WEATHER FORECAST.
Clearing and colder to-day; to-morrow fair and colder.
Highest temperature yesterday, 57; lowest, 41.
Detailed weather reports on editorial page.

The Sun.

IT SHINES FOR ALL

VOL. LXXXVI.—NO. 124. NEW YORK, THURSDAY, JANUARY 2, 1919.—Copyright, 1919, by the Sun Printing and Publishing Association. PRICE TWO CENTS.

WILSON OFF TO ROME TO HEAR ITALY'S VIEW; WILL CALL UPON POPE

Will Reach Frontier This Morning and Visit Turin and Genoa.

IN CAPITAL TO-MORROW

Spends Quiet New Year's in Paris, Playing Golf in the Morning.

POINCARE IS A CALLER

Conference With Italian Leaders Takes New Interest Since Visit to England.

PARIS, Jan. 1.—President Wilson is en route to-night to Rome, where he will be the guest of King Victor Emmanuel. During his stay in the Italian capital he will visit the Pope and also the Methodist College and will continue his conference with the King, Premier Orlando and Baron Sonnino, the Foreign Minister. Some important results are expected from this visit, which will be the last to the allied countries before the beginning of the peace conference.

The President will arrive at the Italian frontier to-morrow morning and will be met at the border by aids of King Victor Emmanuel, American Ambassador Page and Count Macchi di Cellere, Italian Ambassador to the United States.

Leaving the border the President will travel on a special royal train. He will be greeted at Turin and Genoa by the Mayors and the municipalities of those cities and will arrive in Rome at 10:30 o'clock Friday morning.

George Creel, chairman of the Committee on Public Information, is accompanying the President to Italy.

Round of Golf at St. Cloud.

Immediately after breakfast this morning the President went with Mrs. Wilson and Rear Admiral Grayson, his personal physician, to the beautiful St. Cloud course under gray but rainless clouds and played golf for an hour.

There was a quiet family New Year's dinner at the Murat mansion. No business was put before the President. His only departure from the injunction of Dr. Grayson to devote the day to complete relaxation and repose came in the afternoon when he received a New Year's call from President and Mme. Poincare and later visited Col. Edward M. House, with whom he had a conference. Beyond this he had no appointments.

Before starting for Rome President Wilson paid a call on Mme. Poincare at the Elysee Palace in return for the New Year's visit President Poincare paid Mrs. Wilson in the morning.

Will Renew Conferences.

The conferences in Rome with the Italian statesmen will be, in a sense, a continuation of those held here when King Victor Emmanuel visited Paris and the President also talked with Premier Orlando and Foreign Minister Sonnino. The results of President Wilson's conferences with the British Premier, David Lloyd George, and Foreign Minister Balfour, which have not yet been fully disclosed, probably will have an important relation to the continuation of the conferences with the Italian leaders.

The working machinery of the American Commission has been thoroughly organized during the President's absence in England and everything is practically ready to begin business when he returns from Italy. There appears no reason for altering the forecast made four weeks ago, that President Wilson intends to be back in Washington before the closing of the American Congress on March 4, or that, if necessary he will return to France early in the spring to continue his work. There are, however, some indications that the President's hope that his return will not be necessary may be realized.

ROME DECORATED, AWAITS PRESIDENT

Popular Demonstration to Mark Arrival To-morrow.

By the Associated Press.

ROME, Dec. 31.—Preparations for the reception of President Wilson in Rome are being carried out actively night and day. The Via Nazionale is beflagged its whole length from the railway station to the Quirinal, bunting flying from flagstaffs surmounted by gilded images of "Victory."

The President will be met on his arrival at the station by the King and Queen, the members of the Cabinet and military and civil authorities. The municipality will confer on him the title of "Citizen of Rome," the preparations for which are particularly elaborate, and the spacious halls of the capital are being hung with priceless ancient tapestries and decorated with flowers and plants.

