



100 R. R. Heads Called; Crisis Grows

BRITISH CUT 2-MILE GAP IN GERMAN LINE

Gain as Deep as 600
Yards Is Made at
Some Points.

ADVANCE GOES ON IN HEAVY STORM

French, Too, Make Gains
—Attacks Repulsed,
Says Berlin.

(By Cable to The Tribune.)
London, Aug. 19.—General Haig gave proof to-day that the British offensive is not broken. In a battle which dispatches from the front describe as one of the most important and most successful since the Western offensive began, the British troops drove the Germans back on a three-mile line. At some points they penetrated to a depth of 600 yards.

The new attack began last night and was carried on despite a heavy storm. Continuing the advance to-day, the British attacked on an eleven-mile line. They captured a ridge southeast of Thierval and advanced their line half way to Ginchy and to the edge of Guillemont, thus extending the wedge northward and eastward. In addition they took a half-mile of trenches west of High Wood. In the attack to-day 800 prisoners were taken.

Counter Attacks Fail.
Meanwhile fierce counter attacks by the Germans failed to dislodge the French from the positions they won yesterday. Heavy rushes during the night and this morning were repulsed with great loss, and the Germans were forced to relinquish a hold they had regained in Maurepas. Foch's men are now consolidating the ground they won.

The British gains give them almost complete mastery of the Albert Ridge. With these heights in their possession Haig's troops can begin the advance on Bapaume, their first objective in the present offensive. Strong points in the German second positions were carried by storm and a path thus opened for further advances.

Advance on Two-Mile Front.
From High Wood, northeast of Bapaume to the point where their line joins the French, the British advanced along a two-mile front. This brings them within striking distance of Martinpuich, and breaks open a road along which they can extend their front until it is on a line with the French position at Maurepas.

Meanwhile, the left wing moved forward and scored a success which is especially noteworthy. Both at the Leipzig road and at the Moncau farm, between Pozieres and Thierval, the British forced their line forward, thus adding to the threat of the flanking movement against Thierval.

The vigor of the new Allied attacks is testified to by Berlin, which tells of a "stupendous effort on the part of our combined armies" along a twelve-mile front.

While claiming that the Germans threw these assaults back, the German statement admits that the Kaiser's troops shot their salient line between Guillemont and Maurepas. This is an admission that Combes is now seriously threatened by the joint Allied attack.

French Hold Offensive.
On the Meuse desperate efforts to wrest the offensive from the French have failed. Foch, in addition to throwing back these efforts, has taken from the Germans the rest of the village of Fleury and made a further advance in the neighborhood of Vaux.

Bitter fighting is still in progress on the Verdun front. Foot by foot the French have driven the Germans from the few houses they still held in Fleury. The French attacks here have reacted on the fighting in the Somme sector and made possible Foch's gains there.

Through the constant pressure on the German lines Foch is gradually isolating Guillemont, Combes and Hardecourt. When the British shall have straightened their line to the north the flanking movement against Combes can be carried through to success, and then an attack on Peronne from the north can be launched.

Official Communications
on West Front Fighting
London, Aug. 20.—The official statement issued by the War Office to-night says:
Operations carried out yesterday at various points along our front from Thierval to our extreme right, south of Guillemont, a distance of about eleven miles, were successful.

Noyes Tells of Vast War Waged on U-Boats

Describes, with British Admiralty's Co-operation,
How 100,000 Men Use 100-Mile Long Traps
as Spider Webs to Snare Submarines.

By ALFRED NOYES.

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"Deutschland unter alles!" was the cry of all Germany when her submarine first popped up, not without a touch of comedy, in Norfolk, Va.; and undoubtedly one reason for the new transatlantic submarine is the fact that certain measures have made English waters unsafe for them. Even submarines that arrive in America may disappear on their return journey. What those measures are it is now possible, though the censorship is still strict, to indicate a little more clearly.

I.

There is a tale in Devonshire that Sir Francis Drake has not merely listened for his drum during the last three hundred years, but has also heard and answered it on more than one naval occasion. It was heard, as the men of the Brixham trawlers can testify, about a hundred years ago, when a little man, under the pseudonym of Nelson (for all Devonshire knows that Nelson was a reincarnation of Sir Francis), went sailing by to Trafalgar.

Ask of the Devonshire men.

For they heard, in the dead of night,

The roll of the drum, and they saw him pass,

On a ship all shining white.

He stretched out his dead, cold face,

And he sailed in the grand old way.

The fishes had taken an eye and an arm,

But he swept Trafalgar's Bay.

