in pantomime.

"Do it right, now," he cautioned her.

When the blocks were knocked away and the hull began to move, Mrs. Wilson raised the bottle and struck the prow squarely.

Keel Laid Quickly.

"I christen thee Quistconck" she said, giving the boat the ancient Indian name of Hog Island. There was a silver spurt and the sponsor stepped back in laughing dismay as the wine stained the delicate gray of her dress. She forgot the mishap in the interest of watching the hull slide into the water, and the newly vacated way swarm with workmen who laid keel No. 39 in less than two minutes after the finished boat had gone. President Wilson stepped eagerly to the front of the stand to get a clear view of the work.

Wilson Party Cheered.

Immediately after the launching, the president and Mrs. Wilson and their party were accompanied to their train by Chairman Hurley, Director General Schwab and Vice President Piez of the emergency fleet corporation, and Frederick Holbrook, president of the American International Shipbuilding corporation. A cheering crowd of yard workers surrounded the car before it was coupled to an engine and the president and Mrs. Wilson remained on the platform despite an intense heat which prostrated nearly 400 spectators at the launching.

No Speech by President.

"No, I've been working too hard to prepare a speech" the president replied to shouted requests that he say somethinz.

Because of the heat, Chairman Hurley abandoned the address which he had prepared as the keynote of the launching, but told many of the spectators who called for a speech that he would have liked to make the public tribute to the workmen which he had planned.

Shipyard Workers Bit.

"The men who have worked on this ship launched today and on other ships that will be launched are makers of a new America," read one paragraph of Mr. Hurley's address. "Through the efforts of the shipyard workers, a large army is now in France, and through their continuous efforts, an army steadily growing larger and larger, eventually will overwhelm the carefully constructed military machine with which Germany sought to dominate the world."

President Back at Capital.

Washington, Aug. 5.—President and Mrs. Wilson returned to Washington at five o'clock this evening from Philadelphia, where Mrs. Wilson acted as sponsor at the launching of the Quistconck, the first large cargo-carrying ship to be launched at the Hog Island shipyard. The return trip of the presidential party was made without incident.

ONE MILLION MEN TO TRAIN DURING THE WAR

No Intention to Invade the Deferred Classifications.

Kansas City, Mo., Aug. 5.—Passing through Kansas City today en route to Leavenworth, Kan., Newton D. Baker, secretary of war, issued a statement in which he said it was the purpose of the war department to keep at least one million men training in camps in the United States so long as the war shall last.

He placed the number of men now training in the United States at 1,500,000.

With reference to his recommendations for extension of the draft age, Secretary Baker said it was not the intention of the war department to invade the deferred classifications, adding that with the extension of the draft age, Class 1 will provide all the men necessary.

The first self-moving gun carriage was invented in France in 1769.

Army Honor Roll Enumerates Heroes

SECOND CASUALTY LIST CARRIES SORROW TO MANY HOMES

FATALITIES NUMBER 299

The Second Army List Includes the Names of Sixty Eight New Englanders, and Twelve Are Connecticut Boys—John C. Aubin, of Willimantic in List—Places From Atlantic to Pacific Represented.

Washington, Aug. 5.—A second army casualty list issued today shows: Killed in action 256; died of wounds 43; total 299.

Among the killed in action are:

Captain Howard C. McCall, Philadelphia.

Lieutenants.

David M. Barry, Santa Barbara, Cal.
Charles H. Evans, Marblehead, Mass.
David F. Ghent, Ann Arbor, Mich.
Robert M. Lovett, Chicago.

Sergeants.