Prince Colonna, the Mayor of Rome, and representatives of the municipality will await President Wilson in the large circular square facing the Baths of Diocletian. The Mayor and the Aldermen will be in the historic gala coaches accompanied by attendants carrying the ancient banners of the different districts of Rome.

The square will be decorated with green plants and flags and will have accommodations for 1,000 persons in temporary stands. Prince Colonna will give President Wilson in the name of the Eternal City, a week after arriving at the Quirinal.

Continued on Second Page.

BRITAIN NAMES PEACE ENVOYS

Important Delegation to Accompany Premier, Balfour and Bonar Law.

EXPERTS ARE INCLUDED

Authorities on Balkans, Turkey, India and Western and Northern Europe.

LONDON, Jan. 1.—An important portion of the British delegation to the Peace Conference will leave for Paris Saturday, according to the *Evening News*.

In addition to Premier Lloyd George, Foreign Secretary Balfour and Andrew Bonar Law, Chancellor of the Exchequer, the paper says the British representatives will include Viscount Hardinge, formerly Governor-General of India and Permanent Under Secretary for Foreign Affairs; Sir William G. Tyrrel, formerly private secretary to Sir Edward Grey, who will act for the Foreign Office; Sir Louis Mallet, formerly British Ambassador to Turkey, as authority on matters relating to Turkey; Sir Esme W. Howard, Minister to Sweden, as authority on northern Europe; Sir Ralph Paget, Minister to Denmark and formerly Minister to Bulgaria, as an authority on the Balkans, and Sir Eyre Crowe, Assistant Under Secretary of State for Foreign Affairs, as an authority on affairs of western Europe.

"President Wilson returned to France yesterday. It was time," says the Manchester *Guardian* in commenting on the speeches of Premier Clemenceau and Foreign Minister Pichon and the difference in the views expressed by the French statesmen and President Wilson.

"The difference in views," it continues, "is palpably acute and cannot be glossed over. It is better not to gloss it over but to face it and to have our differences."

Declaring that the Allies had accepted President Wilson's fourteen points in the armistice terms and that these points were the policy of America and Great Britain, the Guardian concludes:

"If our friends among the Allies reject it—well, they will have to make their own peace and dispense with our assistance."

BRITAIN MENACED INSIDE AND OUT

Her Two Great Problems Discussed by George N. Barnes.

Special Cable Despatch to THE SUN.
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LONDON, Jan. 1.—Discussing Great Britain's outlook for the new year, George N. Barnes, labor member of Parliament and Minister without portfolio in the new Government, said the country had two great problems, one the internal danger arising from class antagonisms and Bolshevism and the other external dealings in Great Britain's international relationships.

"The league of nations idea is bound up in the question of armament," he told THE SUN. "While there are guns there always will be danger of them going off. The way to lessen their number is to abolish conscription and remove private profit in gunmaking. Safety lies in limiting armies and providing national arsenals, from which the nations could be rationed as we recently rationed food to individuals. Then aggressive warfare would cease, and moral force would begin to assert its rightful place in the world."

Lord Sydenham, discussing the league of nations, said: "The peace of the world is not yet attained. International problems of extreme complexity await solution; but an alliance of the free Powers will remain staunch and guarantee the nations against aggression in the future."

FORD RAISES WAGES TO $6 A DAY MINIMUM

Edsel, 24, Gets $150,000 Job, Succeeding Father.

DETROIT, Jan. 1.—A new minimum wage scale of $6 a day, effective to-day, a flat increase of $1 a day for approximately 28,000 employees throughout the country, was announced to-day by the Ford Motor Company. Employees of the Ford tractor interests are included. Twenty-three thousand other employees of the Ford interests already receive $6 or more a day.

Announcement was made also that Henry Ford has formally resigned as president of the Ford Motor Company, his son, Edsel Ford, succeeding him at a salary of $150,000 a year. Mr. Ford in tendering his resignation gave as his reason his desire to devote more time to the tractor industry. He retains, however, his seat on the board of directors of the company in an advisory capacity.