It was only a little before the great naval action in the North Sea—perhaps the greatest British victory since Trafalgar—that word came from the Brixham trawlers again. They had "heard Drake's drum beat" and were now assured that the

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BREMEN EXPECTED WITHIN 24 HOURS

Tug That Guided Deutschland
Coals at Norfolk.

(By Telegraph to The Tribune.)
Norfolk, Va., Aug. 19.—A stir was caused all along the waterfront this morning when the tug Hansa, formerly the Thomas F. Timmons, arrived in Norfolk and began loading her bunkers with coal and larders with provisions. Remembering the tug's former long vigil off the Virginia Capes, which ended with the arrival of the German liner Deutschland, and the continued rumors that her sister ship, the Bremen, is about due at the mouth of the Chesapeake on her way to Baltimore, the news of the Hansa's arrival traveled fast.

To-night the rumors are persistent that the Bremen will arrive at the Capes early in the morning or at the latest within the next twenty-four hours. It is declared that this is the reason for the Hansa's arrival and that to-night the tug will resume her vigil off the Cape Henry light. With a strong northeaster blowing, the sea is choppy and the atmosphere misty. Weather conditions are ideal for the Bremen's dash past the waiting allied warships and into the Chesapeake Bay.

Police Chase Father
Speeding to Ill Child
Paralysis Peril Causes Parent to
Ignore Traffic Laws.

Lawrence Hoffman, a chauffeur, of 970 Boston Road, The Bronx, was approached yesterday at Times Square by a half-hysterical man.

"Quick! To Arverne, Long Island. My child's dying of infantile paralysis. Don't stop for anything," the man cried.

Fifteen minutes later Motorcycle Patrolman Shelley, on duty on Merrick Road, saw an automobile flash past him and gave chase. He couldn't gain a foot on the speeding machine, however, and at Valley Stream a second motorcycle patrolman, Frank Craft, joined the pursuit. At fifty miles an hour the speeding car, followed by the two angry policemen, dashed through Lynbrook, Woodmere, Cedarhurst, Hewlett and Lawrence. At Far Rockaway the gates of a railroad crossing halted the car. "You're arrested," cried the two policemen in unison.

"I've got to go. My child's dying of paralysis," the passenger pleaded.

"Then we'll see you home, and if the child dies we'll not arrest you this time," the policemen replied.

At the home it was found the child was better, and each patrolman gave the father a summons for speeding.

Berlin Apologizes for
Sinking Relief Ship
Offers to Pay for Rijndijk,
Which Sailed from U. S.

The Hague, via London, Aug. 20.—It is officially announced that the German government has admitted that the Dutch steamer Rijndijk was struck by a German torpedo and has apologized and offered to compensate the owners, a Rotterdam shipping firm.

The Rijndijk was beached after being torpedoed off the Scilly Islands last April. She was bound for Rotterdam from Portland with food for the Belgian Relief Commission.

The Dutch shipping council which examined pieces of metal found aboard found that they were parts of a Whitehead torpedo made in Flume, Austria.

NO MORE FREE ADS FOR RACY NOVELS

Successor to Anthony
Comstock Has New
Plan of Uplift.

John S. Sumner, successor to the late Anthony Comstock in the Society for the Suppression of Vice, has worked out a new method of censoring literature which does not conform to the society's standard of propriety. He is trying out the plan on Theodore Dreiser's novel, "The Genius," published last year.

The essential feature of the new method is to get rid of objectionable publications without giving the authors and publishers the benefit of free advertising, such as followed Mr. Comstock's attacks on the picture "Sepia Morn" and the novel "Hagar Revelly."

In the latter case there was a spectacular raid of the publisher's shop, in which the proprietor was arrested, taken to court and tried with great vigor, but no success. The only results were columns of free press notices and an increase in sales. It is to avoid this that Mr. Sumner has adopted his new method, the aim of which is to persuade the publisher to agree voluntarily to suppress or expurgate the publication objected to.

"I do not care to say exactly what steps are to be taken, because I do not think publicity of these things does any good," Mr. Sumner said yesterday. "We are in consultation with the publishers of 'The Genius,' and if we succeed nothing will be said about the case, as our purpose is only to suppress what we consider evil."

Author Gives His Views.
J. Jefferson Jones, Jr., literary manager of the John Lane Company, publishers of "The Genius," also refused to discuss the matter, but Theodore Dreiser, the author, paused yesterday in the composition of his next book in his study at 165 West Tenth Street, to give his side of the triangle. A list of seventy-five pages which the vice society considers "lewd," and seven "profane" has been filed with the publishers.

