

WEATHER.
Fair tonight and tomorrow; not much temperature change; light variable winds.
Temperature for twenty-four hours ended at 2 p.m.: Highest, 87, at 2:30 p.m. yesterday; lowest, 66, at 5 a.m. today.
Full report on page 7.

No. 29,415.

WASHINGTON, D. C., SATURDAY, AUGUST 19, 1916—SIXTEEN PAGES.

ONE CENT.

BRITISH ADVANCE ON TWO-MILE LINE IN SOMME BATTLE

Penetrate German Positions
200 to 600 Yards From High
Wood Southward.

FRENCH ALSO SCORE SUCCESS AT MAUREPAS

Repeated German Counter Attacks
Reported to Have Been
Put Down.

FLEURY POSITION GAINED

Gen. Neville's Men Push Ahead,
Inch by Inch, in All-Night
Fight and Finally Take
Position.

LONDON, August 19, 4:40 p.m.—The British line on the Somme front has been advanced over a section two miles long and 200 to 600 yards deep, from High Wood to the junction point with the French forces, the war office announced today.

The remainder of the ruins on the edge of the village of Fleury, on the Verdun front, was captured last night by the French, the Paris war office announced today. The battle continued violently all night long, and the French won their way forward foot by foot.

The French forces also have made further progress in the village of Maurepas, and also along the road from Maurepas to Clercy. Repeated counter attacks were made on the Somme front by the Germans. The French statement says the Germans were repulsed after violent fighting, leaving fifty prisoners in the hands of the French.

British Report of Gains.

The latest British statement says: "Fighting took place this afternoon (Friday) over the whole front from Pozieres to the Somme. As a result we captured several strong enemy positions and gained ground toward Clercy and Guillemont, taking more than 200 prisoners during the day."

"On our right the French also made progress. Yesterday a German aeroplane was brought down afire in our trenches after an air combat with a second machine by our anti-aircraft guns. Enemy balloons have been successfully bombarded. Various planes were shot down. Sub-Lieut. George Guymener of the French flying corps, whose exploits have won him a reputation as one of the most daring of French aviators, was again mentioned by the French war office. On August 18 he shot down his fourteenth adversary."

Raid Munitions Station.

British naval aeroplanes raided German ammunition stations at Liechtenvelde, in Belgium, thirteen miles south-west of Bruges, yesterday, causing large fires, the war office announced today. "At noon yesterday a successful attack was carried out by naval aeroplanes on enemy ammunition dumps at Liechtenvelde," the statement says. "Forty-eight bombs were dropped from a height of about 3,000 feet. Large fires were started and the German ammunition stores returned safely."

Lurid Battle Picture.

WITH THE BRITISH ARMIES ON THE SOMME FRONT, August 19, the thunder of the heaviest rainstorm of the season joined those of the artillery, and flashes of lightning from the heavens vied with the flashes from the barrels of many guns in a most lurid battle picture this morning as a finale to yesterday's Anglo-French attack from Pozieres to the Somme. The chilly, heavy downpour, making a making a most gloomy and depressing observation difficult.

No Cessation in Fighting.

From the ridge above Pozieres, where the battered ruins of a windmill stand to the highest point on the horizon, along the edges of bloody High Wood and thence along Deville, or Devil's Wood, to the lower levels of the river valley, where there has been no cessation in the fighting or the pounding of the guns day after day, there was a continuous cloud of smoke from the bursting shells as the British and French guns united in their thunders. The British made gains on either side of Guillemont, where the Germans still hold the fortifications of their old second line and have their heaviest concentration of guns.

Toledo Cuts Protection a Third.

TOLEDO, Ohio, August 19.—Police and fire departments in the city will be cut 33 per cent today. The action results from shortage of the city finances, due to the failure of a large bond issue to carry at the recent primary election. Fire insurance companies announced yesterday that rates will be increased today. The action goes into force this afternoon. Several police officers have been abolished and the fire force will be reduced to 115 men.

OREGON FOR G. O. P.; TARIFF MAIN ISSUE

Sympathy for President Wilson
Outweighed by Practical
Business Considerations.

STATE HAS NOT SHARED "WAR BORN" PROSPERITY

100,000 Women Are to Cast Their
First Vote for Presidential
Electors.

BY N. O. MESSENGER.

PORTLAND, Ore., August 19.—This state will go republican in the presidential election on the straight issues of protection and preference for republican as against democratic policies. This result will follow the balloting in November, notwithstanding the existence of a strong sympathetic feeling for President Wilson, which has not been lessened by Mr. Hughes' visit.

It will go republican simply because there are more republicans than democrats in Oregon, as there have been for many years up to 1912, when some of the republicans went off with the bull moose party, led by the personality of Theodore Roosevelt. Subsequent elections and registrations have shown that the bull moose are returning in numbers to the old party. Local republican leaders estimate that the republican ticket will claim 90 per cent of the progressives next November.

Returning to Old Party.

There are no senatorial complications in Oregon to mix up the campaign, and the fight is a straightforward contest between the two old parties. An important new element in the balloting will be approximately 100,000 women voters, who for the first time will vote for a presidential ticket, forming practically 40 per cent of the vote of the state.

Hero Worship a Factor.

It is claimed by the democrats that they have the "edge" on the republicans with regard to the support of the women, on temperamental and sentimental grounds. They assert that the women are enthused to the point of fervency over the idea that President Wilson "has kept us out of war," and it is claimed that the devotion to the President's cause on this ground is raised to a pitch of hero worship. The republicans say that the women are not so enthused, and that their vote will be a heavy registration of women is assured since there is a recurrence of the liquor question in the state through proposed amendments to the Oregon liquor law, and the women with their keen bearing on the national politics further than to get out the woman vote.

Tariff Live Issue There.

Oregon is fruitful ground for tariff discussion, as the state has suffered from prostration of its lumber industry, which is laid to the tariff. Oregon probably has profited less than any northwestern state out of the war and there not only is no fictitious prosperity here, but less than normal.

Mr. Hughes plowed deep and sowed well this favorable ground for tariff discussion in his speeches and received a response every time. His reception in the state was flattering and his personality won him the favor of the public as a genuine person.

Sympathy for President Sought.

Very adroitly Mr. Hughes' animadversions upon the democratic party are merged into alleged attack upon the President himself and sympathy sought to be aroused for the President thereby. This is having a certain degree of effect, in the opinion of unbiased local observers, and will turn some progressive votes to the President, but the republicans think it will wear away as the campaign progresses and the actual issues are defined by other speakers. The labor vote is being assiduously worked by the democrats, and the longshoremen's strike is on and democratic workers are passing the word that Mr. Hughes is immune to partisan attacks because of his office. Local organizations of both parties are in good working order, but the democrats with their national work, as the republican national committee has apparently not got down to Oregon on its list of states.

Portuguese Parliament to Meet.

LISBON, August 18, via London, August 19, 2:30 a.m.—A decree has been issued convoking an extraordinary session of parliament August 22.

PERSHING'S FORCE MAY BE RECALLED

War Department Officials,
However, Refuse to Discuss
Funston's Reported Advice.

NEW CARRANZA DECREE MAY NOT BE RECOGNIZED

State Department Officials Think
Americans May Not Surrender
Treaty Rights.

While Secretary Baker and other War Department officials refuse to confirm or deny reports that Maj. Gen. Funston has recommended immediate withdrawal of Gen. Pershing's expedition from Mexico, there were indications today that such a message had been received.

Maj. Gen. Bliss, assistant chief of staff, who returned yesterday from the border, conferred several days with Gen. Funston and also went over Gen. Pershing's lines in Mexico.

To Report on Mobilization.

Secretary Baker conferred with Gen. Bliss yesterday and later saw President Wilson. Gen. Bliss is preparing a report on the mobilization of the National Guard, and it is considered possible he may have joined Gen. Funston in urging that the troops be withdrawn from Mexico as the consensus of military opinion appears to be that they are serving no useful purpose as at present disposed.

Not to Recognize Decree.

On the theory that an American citizen cannot renounce his treaty rights except by renouncing his citizenship, the Washington government it is declared will not recognize the decree published in Mexico City making renunciation of treaty rights the basis of future commercial concessions. The chief immediate interest of the department is the decree's possible application to enterprises now existing in Mexico, and assurances have been received that these are not affected.

European governments whose citizens may seek investments in Mexico may take the same position in regard to Gen. Carranza's effort to bring any future concessionaries wholly under Mexican law.