Edsel Bryant Ford, who becomes the executive head of a corporation representing an investment of close to $200,000,000, is only 24 years old. He entered the shops of the Ford plant when he was 16 years old to gain a thorough working knowledge of his father's business. He has been acting as executive head of the Ford Motor Company for the last few months, his father having withdrawn from active participation in the management to devote his time to the tractor business and a new national weekly newspaper.

Henry Ford said to-day that the wage increase is "only a just reward to the men who remained loyal to the company during the war period."

If you have money, buy more LIBERTY BONDS—from us
If you need money, we will buy LIBERTY BONDS—from you.
John Muir & Co., 61 Broadway.—Adv.

CITY TO ASK FOR CORECEIVER OF B. R. T. SYSTEM

Garrison Favors Splitting Up of Merged Lines Under Court Control.

BANKERS TAKE ACTION

Begin Forming Committee to Protect Notes—Stockholders Also Organize.

The city of New York took steps yesterday to protect the investment of the municipality in the properties controlled by the Brooklyn Rapid Transit Company. Corporation Counsel William P. Burr announced that he would ask Judge Julius M. Mayer of the United States District Court to name a coreceiver who would represent the taxpayers and the $250,000,000 of invested capital they have in the traction properties when the court comes to make permanent the temporary appointment of Judge Lindley M. Garrison, former Secretary of War, as receiver for the companies making up the B. R. T. family.

At the same time the Corporation Counsel called attention to the serious nature of the situation as applied to all of the traction lines both in and out of New York. There was grave discussion among men of finance concerning this feature for the reason that the underlying conditions with regard to the B. R. T. also obtain in other directions, and whatever action is taken in this case will serve as a guide and a precedent for future action in similar matters. The widespread demand for higher fares throughout the country, it was pointed out, bears a close relationship to the Brooklyn situation.

Demand for Higher Fares.

Mr. Burr said last night that the heads of other traction lines having interests in New York had placed before him the urgent necessity for higher fares in order to meet their demands, and he added that while the other companies in this city had financial arrangements to meet their immediate necessities, some readjustment would have to be made for the future. To this idea President Theodore P. Shonts of the Interborough lines added the information that he and his colleagues thought that increased fares were economically necessary to meet the traction situation. His letter is printed in full elsewhere.

The chief developments in connection with the receivership yesterday were:

1. The city of New York determined to seek equal representation with the B. R. T. through the appointment of a coreceiver whose duty will be to particularly safeguard the city's interest.

2. The Board of Estimate and the Public Service Commission received a letter from Theodore P. Shonts, president of the Interborough Rapid Transit Company, in which he made a new plea for higher fares and predicted bankruptcy for his empany if the present situation were permitted to continue.

3. The New York Railways Company announced that it would pay interest due to-day but was enabled to do so only by postponing the payment of accrued rentals, any one of 100 men interested in the rented properties being able to precipitate a receivership at any time because of the postponement.

4. The new receiver, Lindley M. Garrison, began his study of the B. R. T. predicament, finding that the best course probably would be to have the court appoint separate receivers for the separate surface companies which were merged into the system.

5. The Central Union Trust Company, Kuhn, Loeb & Co. and Kidder, Peabody & Co. were engaged in the formation of a committee, with James N. Wallace, president of the Central Union Trust Company, as chairman, to protect the interests of holders of $57,735,000 of notes.

6. The principal stockholders, including Nicholas F. Brady, were busy with the formation of a protective committee.

Calls on Hylan to Explain.

7. Travis H. Whitney, acting chairman of the Public Service Commission, issued a statement calling upon Mayor John F. Hylan to explain what he alleged to be "secret deals" regarding the local tractions.

8. The receiver began plans looking toward the issuance of more than $10,000,000 receiver's certificates to provide cars for the new portions of the dual subway, which are expected to be completed in the near future.

Lindley M. Garrison left last night for Washington, on a matter unconnected with the traction situation and on his return will plan steps to make the receivership a permanent one at the hearing on Monday in the Federal Court.

