

NEGLIGENCE BLAMED FOR SUBWAY CRASH THAT INJURED 30

with the British Army the German positions south of the forest of Moutohat between Draubank and Weidenadert. The French official statement issued this afternoon says that the struggle is continuing and is developing favorably for the French army.

Press despatches from the front say that all the British divisions were attacked with complete success and in good order.

They were, however, of heavy arms, where the Germans have been stock in their positions because of the natural difficulties of the ground, was quickly overrun by the British. They took many prisoners. A great number of prisoners are reported to be taken here unless they prefer confinement.

As the despatches are from the front, they are not to be taken as final.

Several hundred prisoners have already been counted.

London is greatly elated over the completion of the offensive in spite of the stormy weather and the vast amount of mud over which the allied troops have to charge.

The two towns mentioned in the French report are about a mile and a half apart. The British line extends from Weidenadert around to the positions in front of Ypres, the total distance covered by the drive being perhaps eight or nine miles.

"Northward and east of Ypres" is in the same general sector in which the British made their great advance of last week. Then the weather was ideally cool and clear. To-day it was steady and rainy, with strong winds.

To-day's rain comes more quickly after a great offensive that any similar drive which the British have undertaken in more than a year. Haig therefore has been content to strike a hard blow, reach certain specified objects and then hold these until every plan was perfected for a further advance—possibly for weeks.

Haig delivered such a blow last Thursday. He advanced over a front of eight miles. To-day—five days later—he has again thrown his line forward.

From this change in tactics London harbored growing belief that the whole comprehensive British campaign plan, to cut off the German submarine bases at Zeebrugge and Ostend, now seemed likely to be realized, possibly at an early date. In addition, it was believed the sudden change in Haig's customary tactics was another proof of the complete failure of the newly adopted German "pill-box" system of defense.

PARIS, Oct. 8.—The text of today's French War Office statement follows:

GREAT FIELD DAY FOR THE U. S. ARMY TRAINING IN FRANCE

Competitions Among the Troops to Help Develop the "Fighting Spirit."

AMERICAN FIELD HEADQUARTERS, Oct. 7 (Continued).—Today was competition day for the Americans who were divided into groups to compete in various contests, including marksmanship, obstacle running, and other tests. The contests were held in the afternoon and were very successful. The American troops showed a high degree of skill and endurance. The French Army also participated in the contests and the results were very interesting.

SUBWAY COLLISION, 30 INJURED, LAID TO LACK OF RED FLAG

Trains Crash in Rush Hour on the Jerome Avenue Extension.

That a collision on the Jerome Avenue extension of the subway near 175th Street and River Avenue at 8:30 today, in which thirty persons were injured, could have been avoided had the train been provided with flags is the opinion of District Attorney Martin of the Bronx, who summoned the two motormen a conductor and a guard before the Grand Jury this afternoon.

Mr. Martin inquired that when the first train stopped, the rear guard, M. J. Martin, of No. 213 West 142d Street, why he did not have a white lantern.

"Had you no red flag?" asked the prosecutor.

"I was not of a flag since I entered the service of the company," responded Martin.

Walter Hillman of No. 25 East 152d Street, the conductor who instructed Martin to go back, also said he had not had a red flag since he began work for the company.

The accident occurred within about 100 feet of where the tracks emerge from the tunnel. According to Hillman and his motorman, Anthony Schwab, their train had been stalled by the lack of air caused by striking a projecting piece of wire on the track, which has not yet been fully installed at this point.

This caused a delay of some six minutes and another train, in charge of Motorman Daniel Walsh of No. 1251 Stobbin Avenue, emerging from the tunnel, crashed into the rear car, throwing the passengers from their seats and breaking all the glass and much of the framework. That the car was not telescoped and many lives lost was due to the fact that both trains were equipped with the "anti-climber" device and became automatically locked together when the crash came.

Martin told the District Attorney he went to the mouth of the tunnel, but his conductor, Hillman asserted that his guard did not go more than a few feet from the end of the train, Walsh, motorman of the second train, declared he had not been signaled, admitting that if he had, he could have brought his train to a standstill within half a car length. Hillman, Martin, Walsh and Schwab were thereupon taken to the Grand Jury ante room, instructions being given that they must not be permitted to speak to any one except representatives of the District Attorney's office.