Herbert H. Pell, Highgate Springs, Vt.
George H. Bohlman, Lancaster, O.
Kenneth K. Burns, Rodeo, New Mexico.
Austin H. Carey, Westmoreland Depot, N. H.
Clifford Cartledge, Waterville, Conn.
Arthur V. Chadbourn, Dover, Maine.
Harold E. Dowd, Manchester, N. H.
Theodore Goble, Boston.
Paul L. Hon, Deland, Fla.
John F. Lynch, Brooklyn.
Charles O. McKay, Jonesboro, Ark.
Archie McKenzie, Fairfield Center, Maine.
Guy Minkler, Philmont, N. Y.
Jeremiah T. Morley, Manchester, N. H.
John W. Powers, Medway, Mass.
Alexander Searles, Plymouth, Pa.
Arthur F. Sheils, Saugerties, N. Y.
Gunnard Thomas, Damriscotta, Me.
Elisha L. Turner, Mountainburg, Ark.

Corporals.

Leroy A. Allen, Bridgeton, Maine.
Frank Allrige, Philadelphia.
Bert B. Baker, Danby, Vt.
Ralph L. Chabot, Worcester, Mass.
Millard W. Corson, Madison, Maine.
Antony Delmonico, Syracuse, N. Y.
John J. Dillon, Plains, Pa.
Fred S. Freeman, Jr., Augusta, Me.
Harry I. Geist, Mount Carmel, Pa.
George O. Grover, Fairfield, Maine.
James I. Haag, Rockton, Pa.
Edwin W. Halden, Hyde Park, Mass.
Glenn W. Harmon, Chappel, Neb.
Victor J. Nartoff, Nashua, N. H.
Ralph S. Hosmer, East Wilton, Me.
James J. Kelley, Jr., New Bedford, Mass.
Frank L. Kirk, Stoneham, Mass.
Albert Lavorgna, Canton, Maine.
Anders Laycock, Northport, Ala.
Andrew W. Layden, Philadelphia.
Marshal D. Leach, Plymouth, Conn.
Harold C. Lee, Montevideo, Minn.
Luvelle E. McAllister, Norway, Me.
August Mathieson, Methuen, Mass.
Herman H. Morrison, Ashley, Ohio.
Oscar R. Nichols, South Cresterville, Maine.
Simon Peters, Skowhegan, Manne.
Verne O. Reed, Bloomfield, Iowa.
Clarence Rivers, Hawkinsville, Ga.
Frank L. Ross, Manchester, N. H.
Charles H. Savage, Everett, Mass.
George L. Stewart, Erwin, Tenn.
Harry D. St. Ledger, Skowhegan, Maine.
Benjamin V. Tutt, Meridian, Miss.
James Albert Walsh, Chicago.
Jack Wasserman, Newark, N. J.
John C. Watson, Pineapple, Ala.

Cooks.

John Donnelly, Columbus, Ohio.
Claude C. Jackson, Kansas City, Mo.

Mechanics.

Theodore E. Jacquet, Franklin, La.
Albert L. Johnston, North Eastham, Mass.
Musician: Giovanni Stromei, Pittsburgh, Pa.

Privates.

Arthur Acree, Andalusia, Ala.
Julius P. Allen, Boston.
Henry A. Andrews, Huntington Mills, Pa.
Harry C. Arndt, Newport, P.
Guiseppe Ausilio, Paterson, N. J.
Charles N. Bennicker, Philadelphia.
Henry C. Bernhart, Reading, Pa.
Earl Bishop, Orange, Mass.
Frank Brazun, Pittsburgh, Pa.
William A. Bruton, Hartford, Conn.
Myron D. Burns, Eldred, Pa.
Paul W. Butler, Hartford, Conn.
Scott C. Campbell, Cambridge, Mass.
Eugene S. Carter, Worcester, Mass.
Daniel W. Cavanaugh, Mattapan, Mass.
Howard C. Coates, Providence, R. I.
Edgar Connor, Philadelphia.
Jeff Davis, Centerville, Md.
Joseph Davis, Florence, N. J.
William B. Dollard, New Bedford, Mass.
Hugh F. Dougherty, Philadelphia.
Edward Duquette, South Ashburnham, Mass.
Phil Fiddler, Detroit, Mich.
Charles Fischer, Green Tree Borough, Pa.
Charles L. Fuller, Milford, Mass.
Edward T. Gillis, Lowell, Mass.
William T. Gourley, Medford, Mass.
Patsey Gullo, Haverhill, Mass.
Bruno Gutowski, Pittsburgh.
Andrew Justbadone, Watertown, Mass.
Austin R. Kinney, Worcester, Mass.
George Landry, New Bedford, Mass.
Wasilly Lapchuk, Keyport, N. J.
William H. Leonard, Hubbardston, Mass.
Edward Lyons, Ansonia, Conn.
Philip W. McGovern, Cambridge, Mass.
Reno Martina, Providence, R. I.
James R. Montgomery, Philadelphia.
James A. Moore, Norfolk, Conn.
Charles F. Moran, Downingtown, Pa.
Sem Morfi, Trenton, N. J.
Daniel Morrison, Cambridge, Mass.
James D. Mulch, Philadelphia.
Edwin F. Nickerson, Chatham, Mass.
Joseph D. O'Brien, New Britain, Conn.
Stewart W. Piatt, Philadelphia.
John Podymajtis, Lawrence, Mass.
Harry G. Robinson, Chester, Pa.
Rudolph Sanberger, Elizabeth, N. J.
William Carty Savill, Upper Darby, Pa.
William M. Thive, York, Pa.
Roy S. Smeal, Clearfield, Pa.
Andrew S. Wellington, Pittsfield, Mass.
Soloman Wellman, Hartford, Conn.
Peter Yohoda, Rowan, Pa.

Among Those Who Died of Wounds.

Lieutenant.

Leon M. Moshier, Mayville, N. D.

Sergeants.

Leonard L. Millican, Burlington, Mass.
Frank H. Chivers, Newton, Mass.

Corporals.

Albert A. Gilbert, Dorchester, Mass.
James M. McKenna, Roxbury, Mass.
L. A. Sadler, Bradford, Mass.

Wagoner.

Harry G. Faulk, Saybrook, Conn.

Privates.

John F. Alexander, Chester, Conn.
Joseph C. Aubin, Willimantic, Conn.
Herbert Clark, Trooper, Pa.
Joseph Dulleck, South Boston, Mass.
Howard B. Gray, Windsor, Conn.
Frank M. McLaughlin, Upper Falls, Mass.
John T. Markley, Pittsburgh, Pa.
Paul Ross, Bridgeport, Conn.
Leo P. Vancourt, Lawrence, Mass.
George H. Walker, Dorchester, Mass.

Casualty Loss Since July 15.

Washington, Aug. 5.—Names of American soldiers who have fallen in the great Franco-American drive which turned the German offensive on the Marne into an utter defeat have begun to come in from overseas. They swelled to 96, the total casualties made public today by the war department in two separate lists.

Although nearly three times as great as the largest number heretofore announced in a single day, the total today represents only a part of the lists which have been accumulating since the great battle began July 15. And it is not to be assumed that it represents the losses for any one day.

No estimate of the American casualties in this continuous fighting has been received from General Pershing and it was said authoritatively today that none is expected. In that connection, Acting Secretary of War Crowell today deprecated any guesses as to casualties in the overseas forces, saying that publications which would exaggerate or minimize the total would create unnecessary anxiety among the relatives and friends of American soldiers.

Of the names made public today, 459 were of those who were killed in action and eighty who died from wounds. The second list contained only names of the dead—256 killed in action and 43 who died of wounds—but the first list showed 48 wounded severely, 100 wounded, degree undetermined, and three missing in action. In the first list, there also were nine who died of disease, one of an aeroplane accident and six from accidents and other causes.

Acting Secretary Crowell told the newspaper correspondents today that General Pershing would supply complete and verified casualty lists as rapidly as they can be transmitted that they would be given to the press and speak for themselves as to numbers.

German Submarines Operating Off Coast

SINKING VESSELS FROM VIRGINIA TO CANADIAN WATERS

THE TANKER JENNINGS

Struck Off Middle Atlantic Coast — Patrol Boats Responded to Call, But Could Not Sight Tanker or Submarine—Cruiser San Diego Was Destroyed By Mine Sowed By German Submarine—Officers Exonerated.

Washington, Aug. 5.—German submarines now are operating at two widely separated points along the Atlantic seaboard—one in the important sea lane off the Virginia coast, where the American tank steamer O. B. Jennings was sunk Sunday, and the other in Canadian waters, where fishing smacks and other unimportant craft have been destroyed.

Presence of another raider in the waters off the middle Atlantic coast, where in May and June upwards of 20 vessels were sunk, became known today, when the navy department announced the sinking of the Jennings and the landing of from 30 to 32 members of the crew at Norfolk by an American patrol boat. A second small boat of the tanker with the captain and 13 members is missing, but as the weather has been good officials confidently expect it will be picked up.

Tanker Jennings Sunk.

Full details of the sinking of the Jennings were lacking tonight, but from the fact that the steamer sent a wireless message saying she was being shelled and asking for assistance, officials assumed that the submarine opened fire without giving the crew time to take to the boats, though there was the possibility that the steamer had undertaken to make a run for safety. Patrol boats answered the radio calls, but neither the Jennings nor the submarine was in sight when they arrived Sunday night at the position given by the steamer. Later survivors were found.

Cruiser San Diego Mined.

The submarine which has been operating for several days in Canadian waters is believed by officials to have sowed the mines of foreign manufacture picked up off the coast of Long Island after the armored cruiser San Diego was sunk near Fire Island, N. Y., July 19. Belief of officials that one of these mines caused the destruction of the cruiser was confirmed today by the report of the naval court of inquiry which expressed the opinion that the loss of the ship "was due to an external explosion of a mine."

The court found that the San Diego was steering a proper course to minimize the submarine and mine dangers in those waters, with a careful watch maintained, and the ship zigzagging at a speed of 15 knots. Loss of the vessel with the death of six men was in no way due to any negligence, failure to take proper precautions or inefficiency of Captain H. H. Christy or any of the ship's personnel.

NAVAL RESERVE FORCE FATALITIES ARE ANNOUNCED

One Was Killed Abroad and One in Massachusetts.

Washington, Aug. 5.—Two fatalities in the naval reserve force were announced today by the navy department. Philip Riznick, seaman, of Roxbury, Mass., attached to a naval base in foreign service, was killed on August 3 by a locomotive, and Wedworth West McAllister, chief yeoman, of Mitteneague, Mass., died at Whitinsville, Mass., August 1 from the effects of a fall.

Condensed Telegrams

A pneumonia epidemic in the big copper mining camps of Peru, has paralyzed the plants.

Thomas J. Cuff, Assistant United States district attorney in Brooklyn, enlisted in the army.

Preliminary reports of registration at Yale for the freshmen class show more than 300 have enrolled.

The war department announced that the 2 000 000 mark has been passed in the production of rifles.

The Chinese government appropriated $100,000 to finance the sending of a regiment to Vladivostok.

Fixed price contracts will be made in the future wherever possible in the purchase of war supplies.

A windmill used by the ancestors of George Washington has been discovered in Northampton, England.

Surgeon-General Gorgas requested the Red Cross to enroll 1 000 nurses a week for the next two months.

The new draft age limits from 18 to 45 if adopted by Congress will provide eight million of men for the army.

President Wilson sent his greetings to King George upon the anniversary of Great Britain's entry into the war.

The Dublin Independent says Mrs. Sheehy Skeffington has arrived in Ireland despite the careful watch of the police.

Appointment of a committee on standardization of petroleum products under the Fuel Administration was authorized.

Franklin D. Roosevelt, Assistant Secretary of the Navy, will leave Paris today for the trenches. He will then go to Italy.

George Neybert, assistant secretary of the Gottfried Brewing Co., of Chicago was shot and robbed of the payroll of $1,700.