The chief losers by the critical situation of the local tractions and by the receivership of the Brooklyn Rapid Transit Company are the city, the stockholders of the bankrupt company, the persons who were going to file loss and damage suits against the B. R. T. on account of the Malbone tunnel accident and the individuals, who may have to pay additional fares on account of separate receivers for surface lines.

William P. Burr, Corporation Counsel, told THE SUN last night that he will ask Judge Mayer, who appointed the former Secretary of War Tuesday as temporary receiver, to name a permanent coreceiver, who shall be designated by the administration to represent the city.

The Corporation Counsel said that the difficulties in which the Brooklyn Rapid Transit Company finds itself are likely to bring about municipal ownership of

Continued on Second Page.

Munich Paper Says Nations Share Guilt

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LONDON, Jan. 1. — The Munich "Nachrichten" offers a novel "defense" for Germany's part in precipitating the world war. It says:

"He whose senses are not diseased will never admit that we alone were responsible for the tragedy. No observer in those fateful August days can fail to come to the conclusion that other nations are equally guilty, for had they been united, instead of torn by internal strife, they would have had the power to prevent those among us who were blinded by false glamour from unleashing the dogs of war.

"The only guilt that lies on us rather than on our leaders is that once the sword was drawn we saw that our salvation lay only in trying by every favorable opportunity to use the sword to tread the narrow path of peace."

HINES IN LINE FOR RAIL HEAD

Wilson Expected to Name McAdoo's Assistant to Chief's Post.

ROAD CHANGE PREDICTED

Officials Believe the Railways Soon Will Return to Private Ownership.

Special Despatch to THE SUN.

WASHINGTON, Jan. 1.—Walker D. Hines, Assistant Director-General of Railroads, will take over the directorship Monday morning, relieving Director-General McAdoo, who resigned to take effect to-day or when his successor was appointed.

A cable message from President Wilson naming the new Director-General is expected almost hourly. After recommending his successor Director-General and Mrs. McAdoo planned to leave Washington January 5 for southern California. Mr. McAdoo expects to get a long rest in California before going to New York. It was learned to-day on good authority that the McAdoos have no idea of abandoning these plans.

It is probable that Mr. Hines will be named Director-General before Mr. McAdoo departs.

Though no inkling as to the name of Mr. McAdoo's successor has been given in Washington, it appears the place will go to Mr. Hines. Railroad Administration officials, however, will admit nothing except that a name has been suggested to the President.

Officials in Washington are becoming more and more convinced that the railroads will go back to private control within a comparatively short period. The McAdoo plan for a five-year test has not met with any great favor, though no substitute is offered.

June 30 is regarded here as the most likely effective date of such a proclamation. It would mark the end of the fiscal year and a half year under railroad accounting, furnishing an even six months period for settlements that will have to be made between the railroads and the Government.

RAILWAY LOSS TO U. S. MAY BE $150,000,000

Private Ownership Plan Will Cause Big Deficit.

WASHINGTON, Jan. 1.—The Government's loss in operating the railroads in 1918 is calculated by Railroad Administration officials at about $150,000,000. This represents the difference between the aggregate amount the Government will be compelled to pay railroad companies as rental for the use of their properties—the so-called guaranteed return—and the net income from the railroads.

It will take six months more of receipts from the increased freight rates to permit the Government to recoup its losses, officials believe. If Congress does not approve the proposed five year extension of Federal control and President Wilson carries out his announced intention of returning the roads to private management at an early date the Government's loss will not be made up.

This deficit does not include the big sums—between $150,000,000 and $200,000,000—which have been loaned to railroads to help them pay for the extensive programme of improvements and purchase of new cars and locomotives. These loans will be repaid eventually.

Operating revenues for the entire year, officials calculate, probably amounted to $4,800,000,000, more than ever before in railroad history, and operating expenses probably ran up to $3,800,000,000. This left a billion dollars of net revenue, which was cut down more than $200,000,000 by deductions for ordinary taxes, rentals for equipment not owned by railroad companies and other incidental losses.