While the men were waiting in the ante-room with Patrick Allen, conductor of the second train, who had also been summoned, Martin Burke, an attorney, who is said to be attached to the legal staff of the Interborough, entered and shouted: "Don't you men say a word—not a word."

As the men had signed waivers of immunity and were technically already Grand Jury witnesses, Assistant District Attorney Mork became very angry and told Burke to get out. "I'll not get out unless you throw me out," replied Burke.

"Very well," responded Mork. "I'll throw you out." He caught the intruder by the collar and dragging him across the floor opened the door and buried him into the passage.

District Attorney Martin announced this afternoon that it was possible that high officials of the Interborough and of the Public Service Commission, whose inspectors approved the use of the stretch of line on which the accident occurred, will be called before the Grand Jury.

In addition to Motorman Walsh, who was cut by flying glass, the more seriously injured were Walter Hillman of No. 375 East 154th Street, the conductor of the first train; Patrick Allen of No. 226 West 144th Street, conductor of the train operated by Walsh; Harry Feinstein of No. 60 East Third Street, Louis Schwartz of No. 161 East Third Street, George Koehler of No. 2473 Elm Place, the Bronx; William Milloy of No. 2569

Banker's Baby, Who Was Slain by His Kidnappers; Child's Mother and Code Letters in Conspiracy



CODE LETTERS USED BY THE ABDUCTORS OF THE KEET BABY.

WHITMAN TELLS WOMAN LEADERS OF DUTIES IN WAR

Programme for Coming Months Outlined at Defense Council Meeting in Albany.

From a Staff Correspondent of The Evening World.

ALBANY, Oct. 8.—The Executive Committee of the Women's Division of the State Defense Council met today in the Assembly Chamber to discuss ways and means for meeting emergencies that will arise in the forthcoming months.

Gov. Whitman addressed the large gathering of representative women of the State. The Governor declared the Empire State had sent the largest delegation of soldiers of any in the Union. One hundred and twenty-two thousand men are already in the army from the State of New York. A little less than 100 failed to respond to the draft in the entire State, he said. The Governor dwelt on the importance of providing for relief for the soldiers' families.

"By relief, I do not mean charity. It is no charity," he asserted with emphasis. "These families are the wards of the State in the broadest sense."

The Governor also stated that there is no excuse for lowering the standard of labor, and that if women take the place of men they must not be treated unfairly.

In the afternoon State officials will speak on important questions of defense. These speakers include Commissioner of Agriculture Arthur S. Wilson, John Mitchell, President of the State Food Commission; Prof. Martha Van Rensselaer of Cornell University and Commissioner Henry G. Sayre, chief of the industrial division of the State Defense Council. Among the prominent women present were Mrs. Charles Whitman, wife of the Governor; Mrs. William Grant Brown, President of the State Federation of Women's Clubs; Mrs. Frances Yawger, President of the New York City Federation of Women's Clubs; Mary Garret Hays, President of the Suffrage Party of New York City; Mrs. William Elmer, Mrs. Everett Mace, Miss Alice Pan, "Mittenden, President of the State Anti-Suffrage League, and Mrs. A. L. Trowbridge of the National League for Women's Service.

Sophie Irene Loeb of The Evening World staff urged the wider use of school buildings for Americanization purposes and the importance of putting into effect the law recently enacted providing for the use of school buildings in every section of the State.

Italian Flyers Raid Big Austrian Base

Destroyers and Submarines Damaged in Cattaro Harbor—Blazes Started in Storehouses.

WASHINGTON, Oct. 8.—Italian aeroplanes bombed Cattaro, early today inflicting severe damage to Austrian destroyers and submarines in the harbor, cables to the Italian Embassy stated.

Fires were started in military storehouses. Although several of the six Caproni planes were ridden by Austrian batteries, all returned safely across the Adriatic.

Official despatches today report Austrian troops gathering in great force on the southern boundary in anticipation of the renewal of the Italian drive over the Rainsizza Plateau.

The Italian Government is preparing to lay before the allied conference to assemble in Paris a comprehensive plan for a great campaign against Leibach, regarded as the key to Austrian communications with Croatia and Serbia.