The fuel administration estimates that 1,000,000 tons of coal a year will be saved in the United States by the lightless night orders.

Lieut. Clement R. Jacomini, flying instructor at Rockwell Field, San Diego, died as the result of injuries received in a nosedive.

Mrs. Emmeline Pankhurst, English militant suffrage leader, is now one of the speakers of the Labor Department Division of Information.

In a recent Italian advance in Albania a German General and several other officers were made prisoners dressed in pink pajamas.

The war department announced the opening of a school to instruct officers and enlisted men in utilizing cargo space to the best advantage.

Communications were received at Geneva by the Red Cross from ten American aviators who were captured in air raids along the Rhine.

Production of tin plate during July was 3,000,000 base boxes. The average production of tin mills during the month was 97 per cent. capacity.

The Syracuse Club, of the new International League will disband Aug. 20, unless efforts to transfer the franchise to a Canadian city are successful.

William Leach, of Bayonne, N. J., in the British air service, dropped 18,000 feet after a battle with 30 enemy airplanes. He brought down three Hun machines.

Officials of railroads operating east of Chicago and St. Louis report a steady volume of tonnage which practically engages the entire capacity of the roads.

The selling organization recently created by Alien Property Custodian Palmer will meet in New York Aug. 9, to consider the sale of German-owned corporations.

After finishing a month's artillery training at Yale 275 undergraduates, members of the Reserve Officers' Training corps, left for Camp Jackson Columbia, S. C.

Lightning struck Charles Cordis, of Rosesmond, Ind., zipped a cigar from his mouth, wrapped itself around a tree, uprooting it, and then ignited the house. Cordis was uninjured.

Former United States Senaor Nathan B. Scott, and several of his family had a narrow escape from deadly German mustard gas which escaped from Camp Leach, Washington, while being tested.

The steamer Samnanger was launched successfully at the Canadian Vickers, Ltd., plant at Montreal. The Samnanger is a 7,000-ton ship, 380 feet long, 49 feet wide and with a depth of 30 feet.

Claude E. Harvey, an equipment engineer with the Colt's Fire Arms Manufacturing Company, died on Monday after an illness of three months with a complication of diseases. He was born in Danbury, July 18, 1871.

For the first time in New York's history a woman holds the position of executive secretary to the city's mayor. The oppointment of Miss Frances W. Rokus was announced Tuesday by Mayor John F. Hylan. The position pays $4,800 annually.

What city officials characterized as "the slackers' drive" began in the marriage license bureau in New York, Tuesday, when nearly 200 couples most of the men being between the ages of 18 and 21, obtained certificates entitling them to wed.

SUBMARINE MENACE IS BEING OVERCOME

By Destroyers Built at the Old Fore River Shipyard.

Boston, Aug. 5.—Official government reports show that the submarine menace is being overcome, said E. E. Grace, president of the Bethlehem Shipbuilding Corporation, speaking today at a luncheon tendered to him by Mayor Andrew J. Peters. Mr. Grace came here to inspect the corporation's plants at Quincy

"Let me tell you," said Mr. Grace, "that occasionally we have resource to official records and those records give us no more need for concern about the submarine menace for it is going down hill rapidly. Your community is playing a strong part in that accomplishment, for in the old Fore River plant we have built more destroyers than in all the rest of the yards of this country."

AN AMBULANCE STEAMER TORPEDOED

Transporting Wounded Men From France to England When Struck Near British Port

MANY WERE INSTANTLY KILLED OR DROWNED

Number of Dead Is Estimated at From 105 to 130 and Including Several Women Nurses—More Than 650 Survivors Have Been Landed—Most Harrowing Disaster in History of Submarine Warfare.

A British Port, Saturday, Aug. 3—(By The Associated Press—Warilda).—The torpedoing early this morning of the British ship Warilda was one of the most harrowing disasters in the history of submarine warfare. The number of dead is variously estimated from 105 to 130 and upwards and includes several women nurses.