For the railroads 1918 broke all records of revenues and expenses. Although receipts were nearly 20 per cent. greater, expenses were even more. It took 80 per cent. of the operating revenues to pay expenses, although only 70 per cent. was taken for this purpose in 1917. Operating expenses, which with estimated figures for the last two months amounted to $3,800,000,000, were a billion dollars more than in 1917. Increased wages are estimated variously to have been responsible for between $600,000,000 and $800,000,000 of this billion.

British Invite Brazilian Fleet.

RIO JANEIRO, Brazil, Jan. 1.—At the invitation of the British Government, the Brazilian fleet now in European waters will visit Great Britain.

CROWDS CHEER 'AL' SMITH AS NEW GOVERNOR

Mother, Beside Him, Holds Old Message as Her Son Signs Oath of Office.

GREAT THRONG IN ALBANY

Whitman Takes Leading Part in Inaugural Ceremony—Hylan Leads Damp Serenade.

Special Despatch to THE SUN.

ALBANY, Jan. 1.—Writing with a steady hand, although visibly under the strain of strong emotion, Alfred E. Smith of Oliver street, in lower New York city, signed to-day the Governor's book in the office of the Secretary of State and entered upon his administration as Chief Executive of the foremost State in the Union.

Yells of the legions of Tammany rent the air as he traced his name and applause from notable men of all the political faiths of the State thundered to the high ceiling of the Assembly chamber. And the two persons standing nearest him at the moment of his official assumption were Charles S. Whitman, his predecessor, radiant with good will and amiability, and Governor Smith's mother, holding clutched in her hand a postal her son sent her from Albany when he first arrived here fifteen years ago as an Assemblyman. The card bore this writing beneath a picture of the executive mansion:

"I am going to study hard and get in this mansion some day."

Doubtless a considerable portion of the enthusiasm with which the friends of Governor Smith beheld his entrance into office had its genesis in their gratification that his inauguration was no affair of blind chance, but on his part at least the fruition of fifteen years of concentrated effort and the realization of a dream.

Throngs Express Their Faith.

Persons who have spent their lives in Albany say they recall no such rousing beginning of a State administration or the presence at the capital of any such throng of men and women for the inaugural ceremonies, all expressing so forcibly their faith and good will. After the scene in the Assembly Chamber the Governor received his friends in the Executive Mansion and they filled it until they swamped it. The effect of the day on the Governor and his family was one of pure exhaustion, emotional and physical.

The Legislature has his first message, setting forth what new laws and meaures he deems should be enacted, and the new Governor declares he will rest all the remainder of the week and will not lay his hand to official business before next Monday.

But to-night Charles F. Murphy, John H. McCooey and a select group of up-State leaders have chosen to remain over until morning and in the seclusion of their hotels are discussing the delectable subject of patronage.

It was a mean, drizzling day for an inauguration, but nobody minded that. Least of all Mayor John F. Hylan of New York, who, arriving on a train with Commissioner Richard Enright and the police band, was unable to contain his impatience until the general reception, when with his braves at his heels he paraded to the Governor's mansion and serenaded him at 3 o'clock in the afternoon.

No Jobs Yet, Says Governor.

Men and music made a great noise and the rain beat ruinously upon the Mayor's silk hat. Ultimately the new Governor came out upon the porch of the mansion and greeted them.

"I am glad to see all my New York friends, and I am really sorry I have not the time to entertain each one of you individually. I want to thank you for coming up to welcome me into my office. I suppose most of you are looking for jobs. But for the present all I can offer you is the opportunity of entering the mansion at the front door and going out at the back."

The scene in the Assembly chamber was one likely to linger permanently in the memories of those who were there. It knew little distinction of political lines and none whatever of social cleavages, and there were moments when the doormen and ushers retained their feet with difficulty.

Men and women of every station in life were in the throng to see the new

Continued on Eighth Page.