If the allies approve and are willing to lend the necessary support in supply of coal, steel, munitions and guns the Italian Government will provide the troops.

KEET KIDNAPPING FOLLOWED YEARS OF PLOTTING, HE SAYS

Prosecutor Declares Money Was Offered Various Persons to Enter Such Projects.

MAIDENHEAD, Mo., Oct. 8.—Paul N. O'Day, prosecutor at the trial of Claude J. Piersol, charged with kidnapping Baby Keet, declared today that the elaborate story he told when first arrested of being a servant of the German Government was pure invention.

Mr. O'Day, after reviewing the history of the disappearance and subsequent finding of the infant's body in a casket near Springfield, asserted that Piersol for two or three years had been "giving lessons" thought to all the particulars which must be considered in bringing to a successful consummation a crime of kidnapping.

The Prosecutor stated that witnesses would show that a short time before the kidnapping of the Keet baby Piersol and his alleged band had been seen in the neighborhood of the Keet residence, that all of them were armed and carried mugs and frequently stationed an automobile at a convenient point nearby.

Mr. O'Day declared the testimony would indicate that Taylor B. Adams, who also is charged with the Keet kidnaping, had approached persons in Greene and Christian Counties offering them sums of money to engage in kidnaping projects.

"The testimony would indicate, Mr. O'Day declared, that about March 18 or 19 Piersol and his companions were stationed in automobiles across the street from the Keet home and that on being asked what their purpose was that Piersol replied: "My—, we are going to get the Keet baby."

"At the outset of this case," said Mr. O'Day, "it appears that when this defendant sought to approach some one to go into his unlawful schemes he first put the proposition that they would kidnap a man who was the representative of the English Government, and that he, Piersol, was a representative of the German Government, and that the German Government would pay him a good sum for holding this Englishman so that he would not be able to bid on a lumber deal which might interfere with German representatives' bids."

"Piersol wrote all the letter received by Keet, the father of the kidnapped baby, as will be proved by experts in handwriting."

J. Holland Keet, father of Baby Keet, will begin his testimony today as the first witness for the State.

Dick Carter, one of the six who are to go on trial with Piersol on the charge of complicity in the Keet kidnaping and the attempted abduction of C. A. Siemant, a Springfield jeweler, last spring, has turned State's evidence. Carter, it is said, will take the stand against Piersol.

In line with this came the plea from Carter to be removed from the jail where the other six prisoners are held. He declared he feared for his life. Sheriff Mackay transferred him to the women's ward and extra guards were placed about the jail.

Carter's story is that as early as the night of May 16 an attempt was made to kidnap Keet baby. A second attempt was made on March 18, he said. He got "cold feet" and, realizing the kidnaping was to be carried out, he left Springfield and went to Kansas, where he stayed till he was arrested on June 12. The baby was stolen on the night of May 30.

TRADING-WITH-ENEMY LAW UP IN CABINET

Burison Explains What Will Make Foreign Language Newspapers Unfit for Mail.

WASHINGTON, Oct. 8.—Administration of the Trading With the Enemy law was one of the principle subjects up for consideration at today's Cabinet meeting.

Consideration of mail, cables and telegraph facilities probably will be voted in a body containing representatives of the War, Navy and Postoffice Departments, and the experts administration with active management under the Navy Department.

Postmaster General Burison today explained that he will consider foreign language newspapers unfit for transmission through the mails when they say the Government should not have entered the war, that the government's purpose is wrong, or publish anything impugning the Government's motives.

STREET CAR MOTORWOMEN URGED BY RAILWAY HEAD

F. W. Brooks Says They Can Do Work as Well as Men—Nickel Fares Attacked.

F. W. Brooks, President of the Detroit United Railways, spoke before the conference of the American Electric Railway Association today on women substitutes for men in the streets.

"It is my opinion," he said, "that women can perform the work of motorwomans and conductors satisfactorily. It is current opinion that they may become available and have control of their own vehicles and routes. The conditions of railways in Great Britain and Italy, all expressing satisfaction with the women employees."

Other speakers declared that nickel fares on street railways were inadequate and would have to be raised. A conference was held in the Engineering Societies' Building, No. 29 West 25th Street.