"I don't know what action the John Lane Company will take," Mr. Dreiser said, "but they have been asked to destroy the plates of the book. A list of the pages objected to has been placed with them. But I can say there will be no suppression of the book nor will the plates be destroyed, because, if the publishers should wish to accede to the demand, which I don't believe they will, I will get out an injunction to prevent them."

"The John Lane Company agreed to pay me a royalty of 20 per cent on all copies of the book sold, so that I have a live interest in the continued sale of the book and will, therefore, take action. To me the issue is a contest that goes down to the very roots of this country. Are we going to succumb to Puritan thought, or is it possible for the United States to accept a world standard of thinking?"

"In the United States we are always talking about the great American novel. How, I want to ask intelligent men, are we going to produce that?"

Asks if This Is Free Country.
"Are we going to do it by adopting the world standard of criticism which has permitted the publication of Flaubert, Balzac and others in France; Tolstoy in Russia; Moore, Bennett and others in England, and Strindberg and

ALLIES STRIKE 155-MILE LINE IN BALKANS

Drive to Win Back
Serbia Closes Ring
of Gunfire.

ENEMY ROUTED
IN MACEDONIA

Offensive on Fourth Front
Opens Wedge Along
Salonica Railway.

(By Cable to The Tribune.)

London, Aug. 19.—The Allied forces have opened a general offensive in Macedonia. They are attacking along a front of 155 miles, and already have regained five villages from the Germans and the Bulgars. With the launching of the assault in the Balkans the ring of fire around the Teutons has now been closed. On the East and West fronts the Allied push has lost none of its vigor, and the Italians are preparing for a new blow. The battle on a fourth front makes the problem of the German General Staff one of sinister complexity.

From Florina, where a Bulgarian counter thrust has been halted, to the sector north of the Gulf of Orfani, well east of Salonica, the battle is in progress. The Germans and their allies are attempting assaults at the ends of this line, but Sarraill's men are turning them gradually and meanwhile advancing in the centre, along the railway running out of Salonica, the Allied base.

Guns Roar Night and Day.
Since August 1 the Allied forces have been feeling out the opposing line. Their artillery has been active night and day, and their airmen have been gauging the strength of the enemy. With the Russian offensive in the Kovel sector resumed the Germans cannot send back many of the troops withdrawn from the Balkan front.

To military observers here this seems the moment at which an Allied drive to win back Serbia stands greatest chance of success. Both on the West and the East fronts the battle has been renewed, and, with the Italians threatening to advance, the Teutons in Serbia cannot be strongly garrisoned.

In anticipation of this wide assault, the Teutonic Allies began two attacks. The Bulgars drove south and took Florina, south of Monastir, while the Germans have begun an advance east of the Struma River, well east of the Salonica Railway.

Serbs in Counter Attack.
Both these attacks have been stemmed, according to Allied reports to-night. The Serbs have now begun a counter thrust, while Sarraill's forces have widened their assault in both directions from the Salonica road.

In Albania, fighting on a smaller scale continues. As soon as the Allied drive from Salonica is well under way the Italians are expected to begin their attack, working north from their base at Valona.

The Germans and their Allies are continuing with success their operations against the Entente forces; according to the official German announcement of to-day, which says:

"South and east of Florina our counter attacks continue successfully. Southwest of Lake Doiran there was fighting at the Bulgarian advance positions at repeated intervals. East of

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Eight-Hour Day Sanctioned by Society, Says President

Washington, Aug. 19.—President Wilson, in the following statement issued this afternoon, made public his views of the railroad strike controversy and the eight-hour day:

I have recommended the concession of the eight-hour day—that is, the substitution of an eight-hour day for the present ten-hour day in all the existing practices and agreements. I made this recommendation because I believe the concession right. The eight-hour day now undoubtedly has the sanction of the judgment of society in its favor and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours.

Concerning the adjustments which should be made, in justice to the railroads and their stockholders, in the payments and privileges to which their men are now entitled (if such adjustments are necessary) there is a wide divergence of opinion.

The railroads which have already adopted the eight-hour day do not seem at any serious disadvantage in respect of their cost of operation, as compared with the railroads that have retained the ten-hour day, and calculations as to the cost of the change must, if made now, be made without regard to any possible administrative economies or readjustments.

Only experience can make it certain what rearrangements would be fair and equitable, either on behalf of the men or on behalf of the railroads. That experience would be a definite guide to the Interstate Commerce Commission, for example, in determining whether, as a consequence of the change, it would be necessary and right to authorize an increase of rates for the handling and carrying of freight (for passenger service is not affected).