Donors Get Thanks of Argonne Wounded

TOBACCO supplied to the wounded Americans in hospitals 48 and 131 helped them over the trying days of illness and the ennui of convalescence. A dozen cards written by them to smoke fund donors are drawn on page 7.

The Empire Cat Club will give its benefit show for THE SUN Tobacco Fund on the 14th and 15th of this month at the Hotel McAlpin. This will be the cat show of the year and no lovers of the exhibit and the fund should miss it.

WARNING! THE SUN TOBACCO FUND has no connection with any other fund, organization or publication. It employs no agents or solicitors.

TRANSPORT WITH 2,459 SOLDIERS AGROUND OFF FIRE ISLAND; ALL SAFE

Capt. Connelly Sends Wireless Message Assuring Relatives Men Are in No Peril

The following reassuring message was wirelessed last evening by the commander of the Northern Pacific, Capt. L. J. Connelly, to the Associated Press:

"Northern Pacific in no danger. Relatives of soldiers and crew need have no fear for their safety. The soldiers in all probability will be landed to-morrow or whenever winds shift to northward of west."

The last official word last night came from the captain of the transport service in Hoboken, who said:

"The Northern Pacific is getting wet a good deal, but is resting comfortably. The passengers are in no danger. None has been landed yet. Sea and wind are moderate. The passengers will probably be transferred to-morrow and will be taken directly to Hoboken."

Northern Pacific Stranded Near Port in a Dense Fog and Gale.

SHIP MAY BE LOST

Doubtful if It Can Be Pulled Free From the Sand Bar.

FLEET IS STANDING BY

Heavy Seas Made It Impossible to Take Off Passengers Yesterday.

The United States transport Northern Pacific, bringing home 2,459 soldiers, of whom 1,752 are sick or wounded, and seventeen Red Cross nurses, went aground in a fog off Fire Island at 3:20 o'clock yesterday morning.

The vessel now lies with her keel bedded in a sand bar 300 yards off shore, midway between the Fire Island and Point o' Woods coast guard stations, with eight destroyers, two cruisers and eight wrecking tugs standing by and with a hawser rigged from ship to shore ready for the emergency use of a breeches buoy in case that method of saving the passengers becomes necessary.

It is doubtful if the ship can be pulled free, but the naval authorities believe there should be no anxiety as to the safety of any one on board. The sea, which at times tossed spray over the top of the Northern Pacific's stacks, was too rough yesterday for any transfer to be attempted. But it was deemed certain last night that by this morning the ocean would be smoothed by a change of wind to the northwest and that tugs could then go alongside and take everybody off.

May Save Parts of Ship.

Naval men said last night they thought that valuable parts of the transport could be salvaged but were doubtful if the hulk could be saved. The vessel is very close to the beach, as wrecks go, and settling deeper in the sand every moment. It is possible that an attempt may be made to get it off by dredging on the offshore side a channel wider than the length of the steamship. This has been done successfully with vessels stranded in southern latitudes where the weather remains calm long enough to make such a tedious and extensive operation possible.

The transport, which had made eight round trips before this one, has carried 20,552 troops to France. It carried Col. E. M. House when he went abroad as delegate to the peace conference. It left Brest Christmas day and was trying to gladden the hearts of the returning soldiers by getting them to New York New Year's morning.

It was equipped with the submarine signalling device which under normal conditions would have enabled the officers to hear the submarine bell supposed to be constantly sounded by the Fire Island lightship and gauge their position therefrom no matter how dense the fog. This apparatus may have been disabled. Anyway the vessel veered five miles off its course and on the very threshold of the port, forty-five miles from New York, crashed into a bar.

Within half an hour all the wireless stations along the coast heard the Northern Pacific's distress call, and soon thereafter a fleet of smaller ships were racing to Fire Island and the Red Cross and the medical office of the Port of Embarkation was not only preparing to care for the invalided soldiers after transfer, but were getting together a hospital train which was later sent down to Bay Shore.

Vessel Lists Slightly.