VICTORY FOR LABOR UNIONS.

ALBANY, Oct. 8.—The principle that labor unions have the right to circulate by letters or publications requests for their members' names to assist in the construction of buildings in which non-unionists are employed, was upheld by the Court of Appeals today.

The decision was rendered in dismissing an action for injunction brought by Louis and John Bossert, "open shop" building trim manufacturers of Brooklyn, against the Brotherhood of Carpenters and Joiners of America.

16 MORE INDICTMENTS IN PRIMARY FRAUD CASE

Additional Inspectors Accused by Grand Jury—Three of First Lot Surrender.

The Grand Jury returned sixteen indictments today against election inspectors charged with fraudulently marking or counting votes, or neglect of duty, in the Mitchell-Bennett primary. The men indicted are the Republican and Democratic inspectors in the Fifth Election District of the First Assembly District, the Sixth and Twelfth Election Districts of the Seventeenth Assembly District, and the Twenty-sixth Election District of the Eighteenth Assembly District.

Three of the four inspectors indicted yesterday surrendered today, pleaded not guilty and were held in \$2,500 bail. They are Murray Mannes of No. 87 East 11th Street; Samuel Rodman of No. 64 East 11th Street, and Samuel Frankenstein of No. 12 East 11th Street. The other man is out of town. He counsel informed the District Attorney that he will give himself up to-morrow or Thursday. These men served in the 10th Assembly District.

C. M. B. contributed to Milk Fund. C. M. B.—Your contribution to the Milk Fund was acknowledged in The Evening World of Sept. 11.

LAUREL WINNERS.

FIRST RACE—Selling: two-year-olds; five and a half furlongs—\$100,000 to One (112) (Howan), straight \$1,200, place \$1,400, show \$2,500, first, Response, 103 (Hans), Place \$1,200, show \$1,200, second, His Sweep, 99 (Puckett), show \$1,200, third, Time, 103 1/2 (Moshad, Ultra Gold, Irish Idol, All Bright and Herder also ran.

SECOND RACE—Selling: four-year-olds and upward; steepchase; about 2 1/2 miles—\$100,000 to Williams, straight \$1,200, place \$1,200, show \$1,200; won; Welsh King, 119 (Harrett), place \$1,200, show \$1,200, second, High Flyer, 114 (Clarke), show \$1,200, third, Time, 225, Bally Bay, Mo. Rhomb, Garter, Bambou, New Haven, and Zallwood also ran.

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Special for To-morrow, Wednesday, October 10th

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Closes 7 P. M. Daily
38 EAST 25th STREET
Closes 11 P. M. Daily
472 FULTON ST. B'KLYN
Closes 11:30 P. M. Daily
1220 BROADWAY, Brooklyn.
Closes 11:30 P. M. Daily

CANADA LISTS THREE AMERICANS AS DEAD

Two Others Wounded, One Ill and Another Gassed at the Front.

OTTAWA, Ont., Oct. 8.—The following Americans are included in the Canadian casualty list:

Presumed to Have Died—F. Moore, Alpena, S. D.

Died of Wounds—J. T. Fullaway, New London, Conn.; Corp. Hinkle, Leon, O.; Wounded—O. E. McGee, Ionia, Mich.; R. H. McDonnell, Duluth, Minn.

Ill—A. E. McGee, Garcke, S. D.

Gassed—H. Holt, Nassau, N. H.

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For short fellows. "Longfelo" pajamas for long fellows. "Bigfelo" pajamas for big fellows. Durable cotton twill or "Donet" flannel. Shirts of fancy flannel. Fine for wear right now. Grays, tans and light blues with colored stripes. Silk Shirts in great variety. With office boys subscribing a dollar a week, how can any grownup be content not to do as much?

Subscriptions to the Liberty Loan received at our stores.

ROGERS Pelt COMPANY
Broadway at 13th St. "The Four Corners" Fifth Ave. at 41st St.
Broadway at Warren

DEAD

FORNEI—MORRIS, age 45, 192; Starnell av., Coney Island, late husband of Prilla Forner and father of Mrs. R. Goldberg, died Tuesday morning. Funeral 12 M. Oct. 10, residence.

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