HARDSHIP ON MISSIONARIES.

Presbyterian Board Seeks Modification
in British Regulations.

NEW YORK, August 19.—The Presbyterian board of foreign missions and other denominational boards in the United States are making efforts through the State Department at Washington and Ambassador Page at London to induce the British government to modify its order under which American missionaries going to India must obtain permission from British authorities. Missionary officials say that this new ruling will cause hardships to American missionaries planning to go to India. The Presbyterian board alone has about a dozen missionaries who were to start next month. They say that these persons were posted too late to enable them to meet the requirements in time to sail on the date selected.

BILL TO RELIEVE INJURED.

Federal Workmen's Compensation
Measure Up in Senate.

The Senate today began consideration of the federal workmen's compensation bill to provide uniform compensation for injured employees of the government. The bill would grant two-thirds of wages throughout disability, reasonable benefits for dependents in case of death, and adequate medical attendance during period of disability, to effect economy of preventing protracted compensation payments.

Features of Washington Life in the Planogravure Section

A double-page spread of twelve large photographs in tomorrow's planogravure section of The Star shows some of the most interesting features of Washington summer life—the camps along the upper Potomac to Cabin John. The pictures indicate how some of the hundreds of the residents of the capital enjoy the summer by taking it easy in tents, shacks and bungalows along the shores of this beautiful river. A shady, cool-looking spring in the center of this group of pictures brings home the fact that, after all, soda fountains really are not absolutely necessary hereabouts.

In tomorrow's picture section also will be found some new "kinks" in the form of seven exceptionally good photographs of life among the soldiers of Uncle Sam down in alkali land. The pictures are so true to life that you will feel thankful that you are living in cool Washington.

Want to get an idea of how a woman looks in a real soldier uniform—trousers, leggins and all? You will see twenty-three "society buds" lined up for your inspection in company formation in the first picture on page four of the planogravure section. There also is a graphic illustration of a new golf grip shown on the last page of this section. Look for it and better your game for the looking.



LINER STAMPALIA IS REPORTED SUNK

Armed Steamship Plied Between
New York and
Italian Ports.

LONDON, August 18.—The Italian steamship Stampalia, which plies between New York and Italian ports, has been sunk, says a dispatch to Lloyd's.

May Have Had No Passengers.

The Stampalia was a passenger liner of 2,000 tons gross. In common with other Italian liners, she mounted guns for protection from submarines. The last report of her movements was her arrival July 30 at Genoa, from New York, so that she apparently was sunk on the return voyage to the United States. She was commanded by Capt. Lavarello.

The New York agents for the Stampalia said today that two weeks ago they had received a cable message advising them that all sailings of the steamship had been canceled. They represented the opinion, on this account, that the Stampalia had been requisitioned, and was in the service of the Italian government. It is believed she would have no passengers on board.

Features of Washington Life in the Planogravure Section

Several armed Italian steamships have reported sighting submarines in the Mediterranean, and in some instances being pursued by them and firing on them. Italian naval gunners were detailed to service on armed passenger vessels to operate the guns. When the Italian steamship Re D'Italia arrived in New York August 6 from Genoa her captain reported she had fired on three submarines in the Mediterranean. The steamship was pursued for seven hours, and passengers said they believed one of the submarines had been sunk.

There has been some increase recently in the Paris Temps wrote Thursday that the German submarine campaign against merchant ships was in full swing, in accordance with the German note to the United States in February, in which it was said merchant ships carrying guns could not be considered as peaceful vessels.

Vessels Pursued by U-Boats.

The Stampalia was 476 feet long and 55 feet of beam. She was built at Spezia in 1909, and was owned at Genoa. AMSTERDAM, August 19.—In recognition of the sinking of 100 vessels of the entente allies, Capt. Lieut. Walter Forstmann, commander of a German submarine, has been given the Order of Pour le Merite by the German emperor, which a Berlin dispatch received here. The ships sunk by him, including war vessels, aggregated 250,000 tons, and their total value is estimated at 30,000,000 pounds sterling, the dispatch adds.

PRESIDENT WILSON'S PROPOSAL FOR AVERTING RAILWAY STRIKE

First official and authoritative statement as to the terms of the proposal which President Wilson has made for settlement of the railroad strike was given out at the White House today, just as the thirty-three railroad presidents went into conference with the President.

