WEATHER.
Cloudy tonight and tomorrow; probably rain; moderate to fresh northeast winds.
Temperature for twenty-four hours ending 2 p.m.: Highest, 71, at 2 p.m. today; lowest, 53, at midnight.
Full report on page 19.

The Evening Star.

"From Press to Home Within the Hour"

Sworn Net Circulation, Month of September, 1916, Daily Average, 74,330; Sunday, 56,[illegible]

No. 29,461. WASHINGTON, D. C., WEDNESDAY, OCTOBER 4, 1916—TWENTY-FOUR PAGES. ONE CENT.

D. C. GUARDSMEN ENTRAINING TODAY

Third Infantry and Sanitary Corps Leave Rosslyn at Five O'Clock.

HAVE BEEN AT FORT MYER EXACTLY FIFTEEN WEEKS

Troops to Travel in Forty-Nine Cars, Running in Three Sections, at Fifteen-Minute Intervals.

The 3d Infantry, National Guard of the District of Columbia—fifty officers and 967 enlisted men—and four officers and twenty-four enlisted men of the sanitary corps, are entraining at Rosslyn this afternoon for Fort Sam Houston, San Antonio, Tex., to which destination Troop A of Cavalry is preceding them.

The 3d Infantry goes in three sections of forty-nine cars, the first of which is due to start at 5 o'clock, and officers in charge of the work say they expect the start will be made promptly on time, and that the two other sections will pull out at fifteen-minute intervals.

It is just fifteen weeks to a day and almost to an hour from the time the District troops went into the mobilization camp at Fort Myer to the time of their entrainment. They went into camp at 3:30 p.m.

The first two sections pulling out today are each made up of seven tourist sleepers, one baggage car, three flat cars, four box cars and one standard Pullman for the officers. The third section is made up of eight tourist sleepers, one stock car, one baggage car, four box cars, two flat cars and one standard Pullman for officers.

How the Troops Entrain.

The distribution of soldiers in these sections is as follows:

First section, sixteen cars—First Battalion and Machine Gun Company, Maj. Joseph F. Hodgson, commanding officer; Capt. Herbert E. Earnshaw, quartermaster; Lieut. D. A. Tastet and two enlisted men from the hospital detachment accompanying; Sergt. Maj. Rogers, detailed from adjutant's office.

Second section, sixteen cars—Second Battalion, headquarters company, Maj. Wallach McCathran in command; Lieut. George A. Monagon in command of the headquarters company until relieved at destination by the regimental adjutant; Liept. Bacon, quartermaster in charge; Lieuts. Gibbs and White and twenty-three enlisted men of the hospital detachment accompanying; Sergt. Maj. Sullivan, detailed from the adjutant's office.

Third section, seventeen cars—Regimental officers, non-commissioned staff, the 3d Battalion and the supply company; Col. Glendie B. Young in command; Capt. Will H. Chase, quartermaster, in charge; Maj. Charles R. Luce and two enlisted men of the hospital detachment accompanying; Sergt. Maj. Hood, detailed from adjutant's office.

All the officers' mounts will be carried with the third section. A detail of one orderly to each horse will look after them during the trip. First Sergt. George Hosmer is in charge of this detail.

Band Goes in Second Section.

The regimental band goes in the second section and the regimental officers in the last section closing the troop train.

This train proceeds by the Chesapeake and Ohio railway to Louisville, by the Illinois Central to Memphis, by the St. