

WEATHER  
LOCAL SHOWERS THURSDAY AND  
FRIDAY. NOT MUCH CHANGE IN  
TEMPERATURE. MODERATE  
SOUTH WINDS.  
Full Report on Page 12.



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ONE CENT

In New York City, Newark,  
Jersey City and Hoboken.

# SUBWAY AND "L" STRIKE ON; "GREEN CAR" MEN WALK OUT

## FRENCH REACH CHAULNES, CUT ROYE RAILWAY

Smash Salient South  
of Somme in Fierce  
Drive.

560,000 ALLIED  
TROOPS ENGAGED

Flank Attacks Bring Gains  
at the Lowest  
Cost.

London, Sept. 6.—Foch, shifting his attack again to-day from the north to the south of the Somme, reached the outskirts of Chaulnes, the main support of the German line in the sector from Peronne to Roye. The French also threw forces across the railway from Chaulnes to Roye, thus cutting one of the two roads which supply the Roye salient.

The gains were made after heavy counter attacks had been beaten back. Assailing the Teuton line on a front of more than twelve miles, Foch's troops carried the greater part of the village of Verny-en-Santerre, northeast of Chaulnes, and the northern part of Vermandovillers, lying to the southwest.

Chaulnes is threatened from two directions. The thrust directly eastward has not yet been turned and the capture of the positions to the north to-day menaces this important village with a flanking movement. A large part of the salient from Chaulnes to Peronne has now been eliminated.

British Drive Nearer Combes.

The British meanwhile have endangered the German grip on Combes. Resuming the attack last night, Haig's troops captured the Leuze wood, less than a mile northwest of Combes. This gain, in addition to the capture of the salient, leaves the French line, which lies west of the new French line, and leaves the Germans the alternative of withdrawing or surrendering.

On both banks of the Somme the fierce battle continues. Berlin reports that 560,000 Allied troops are attacking the Ploisy line. South of the Somme alone 200,000 French soldiers are engaged. Taken in conjunction with Berlin's official statement that the artillery fire in the last few days exceeded in expenditure anything known before, some observers here see a hint that the Germans plan a withdrawal from the Roye sector.

The power behind the French strokes has aroused the greatest admiration in London. Foch's strokes hardly have rested from one blow before another is begun. Less than twelve hours after they had repelled repeated counter blows south of the Somme, last night the French had launched a new offensive against the German line and won important gains.

Allies' Gains Costing Little.

All reports agree that the Allied gains are costing much less than was expected. The artillery is smothering the enemy's defenses so thoroughly that the infantry casualties are relatively low. Foch's progress has been accomplished at a surprisingly low expense, due largely to the efficiency of the new French guns.

The strategy of the Allied command also has contributed to this result. The French and British have been able to assault the German line mainly from the flank, thus avoiding the costly frontal assault that had so heavily a toll on the Germans at Verdun.

Foch's gains to-day make it possible for him to win the Chaulnes line at small cost for this same reason. By taking Berry the French have attained another east and west line, reaching west of Chaulnes and the front running north. An attack on these positions from the flank is thus made possible.

From the large number of prisoners and guns taken in the offensive thus far, the Allied drive must be considered exceedingly successful. The aggressiveness of the German communiques is the best proof that the Germans are worried greatly about the Western front, where the tide is flowing constantly against them.

## Day's Official Reports on Somme Offensive

London, Sept. 6.—The official communication issued to-night reads: "After fighting continues at Ginchy, fifty more prisoners were brought in to-day. Nineteen machine guns were captured or destroyed since Sunday by British corps on our right flank. A large party of the enemy emerging from the trench on the left of Ginchy, was shot down by our machine guns. The enemy's position is now being shelled by our heavy artillery. The British drive must be considered exceedingly successful. The aggressiveness of the German communiques is the best proof that the Germans are worried greatly about the Western front, where the tide is flowing constantly against them."

## STRIKE PUTS END TO MITCHELL'S AUTO TRIP

Following the disbandment of his training regiment at Plattsburg yesterday, Mayor Mitchell started at once for New York by automobile, accompanied by his wife, who has been staying at the Hotel Champlain. Before leaving he said: "From all the information I now have of the strike situation in New York I do not see that my taking until Friday morning to reach the City Hall is going to work injury anywhere. I made the arrangements to motor home with Mrs. Mitchell ten days ago, when it looked as though it would be the only way of getting there, and, although the strike among the big roads is off, I fail to see why I cannot finish my trip as intended."

"Of course, if I went down on the 6 o'clock Special I would be on the job to-morrow morning, but my information is that Friday morning will do just as well."

Theodore Rousseau, Mayor Mitchell's secretary, said last night he had the Mayor on the telephone at midnight. Mr. Mitchell then was at St. John's Ferry, Vermont, and said he expected to go to Jefferson, N. H., where he would spend the night and would catch the first train for New York this morning. This would put him back in the city late this afternoon.

## DIPLOMAT GAGS WILSON CRITICS

### Robert Bliss, Charge in Paris, Holds Up Writer's Credentials.

By FRED B. PITNEY.

Paris, Sept. 6.—Robert Woods Bliss, first secretary of the American Embassy and chargé d'affaires in the absence of Ambassador Sharp, has just attempted to establish a censorship over Americans far exceeding in rigor anything the French have ever done, even for military purposes. Mr. Bliss's ruling is that no American who criticizes President Wilson shall receive assistance in his affairs from the American Embassy in Paris. To get the help of the embassy one must first endow Mr. Wilson with the highest attributes.

Charles Edward Russell, two years ago the Socialist candidate for Senator from New York, now representing in Paris a well-known and important newspaper organization, is Mr. Bliss's most recent victim. He suffers from having written to the Paris edition of "The Herald" that it pleased him to see that many Americans had protested against Mr. Wilson's "most strange and grotesque felicitations to the Austrian Emperor."

After writing this letter Mr. Russell wished to go to the Belgian front, and, according to the rule laid down by the Belgian government, asked the embassy in Paris for a letter establishing his identity as a journalist, taking to Mr. Bliss his credentials from the organization employing him. Another journalist went with Mr. Russell on the same errand, and both were told to come back the next day and get their letters. Next day the other man received his letter, but Mr. Russell received his, but Mr. Russell was refused his, on the ground that he had criticized the President. Mr. Russell asked if there was anything in the Constitution or the statutes forbidding criticism of the President. Mr. Bliss replied "No," but said that nothing in the Constitution or the statutes required him to give a letter of commendation to no one who criticized the President. Could get anything from the Embassy. Afterward Mr. Bliss wrote a letter to Russell, saying: "Since receiving your call this morning, I have reviewed the good of the Constitution of the United States, and your letter of credentials is herewith returned."

The letter was on the official stationery of the embassy, and was signed "Robt. W. Bliss, Chargé d'Affaires."

## 2 AVIATORS FALL 500 FEET.

British Army Officer and Harvard Student Hurt at Buffalo School.

Buffalo, Sept. 6.—Major W. C. Campbell, a British officer, and Theodore De Kruijss, of Freeport, N. Y., a Harvard University student, were seriously injured by the fall of an airplane to-day at the Curtis aviation school on the Niagara Falls Boulevard, near the Buffalo City line. The machine fell about 500 feet.

The injured men were taken to Erie County Hospital. Major Campbell's condition is critical. His skull was fractured and several ribs were broken. De Kruijss was not seriously injured.

De Kruijss said: "Something seemed to be wrong with the engine. I could see Major Campbell trying to fix it as we turned back toward the hangar. Suddenly, when we were at a height of about 500 feet, it dipped, nose down, and crashed to the ground."

## STRAUS ORDERS INQUIRY; BOTH SIDES CALLED

Shonts, Hedley and  
Union Leaders  
Subpoenaed.

## P. S. C. HAS POWER TO PROBE STRIKE

Chairman Sets 11 o'Clock  
To-day for Investi-  
gation.

As soon as the strike on the Interborough and the New York Railways Company was declared, the Public Service Commission took steps to meet the emergency thus thrust upon it. Chairman Oscar S. Straus ordered an investigation, which will begin this morning.

He issued subpoenas not only for Theodore P. Shonts and Frank Hedley, president and vice-president of the companies concerned, but for William D. Fitzgerald and William B. Conway, representing the men. This statement was issued shortly after midnight from the offices of the commission in 120 Broadway.

"The Public Service Commission, under the powers conferred upon it by the Public Service Commission Law, will begin an investigation of the strike upon the Interborough lines at Broadway, at 11 o'clock to-day. The commission possesses the right to investigate conditions of service rendered upon the railroads and street railroads under its jurisdiction."

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## DAVISON PLANE IN 1,000-FOOT DROP

Engine Fails and Flyer Volplanes to River.

Frederick T. Davison, whose mother, Mrs. H. P. Davison, started an aviation school to demonstrate to other mothers what a safe sport flying was, came near being killed yesterday when the engine of the Curtiss flying boat, in which he was soaring over the East River, at Twenty-third Street, went dead.

With young Davison in the hydro-aeroplane was Robert A. Lovett, son of Judge R. S. Lovett, head of the Union Pacific Railway system. When the engine stopped the craft paused suddenly and then shot down toward the river at terrific speed.

Davison fought hard to regain control of the machine, and had checked the downward course considerably by the time it hit the water. Foam flew in all directions when the flying boat struck, but it was not damaged. Its occupants escaped injury. The two young men were more than one thousand feet in the air when the engine failed. Had they been flying lower they could scarcely have missed death, for it was by the long drop that Davison was able to recover control of his craft. The crew of George F. Baker's yacht, the Viking, taught the flying boat to land.

## BERLIN 'TAGESZEITUNG' AGAIN PROHIBITED

Count Rentlow Must Submit  
Writings to Censor.

Berlin, Sept. 6.—The "Deutsche Tageszeitung" announced to its readers to-day that it had once more been prohibited.

The "Tageszeitung" says its naval expert, Count Ernst von Rentlow, has been forbidden to publish anything for the duration of the war without submitting it to the censor and being provided with an imprimatur.

The newspaper adds that this is equivalent to silencing Count von Rentlow, who, under such conditions, would have to express not his own views but those of the censor.

Child Sleepwalker Killed.

Katherine Donegan, eleven years old, of 944 Eighth Avenue, while walking in her sleep early yesterday morning stepped from a window in her bedroom and fell four stories to her death, at the bottom of an alleyway. Her mother, Mrs. Mary Donegan, discovered the body, when not finding the child in bed, she looked out of the window.

# SERVICE, NORMAL AT FIRST, THEN LAGS; 5,000 POLICE READY FOR GUARD DUTY

## Surface Lines Crippled; Subway and "L" Irregular

These were the conditions on the city's transportation lines early this morning: Surface lines on Madison, Eighth, Seventh, Sixth and Lexington avenues were clear of cars. All the green car crosstown lines in the city were tied up. Few cars were running on Broadway. The subway was beginning to fall behind schedule. Northbound trains still ran fairly regularly. Southbound traffic was late.

Strike-breakers were replacing the regular men on the underground line. On some trains only the motorman was a regular employe of the company.

Trains on the Third and Second Avenue Elevated were running as expresses only, stopping first at Fifty-ninth Street and then at 106th.

Strikers had raided several ticket offices on the elevated lines and caused much disturbance before dispersed by the police.

On the Sixth and Ninth Avenue L lines trains were running far behind schedule.

## Strike a Surprise to Men; Many Doubt Its Success

Several Subway Guards Say Only One-Fourth Will Quit  
—All Expected to Stay at Work Until 2—  
Situation Is Tense.

The strike declaration at 9:20 o'clock last night was as big a surprise to the subway trainmen as anybody. All thought their jobs were good until 2 o'clock this morning, and several expressed the opinion—and hopefully, too—that a way would be found out of the dilemma and there would be no strike.

A Tribune reporter informed a gateman the strike had been called a few minutes after the action was taken. "I don't believe it," he said. "Everything will be all right until 2."

The reporter insisted his information was correct.

"Well, let 'em strike," replied the gateman. "I stick on the job. I don't belong to the union. I didn't join because I don't think they have a chance to win this fight."

This belief found corroboration in the statements of several subway guards, who were approached between 10 and 11 p. m. None had been informed the strike was called, and with only few exceptions guards told inquiring passengers there would be train service all night.

"There are 9,000 strikebreakers at the various barns all ready to take charge of the trains and resume the runs as soon as the union men walk out," said one guard. "This strike isn't going to amount to much. Not over one-fourth of the men will go out."

An air of expectancy and uncertainty pervaded the ranks of the workers all afternoon and became more intense as the evening wore on. There were frequent conferences between subway guards, who during the runs between express stations often would gather in one car and get their heads together. It was evident there were disagreements among the men.

Meanwhile, much-room jitney magnates caught the spirit, and by lamp-light trucks were hastily converted into omnibuses. Dawn promises to witness fleets of these weirdly converted conveyances cruising the uptown streets with drivers barking invitations to take people downtown. A score of make-shift buses were parked along Lenox Avenue at midnight.

Reports of these forbidding activities, carried into the subway tubes, increased the tension among the workers there.

"Bet this is my last trip," one guard

## Crews Quit as Runs End—I. R. T. Uses 3,000 Strikebreakers—Mob Invades Grand Central Platforms.

The big traction strike is on. Since 9:29 o'clock last night, when 2,500 organized Interborough employes assembled in mass meeting, heard the report of their committee and answered with a roar of "Strike! Strike! Strike!" the union crews of subway trains, elevated trains and surface line green cars have been walking out as their runs ended.