This proposal was made direct by the President to the four brotherhood presidents and the general committee of 640 chairman of employees on the one side and to the committee of nineteen general managers and the delegation of railroad presidents who were at the White House by his invitation yesterday.

President Wilson's Proposal.

"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 believed 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 to be 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 carriage of freight (for passenger service is not affected).

For An Impartial Inquiry.

"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 calculation and forecast with regard to the effects of a change to the eight-hour day; that, in the meantime, while experience was developing the facts, I should seek and, if need be, obtain authority from the 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 me a thoroughly practical and entirely fair program, and I think that the public has the right to expect its acceptance."

COMMANDER OF GERMAN FIRST ARMY CORPS QUILTS

AMSTERDAM, August 18, via London, August 19.—Count Eulenbergh, deputy commanding general of the first army corps of the German army, has resigned and has been succeeded by Lieut. Gen. von Hollen, says the Berliner Tagblatt. The German emperor has conferred on Count Eulenbergh the order of the Red Eagle, first class, with laurels.

TROPICAL STORM HITS ARMY CAMP

Plays Havoc With Tents and
Equipment in Browns-
ville, Tex., District.

CORPUS CHRISTI IS ALSO AMONG THE SUFFERERS

Town Cut Off From Communication
by Wind Blowing Seventy
Miles an Hour.

SAN ANTONIO, Tex., August 19.—With army wireless reports stating there had been comparatively little damage and no known loss of life in the Brownsville district, chief anxiety centered early today on the situation at Corpus Christi and that vicinity as a result of the tropical storm which struck the Texas coast yesterday morning. The only loss of life so far reported was in the sinking in the Gulf of Mexico of the small steamer Pilot Boy, plying between Galveston and Corpus Christi.

The vessel carried a crew of thirteen, only three of whom have as yet been reported saved. These three were washed ashore alive at Port Aransas, Tex.

The last telegraph wire into Corpus Christi failed at 2:30 o'clock yesterday afternoon, and the last telephone line went out shortly before 7 o'clock last night. Last reports from Corpus Christi placed the velocity of the wind at seventy miles an hour, and it was stated the storm was expected to increase in intensity until midnight, when the crest would be reached. Nothing later has been heard.

Train Leaves for Corpus Christi.

Telephone communication was established today between Sinton and San Antonio. A train left Sinton at 6 o'clock for Corpus Christi, thirty miles distant. The local telephone company would give no promise of early communication with Corpus Christi. The Methodist church at Skidmore, many barns and all of the windmills in the surrounding country were blown down, according to a long-distance telephone report. Sinton reported the electric light plant crippled, the hotel badly damaged and the cotton crop in that section ruined by the gale and heavy downpour of rain.

The storm had abated somewhat at Brownsville at 11 o'clock last night, according to wireless reports to army headquarters. It was reported that only means of communicating with that city. The message stated, however, that the storm was reported approaching from an easterly direction.

Army Camps Suffer.

The storm played havoc among the army camps in the Brownsville district, precisely that of the tents almost everything movable before it, leaving in its wake dozens of demolished structures. The storm was reported to have done damage in the business section. Many small craft in Corpus Christi bay were blown down on the beach, it was said. Railroad property, however, was said to have not been greatly damaged, and reopening of communication by rail and while the storm was in progress. Other important places isolated by the hurricane included Kinney, Sinton, Escobedo, Harlingen and Alice.

Six-Foot Rise in Tide.

Fort Lavaca reported a sixty-mile wind with a six-foot rise in the tide, but did no damage. One small boat was reported swamped in the bay there. The roof of a hotel was blown off and a motion picture theater destroyed at Port O'Connor, but the inhabitants had ample warning and had reached places of safety before the storm struck there.

Other points on and near the coast heard from late last night reported high winds, heavy rains and some damage to property. The maximum velocity of the wind at Galveston was forty miles an hour, which was due yesterday from the storm. The tide rose four feet there; no damage was done.

Gov. E. F. Dunne of Illinois, who had been inspecting the Brownsville district, left Brownsville for his home and agency in Chicago last night. He is somewhere between Brownsville and Houston. His train left Brownsville yesterday afternoon at 11 o'clock. It is known has not been heard from since.