I, therefore, proposed that the demand for extra pay for overtime made by the men and the contingent proposals of the railroad authorities be postponed until facts shall have taken the place of calculations and forecast with regard to the effects of a change to the eight-hour day; that in the mean time, while experience was developing the facts, I should seek and, if need be, obtain authority from Congress to appoint a small body of impartial men to observe and thoroughly acquaint themselves with the results, with a view to reporting to Congress at the earliest possible time the facts disclosed by their inquiries, but without recommendation of any kind; and that it should then be entirely open to either or both parties to the present controversy to give notice of a termination of the present agreements with a view to instituting inquiry into suggested readjustments of pay or practice.

This seems to be a thoroughly practical and entirely fair programme, and I think the public has the right to expect its acceptance.

Mitchel Rushing Here to Bring About Car Peace

Mayor Quits Camp as Straus Offers Aid in Conference
To-morrow Which May Avert Tie-Up of Traffic
Throughout City.

With both sides confident that to-morrow will see a settlement of the differences between the car men's union and the New York Railways Company over the reinstatement of fourteen men, the conference between the men and Frank Hedley, general manager of the company, concerning working conditions and wages, set for yesterday morning, went over until Tuesday afternoon.

To seek a settlement of the case, Mayor Mitchel will leave Plattburg for New York to-night, reaching this city to-morrow morning. Oscar S. Straus, chairman of the Public Service Commission, who, with him underwrote the recent strike settlement and whose aid is sought in settling the present dispute, is also expected to return from his vacation in Maine. Mr. Straus wired The Tribune last night that he would come back if necessary.

Mr. Mitchel's decision to return followed a conference at City Hall, at which Theodore Rousseau asked William B. Fitzgerald, leader of the men, and Louis Fridiger, their counsel, why there should be trouble.

"Why do you want a strike?" the secretary asked.

"We don't want a strike," replied Fitzgerald; "but unless there is action on this matter by Monday night the company will have to take the responsibility for what may happen."

The men, he said, were weary of the dilatory methods being used by the company.

"I don't say," he declared, "that we are not getting a square deal, but I will say right here and now that we will get a square deal."

Mr. Fridiger was careful to make it clear that the men did not seek a joint conference with the Mayor and Mr. Straus or that they had any idea of arbitrating. He let it be understood that the men expected Mayor Mitchel and Mr. Straus would tell the company to accede to the demands of the union on this point.

It was suggested that the wages and working conditions conference go over until to-morrow, when one of the conferees declared that Monday would likely be a busy day on the main question, Tuesday was agreed upon.

Organizers Still Busy.
Returning to the Hotel Continental, Mr. Fitzgerald and Mr. Fridiger said they would continue organizing the men and await some word from Mayor Mitchel and Mr. Straus.

"We are not going to have any arbitration on this question," Mr. Fridiger remarked. "If we were assured a decision in our favor, obtained by a deposit of government bonds, we would not agree to that. It is a matter of principle."

The situation is simple," Mr. Fitzgerald told reporters. "We made an agreement with the company. The company has broken it. We have sent word to the Mayor and Mr. Straus, who underwrote the agreement and in a way from us to the company, that both sides would keep their contract. Now we await a reasonable time for the bondsmen to compel specific performance. That is all."

Meetings for Recruits.
There will be no strike order until after a reasonable opportunity has been given the Mayor and Mr. Straus to get results. We don't want any strike. We want peace."

Meantime the work of completing the organization of the interborough employees will be the principal matter of consideration. Mr. Fitzgerald said. The work of enrollment was continuing and it was likely that this week would see the demands of the men in the hands of the company. For this purpose a meet-

WILSON REFUSES TO YIELD ON 8-HOUR DAY DEMAND

He Insists Humanity Is in Line
with Unions in Request for
Shorter Hours.

ROADS' EXECUTIVES PLEAD
FOR FULL ARBITRATION

President Listens Attentively, but Refuses to
Waver in His Stand—Declares That
the Nation Faces a Critical Condition.

(From a Staff Correspondent of The Tribune.)

Washington, Aug. 19.—The differences between President Wilson and the railroad companies have reached the most critical stage since the negotiations began. The President himself is keenly aware of the gravity of the situation.

The most significant developments to-day were these: Thirty-three railway executives, called to the White House when the managers' conference committee refused to accept the President's settlement plan, backed up the managers' stand and insisted upon arbitration.