The ship carried 600 sick and wounded. Among them were seven Americans, two officers and five enlisted men, all of whom have been accounted for except one private.

There were aboard 59 nurses and members of the voluntary aid department, and the crew comprised about 200 men.

More than 650 survivors, brought here shortly after 6 o'clock, were given first aid treatment, food and clothing. The patients were placed aboard special trains, which had been waiting to receive them, and sent to hospitals in various parts of the country.

100 Killed in Ward Room.

The torpedo struck the after part of the engine room, killing the third engineer and two other members of the engine room force. The dynamo was destroyed, plunging the vessel into darkness. Just over the dynamo was the ward room, which contained more than 100 patients. Most of these were killed outright by the explosion and the others, many of whom had been freshly injured by the torpedo, found themselves trapped. It was impossible for outside aid to reach them and all, except a few who jumped overboard and were picked up, perished. This part of the ship quickly settled and water flooded the ward room, drowning the men cazed there.

Ship Floated Two Hours.

Stories of the fearful struggle in the darkness to rescue the helpless invalids are told by survivors. The ship remained afloat more than two hours, but for a great part of the time continued under headway because the engines could not be stopped. This condition greatly hampered the rescue work and in addition three or four boats were smashed while being lowered, throwing their occupants into the sea.

Heroic Work of Crew.

All the soldier patients and the nurses testify to the heroic efforts of officers and crew. Notwithstanding the excitement and confusion, which were increased by the inky darkness, the crew under the masterly direction of the officers went coolly and methodically about the difficult task of bringing the sick and wounded up on deck. As many as could be handled in this manner were placed in slings and lowered to the escorting destroyers which, by wonderful seamanship in the rough water, managed to work in close enough to the sinking ship to take off men by lowering ropes.

No Complaint from Wounded.

The morale of the wounded, lying on deck waiting to be taken off, is described by members of the crew as "too fine for words." They never complained and they never urged the rescuers to hurry.

Heroic Action of Women.

The less seriously disabled assisted their more unfortunate mates to go first. Women were placed in the first boats lowered, notwithstanding their protests that they should not precede the patients. One boat, containing six women, was thrown against another just before touching the water and upset. Three women from the capsized craft were picked up by another small boat, along with five wounded British soldiers, all of whom had managed to keep afloat although each had an arm in a sling.

No German Wounded Aboard.

The Warilda had been in the channel service two years, and this was her first crossing from France in which she did not carry a number of German wounded prisoners. Members of the crew remarked over this fact and some expressed the opinion that it was of sinister significance.

Aid Could Not Be Given.

T. E. Redman, one of the stewards, had an unusual escape. He had been placed with the six women in the first boat and when the rope broke he seized another line and clambered hand over hand to the top. There he managed to swing in from the end of the davit to the rail, where a wounded "Tommy," awaiting rescue, seized the steward's hand and aided him to clamber aboard. This man described now one woman, becoming entangled in the ropes as she was being placed in the boat, was caught between the boat and the side of the ship. She was frightfully injured by the pressure and begged to be released, but no aid was possible. The small boat finally went adrift and the woman fell into the sea and was drowned.

RUSSIA AND FINLAND OPEN CONFERENCE

German Representatives Would Assist in Reaching Agreement.

Amsterdam, Aug. 5.—Delegations from the governments of Russia and Finland have opened conferences in Berlin for the conclusion of a peace treaty between Russia and Finland, according to advices received here. Dr. William von Stumm, German under-secretary for foreign affairs, opened the sittings with a speech in which he stated that the German government would have representatives in attendance at all sessions of the conferences, "in order to assist the delegates in reaching an agreement that would be mutually satisfactory."

Mr. Enickell, head of the Finnish delegation, in reply, thanked the German government for its efforts in behalf of Finland and added that "interest which Germany has taken in the fate and the future of Finland is calculated greatly to strengthen the profound sympathy which the people of Finland cherish for the mighty German empire. I big Your Excellency to express our respectful gratitude to the German emptror, and to assure him that we are doing everything possible to perform successfully the important task before us."