It was thought at first that the soldiers would be taken to Bay Shore and from there distributed among hospitals on Long Island. But last night it was said that all would be taken on tugs or on the transport Robert H. Mallory, one of the succoring fleet directly to the hospital debarkation piers of Hoboken or New York, this assuring the minimum of discomfort.

The point where the stranded vessel lies is just off Lonelyville, a village of summer cottages now boarded up for the winter, about a mile east of the larger summer colony of Ocean Beach.

It has a slight but not dangerous list to starboard. The 200 life savers, on Great South Bay seadogs, who worked with lines and a mortar on the beach all day yesterday, could see the unfortunate ship plainly. In fact, it seemed to be within wading distance, except that a mighty surf, which repeatedly capsized lifeboats that attempted to put out, was distinctly dissuasive. A hundred or so soldiers and members of the ship's crew walked about the upper deck or leaned against the rail watching the maneuvring of the Coast Guard.

A wigwag message from the top of the captain's cabin said that those aboard had passed a very uncomfortable night but that everything was comparatively quiet yesterday. At no time was there anything approaching a panic.

The sea was too high for any of the gathering flotilla to go alongside, but one of the daredevil destroyers dropped

KADISH TAKEN BY AMERICANS

Drive Ahead in Sleighs and Defeat Bolsheviki, Who Make Stiff Resistance.

GREETED BY PEASANTS

Doughboys Looked Upon as Friends by Delivered Arctic Villagers.

By the Associated Press.

ARCHANGEL, Dec. 31.—American troops yesterday recaptured the village of Kadish, on the middle sector of the north Russian front, and to-day pushed forward their lines a distance of two miles south of the village in the direction of Vologda.

This winter push, which was against strong resistance, was undertaken simultaneously with a movement southward by the allied troops along the Onega River.

The Onega column rested to-day at the village of Gogoli. They met with considerable resistance from the Bolsheviki, but captured more than a dozen villages and did not halt until they had taken the village of Gogoli.

Starting from the village of Kalovangi early Saturday morning American forces took the village of Priiaki, where there is a large monastery. They continued the advance in hot fighting Sunday, and had not yet been halted up to late Monday. Sleighs are being used to transport the allied soldiers.

Only Few Hours of Daylight.

The advance, the first attempt of the winter, was carried out under semi-arctic conditions and in the few hours of daylight which obtain in this region. The village of Gogoli is approximately eighty miles south of the town of Onega and about forty miles west of the frozen swamp which forms the allied positions along the Vologda railroad. The road along which the Allies advanced leads in the general direction of Vologda and crosses the railway line at an important strategic centre from which the Bolsheviki have been operating.

An important role in yesterday's fighting was taken by a Russian naval brigade which had been trained by American and British naval officers. The Polish troops who participated distinguished themselves in the early days of the fighting along the Dvina. The Poles and Russians are filled with hatred for the Bolsheviki and neither ask nor give quarter in combat.

The recapture of Kadish was marked by some heavy fighting, in which, however, the American casualties were light. This village, which is located about midway between the Vologda railway and the Dvina River, was strongly defended, and the Bolsheviki there used the blockhouses built by the Americans and British when they occupied the town in November prior to being driven out by large forces of Bolsheviki.

Clear Bolshevik Trenches.

Beginning Monday morning with an artillery attack, the Americans advanced across the frozen Emsa River, where their positions have for more than a month been located in icy dugouts on the bank of the stream, bordering the destroyed bridge at the crossing of the Petrograd road. They crossed the stream and cleared the Bolshevik trenches and machine gun emplacements on the opposite bank.

The Americans then pushed forward two miles to the village, fighting their way under the protection of Canadian artillery which was able to place shells almost at will in Kadish. The fur clad American flanking parties in the frozen swamps bordering on the road contributed materially to the American success.

The recapture of Kadish gives the American troops a good winter position in the blockhouses they have built. Since the retirement from the town early in November the troops on this sector had had virtually no shelter, the front lines being unable to build fires for fear of the artillery and snipers on the opposite bank of the narrow Emsta River.