If the strikers prove to have the strength they claim, the only lines giving anything approaching normal service this morning to Manhattan's millions of residents will be those of the Second and Third Avenue Railroad Companies and several smaller lines—and these undoubtedly will be disorganized by the tremendous amount of traffic diverted to them.

As confident of their strength as the strike leaders, officials of the Interborough and of the subsidiary New York Railways Company announced after the strike votes had been taken that only lack of adequate police protection would prevent them from operating trains and surface cars on schedule.

Six hundred men, some in civilians' clothes and some still wearing the uniform of the Interborough, but all displaying the button of the carmen's union, marched into the Grand Central subway station shortly before midnight last night. Some of the ticket choppers and platform guards departed from their posts willingly, some listened to the arguments shouted by the gathering and then retired, others were picked up by force and hustled out. But they all went.

Ten minutes after the invasion, one lone ticket seller was the only subway employe on duty. He had argued with the strikers that it was his duty to remain and take care of the Interborough's money, and they had allowed him to stay. He continued to sell tickets which passengers dropped into unattended boxes.

## STRIKERS INVADE TRAINS.

Having cleared the station, the strikers boarded trains by twos and threes to urge their arguments on the train crews.

Another case of violence reported to James L. Quackenbush, attorney for the Interborough, at the strike headquarters, was an attack upon the station agent on the Third Avenue "L" at Thirty-fourth Street. A strike committee burst into the station and chased him from the office.

## I. R. T. READY, SHONTS SAYS

3,000 Strikebreakers  
Sent to System's 8  
Terminals.

Theodore P. Shonts announced at the Interborough's strike headquarters in the Hotel Belmont last night that 3,000 strikebreakers were being distributed rapidly throughout the elevated and subway terminals of the system. These men have been held in readiness at the various barns and secret gathering places designated by the company.

"They are not to be used on the street railways," said Mr. Shonts. "We shall employ them for the present only on the elevated and subway lines. I can't tell now how they will be distributed."

Men Go to Nine Terminals.

"They will be stationed at the various vaulting points in such numbers as we find we shall need them. We shall need first of all to try out the system under strike conditions, and then will be able to tell just where the most men will be needed."

The men were sent to the following terminals to be on hand to handle the crowds this morning:

ELEVATED.

159th Street and Third Avenue.  
193rd Street, The Bronx.  
South Ferry.  
City Hall.

SUBWAY.

242d Street and Van Cortlandt Park.  
180th Street and West Farms.  
Atlantic Avenue and Flatbush Avenue, Brooklyn.  
South Ferry.  
145th Street and Lenox Avenue, The Bronx.

When asked if he intended to remain in the city Mr. Shonts declared that he felt it his duty to do so.

Lines 100 Per Cent Ready.

"As executive of a company which

## STRIKE STARTS GREEN CAR STRIKE.

These were the men who, a month ago, won recognition of their new union by a three-day strike and who had declared themselves in readiness to strike again in sympathy with their brother workers of subways and elevated.

"Strike! Strike! Strike!" they echoed the roar from the north. But that was unofficial. It was not until an hour later that the leaders arrived from the Lyceum meeting and got the same response to a request for a formal vote.

The striking green car men will get little sympathy from Oscar S. Straus, chairman of the Public Service Commission, through whose good offices, in conjunction with those of Mayor Mitchell, last month's strike on the surface lines was settled to the union's advantage.

"I am unwilling to assume that either party will break its solemn obligation," he said last night. "Either side would forfeit the good will of the public by casting the agreement overboard; and if the green car men strike without seeking arbitration, as they are promised, that is what they are doing."

Immediately the strike votes had been taken a swarm of runners sped for car barns and terminals that could not be reached by telephone to call out the thousands of traction workers who have thrown in their lot with the thus far victorious union.

POLICE PREPARE FOR TROUBLE.

Service up to midnight continued normal. The men quit

## LONDON HEARS BREMEN WILL LAND IN 10 DAYS

Gets Report Submarine Liner  
Will Dock at New London.

London, Sept. 6.—It is reported here that the German submarine merchantman Bremen may be expected to dock at an American port within ten days, probably at New London, Conn.

## Over \$500,000,000 Monthly!

This staggering amount is Germany's monthly war expense account. The way she is solving the tremendous financial problems incurred is the subject of six altogether important and unusually interesting articles on "German War Finance," now appearing in The Tribune, by Professor Moritz T. Bonn.

Dr. Bonn is president of the Commercial University in the City of Munich, and is an economist of international fame. He writes from a first hand knowledge in a clear, thorough and comprehensive manner that you will appreciate.

Dr. Bonn's second article, "Permanent Loans and Stopgap Finance," is on Garret Garrett's Business Man's Financial Page to-day. Read it!

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