M. Worowsky, chairman of the Russian delegation, said:

"The fact that the Finnish senate had to request the German government to intervene proves that the situation in Finland could no longer be kept apart from the world war. It is only natural that Finland should turn to her German ally for assistance in composing Finland's political affairs. We on our side are persuaded that the common interests of Finland, Russia and Germany will constrain us to reach an understanding, and we thank the German government for its friendly aid in this first step toward it."

WORK SECURED FOR THOSE WHO WERE UNEMPLOYED

The Department of Labor Announces Astonishing Results.

Washington, Aug. 5.—Jobs were found for 1,861,332 persons by the federal employment service during the year ended June 30. This was accomplished, the department of labor announced today, although most of the employment offices have been in operation only a few months and the service itself was established as a separate organization only seven months. The Chicago office found employment for 221,322 persons, the highest number for a single office.

KING GEORGE SENDS TO FRANCE CONGRATULATIONS

French Commander and French Army Deservedly Praised.

Paris, Aug. 5.—King George has sent a telegram to President Poincaire saying that he has followed with the deepest interest and admiration the splendid counter-attacks of General Foch which are forcing the Germans to abandon a series of strong positions and to recross the Vesle river.

In his message King George warmly congratulates President Poincare and the French army on the skill of the French commander which has resulted in such a splendid feat of arms.

FIVE VESSELS SUNK IN CANADIAN WATERS.

Four Were Fishing Schooners, and Three Were American.

A Canadian Atlantic Port, Aug 5.—The toll of the German submarine raid in Canadian waters during the past four days had reached a total of five ships tonight. Four of these were small fishing schooners, three of them American, and the other was the new lumber schooner Dornfontein. The last of the five was reported today when the crew of the Nova Scotia fisherman Nelson A. of Yarmouth came ashore in their dories and said they had been sunk by a bomb Sunday noon five miles south by west of Lockport, N. S.

When the crew of the Nelson A last saw the raider she was speeding due south in pursuit of a large steamer. The chase carried the U-boat below the horizon and the fate of the unidentified steamer was not known. Another report of the chasing of the steamer was brought to a Canadian port today by the auxiliary fishing vessel McLaughlin. The McLaughlin was chased by the submersible and kept out of range of her guns until the raider veered off after the steamship in the distance.

No Lives Were Lost.

No lives have been reported lost as the result of the submarine's depredations. The crews of the American fishing schooners Muriel and Annie M. Perry, both of Boston, and the Rob Roy of Gloucester, which were attacked Saturday, reached Canadian ports in their dories yesterday. The first Canadian victim of the raider, the lumber schooner Dornfontein, which was looted and burned Friday at the mouth of the Bay of Fundy, was towed into port today, still burning. Captain John Simms and his crew of 17 men of the Nelson A. on reaching shore today reported that the submarine came upon them from the southwest, probably from the scene of the attack on the Dornfontein. The submarine commander, after ordering the fishermen to their dories, looted the schooner, had the British sailors place aboard the submersible a supply of fresh halibut, and blew up the schooner by a time bomb set against the schooner's keel.

The Nelson A. had sailed from Lockport, N. S., a week ago Friday for the Lahave fishing banks. On Saturday she set sail for her home port with 7,000 pounds of halibut and 70,000 pounds of mixed fresh fish on board.

TWENTY THOUSAND MEN FOR VOCATIONAL TRAINING

Will Be Trained for Electrical and General Work.

Washington, Aug. 5.—Authority to recruit 20 000 volunteers for vocational training with army training detachments at educational institutions has been given by the war department to the committee on education and special training. A limited number of men of draft age in deferred classifications will be admitted. The campaign now authorized is a part of the programme for training 220,000 men between November 1 and June 30 next in auto driving and repairing, gun assembly, electrical communication, sheet metal work and other occupations essential to military operations.

Fruit is considered wholesome, but a banana peel will upset most any man's stomach.