Preparation for yesterday's attack on Kadish was carried out under conditions met with nowhere except in a semi-Arctic wilderness. A battery of heavy howitzers had to be brought on sleighs eighty miles on a rough trail through the wildnernese.

Peasants Like the Americans.

WITH THE AMERICAN FORCES ON THE DWINA, Dec. 11.—American soldiers are "Slobrie ludie" and "Ochen sympatiest." That is the verdict of the people living in the straggling little collections of frame and log houses which make up the villages along the Dwina. The two

Continued on Third Page.

BRITISH YACHT SINKS; 270 LOST

Strikes Rocks Off Scottish Coast—300 Sailors on New Year's Leave Aboard.

CRAFT'S CREW DROWNED

Many of Those Saved Are Injured in Efforts to Reach Shore.

LONDON, Jan. 1.—Two hundred and seventy sailors were drowned to-day as the result of the loss of the British steam yacht Iolaire off Stornoway, Scotland.

The yacht had 300 sailors on board. They were on a New Year's holiday leave.

The vessel struck on the dangerous rocks known as "the Beasts of Helm," near Stornoway Harbor. Many of the thirty saved were terribly injured in their efforts to reach shore.

All the officers and crew of the Iolaire were lost.

The Iolaire was 362 tons. She was built in 1902 and before the war belonged to the estate of the late Sir Donald Currie.

SOLDIERS ON SHIP STUCK IN DELAWARE

Ninety Sick Troops Are Taken Off—Vessel Safe.

PHILADELPHIA, Jan. 1.—The steamship Tjisondario with ninety sick soldiers and eighteen officers on board, grounded today in the Delaware River off Fort Du Pont, about forty miles below Philadelphia.

The vessel's nose is in the mud on the west side of the channel and in no danger. A tug from the navy yard was sent to the steamship to take off the men and brought them to the navy yard here late to-night. They were sent to local hospitals.

The Tjisondario was formerly a Dutch steamship. She passed the Delaware Capes last night and was bound for the navy yard. Tugs expect to pull the steamship into deep water on the next high tide.

COUNTESS MARKIEVITZ LOSES.

Disqualified as Alien From Serving in Parliament.

Special Wireless Despatch to THE SUN.
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LONDON, Jan. 1.—The Countess Markievitz, the only woman who triumphed in the Parliamentary elections, is ineligible to take her seat, as she is an alien by marriage. The Countess, who is a daughter of Sir Henry Gorebooth, married a Polish Count, Casimir Dunin de Markievitz, in 1909. He was never naturalized.

The Count was arrested during the Irish rebellion in 1916 and sentenced to penal servitude for life, but was released in 1917 under the terms of the general amnesty.

BRITISH WILL RACE BARTLETT TO POLE

Say Their Air Route Is 1,100 Miles Shorter.

Special Wireless Despatch to THE SUN.
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LONDON, Jan. 1.—Capt. Bartlett is to have serious competition in his airplane expedition to the north pole. Salisbury Jones of the British Northern Exploration Company, gave to THE SUN an outline of the British plans for a similar expedition.

"There is no good reason why the flight shouldn't be made," he said. "We propose to launch our expedition next April, and plan to send about twenty men. Any one who knows anything about giant airplane construction, with the new heating appliances and other arrangements for comfort, will admit the journey should be made as comfortably as in a Pullman car.

"We will have a big advantage in going via Spitzbergen, whereas Capt. Bartlett has announced his intention of going by way of North Greenland. That means his jumping off ground will be about 2,000 miles away, while ours will be only 900.

"Capt. Wild, who was second in command of Shackleton's south pole expedition, is now superintending arrangements for our enterprise."

The Britishers are confident that the trip from Spitzbergen to the pole can be accomplished in about nine hours.

Hurry to the Geo. M. Cohan Theatre, Broadway & 43rd St. It's a riot!—Adv.