Officials of the Gulf coast lines today said the train was somewhere near Grande valley. They could not give the exact location at which the train had been marooned, but it was apparent that the party was held up in storm territory.

Private Killed by Lightning.

EL PASO, Tex., August 19.—One soldier was killed and thousands of other camped in and near El Paso suffered great discomfort as a result of heavy rains which fell throughout Thursday night. During the storm Private Charles Johnston, Headquarters Company, 7th United States Infantry, at Chocoma, Mont., was killed by lightning in his tent at Fort Bliss. Other soldiers nearby were stunned.

Fears Felt for Steamer.

GALVESTON, Tex., August 19.—Fears were felt here today for the safety of the Gulf Coast Fruit and Steamship Company's steamer, Fort Morgan, which was due yesterday from Puerto Mexico with a cargo of bananas. The Fort Morgan carries a crew of twenty-three men. She is not equipped with wireless. It is feared the vessel was caught in the tropical storm.

British Cruiser in Manila Bay.

MANILA, August 19.—An unidentified British cruiser today entered the bay and came to within four miles of Manila harbor, when it turned and departed. The insular government is considering making a protest charging a violation of neutrality, on the ground that the cruiser was on an observation trip.

PRESIDENT INSISTS RAILWAY OFFICIALS SHOULD SUBMIT

Says Public Has Right to Ex-
pect Acceptance of
His Plan.

TRANSPORTATION HEADS AGAIN AT WHITE HOUSE

Carry Statement of Attitude Which
Is Read by Hale Holden,
as Spokesman.

PLAY FOR PUBLIC OPINION

Evidences Indicate That Both Sides
Are Attempting to "Backfire"
the Other—Delay Asked
Part of Plan.

President Wilson's terms to the railroads of the United States for a settlement of the strike that threatens nationwide disruption of business were outlined in a statement given out at the White House today just as the presidents of thirty-three of the largest railroad systems went into conference with the President.

This statement made by the President, using the personal pronoun "I" throughout, tells for the first time just what the President has proposed as a method of settlement both to the presidents of the four big brotherhoods and the general committee of 640 chairmen representing the employees, on the one side, and to the managers' committee of nineteen and the thirty-one railroad presidents who came to the White House yesterday by invitation of the President.

The fact, which became known at the White House today, that the President had prepared this statement three days ago, before the railroad presidents had conferred with him and stated their attitude, shows that the President has been anticipating their rejection of his proposal. The fact that it was given out as the conference today started, when it had been announced that railroad officials were preparing a statement for the public, shows that the President wants to let the public learn his views and attitude first.

Right to Expect Acceptance.

In stating that he believes his proposal is "thoroughly practical and entirely fair," he says: "I believe the public has the right to expect its acceptance."

The President states his belief: "That the eight-hour day, sanctioned by the judgment of society, should be adopted in the present crisis."

That the demands for extra time made by the men and contingent proposals to the present crisis, which are based on "facts can take the place of calculations."

"That the time he should get from Congress authority to appoint a small investigating committee, which would investigate today started, without recommendations."

That then, upon due notice, either side to the present controversy might terminate the present agreement and seek readjustment.

Still Unyielding.

Still firm in their determination not to accept President Wilson's proposal for the settlement of their wage controversy threatening a nation-wide strike, the railroad presidents went into their second conference with the President at the White House at 11:30 o'clock this morning.

After an hour's conference with President Wilson the railroad presidents left the White House without giving any indication that they had abandoned their stand for arbitration, but were understood that the railroad executives, it is understood, gave no final answer to the President's proposal. They will deliberate today, and see President Wilson again, probably on Monday.

Not Hopeless, But Serious.

"The situation is not hopeless, but very serious," said one of the most prominent railroad presidents, after the conference. "President Wilson made to the railroad presidents what they call the strongest appeal ever made to any business leader in the history of the nation is today facing a critical condition and not a principle; that relief for the condition must be found at once and then the principle can be worked out."

He told them that there is no tribunal of arbitration authorized. He doubts if Congress at this time would authorize compulsory arbitration, forcing the railroad employees to submit their demands thereto.

The railroad presidents were plainly impressed by what the President has said. They left the White House in a serious frame of mind.

Puts Onus Upon Officials.

In his address to the officials President Wilson said that the nation will know where the responsibility rests. It will not be upon me."