President Wilson was told that the managers' committee had been empowered by all the affected roads to carry the controversy to a conclusion. The railroad executives explained that they had authority to act for their own properties only.

The President immediately retaliated by summoning to Washington all the other executives whose companies are involved in the demands of the unions. This sensational move postpones any decision in the matter perhaps until the middle of the week. By that time there will be about one hundred railroad executives in Washington.

Both the railroads and the President took the public into their confidence for the first time.

Wilson for Eight Hours.

President Wilson issued a statement in which he declared unequivocally for the eight-hour day. He believes this concession is right. It is sanctioned, he said, by society, and should be adopted as a basis for wages even where the actual work to be done cannot be completed within eight hours.

The President concluded that roads already operating under an eight-hour schedule do not seem to be at any serious disadvantage, but in this respect he proposed an impartial investigation by a commission whose report would leave the subject open to either party or both to effect readjustment.

"This," said the President, "seems to me a thoroughly practical and entirely fair programme, and I think that the public has the right to expect its acceptance."

The railroad executives, on the other hand, made public the statement they had made to President Wilson, insisting upon arbitration as "the common right of every citizen of whatever station in life to be heard—to have his day in court." To refuse arbitration, the railroads contend, "is an admission of the unreasonableness of the demand."

Plea by the Roads.
"An adjustment in this manner (that proposed by the President)," says the railroads' plea, "will by the force of this high precedent place in peril all that has been accomplished in the peaceful adjustment of labor controversies by methods of arbitration and therefore we present to you our respectful but earnest request that you do not lend the weight of your great influence against this right, which we claim, to be heard, but support the railroads in this crisis in the effort to maintain this great principle of arbitration."

The seriousness of the present situation, however, was emphasized to-night by the announcement that most of the railroad presidents, whom President Wilson summoned to-day when he failed to make headway with the ones now here, have sanctioned by telegraph the position taken by their associates. In fact, nearly all the leading railway executives throughout the country have talked over this controversy for months, and, with few exceptions, all are in accord.

President's Stand Firm.
The President's statement left little doubt that he is prepared to stand or fall on the proposition that he has submitted to both sides. It is stated at the White House that if this plan should fail, perhaps another one more acceptable might be devised, but several things militate against that hope. The most important of these is the fact that the unions already have accepted it. They consider that in so doing they have sacrificed a great deal, and it would seem to be utterly hopeless to get them even to discuss a proposition that would be less advantageous to

BOY NEARLY DROWNED
TRYING TO SAVE DOG
Animal Rescues Itself, but Lad
Has To Be Pulled Out.

"Yoo-hoo, Joey—your dog fell in!" That was enough for nine-year-old Joseph Casey, of 15 Clinton Street, Frisk's owner. Without waiting even to remove the scuffed shoes that partly covered stockinged feet, Joey went over the seawall at the foot of East Fifth Street, into the East River, yesterday afternoon.

A half-minute later Frisk had scrambled back to safety unaided and was shaking his stub tail in delight at the new game, while his young master waded down beneath the surface. The next thing Joey knew, Frisk was licking his face, while Dr. Fitzgerald, of Bellevue Hospital, bent over both of them. One line of the doctor's report read:

"Rescued by Dan Foley, 176 Lewis Street."

LOST IN RESCUE ATTEMPT
Bather Disappears After Boy Drowns in Surf.

(By Telegraph to The Tribune.)
Ashbury Park, N. J., Aug. 18.—Reginald Voight, fourteen years old, of New York, spending the summer at 78 Embury Avenue, Ocean Grove, was drowned in the surf to-day, despite the efforts of guards and volunteers to save him. Frank Halbert, of Newark, who put out to the aid of the lad, is believed to have perished.

Is It Intact?

With so many good things in one Sunday paper it's not astonishing that sometimes something happens to a section here and there. It simply gets lost somewhere between our presses and your library table. But you can protect yourself against that by checking over this index:

Part I—The Main News Section.	Part III—Editorial, Reviews, Financial.	Part V—The Tribune Magazine.
Part II—Sporting Section.	Part IV—Theatres, Music, Children, The Tribune Institute.	Part VI—The Tribune Graphic (two sections of 8 big pages each).

Did it all arrive safely? If it didn't, call us up the first thing to-morrow morning and tell us. We don't propose to have you miss a single part of this big 5c worth if we can help it. And we can!

The Sunday Tribune

First to Last—the Truth:
News—Editorials—Advertisements.
Member of the Audit Bureau of Circulations.

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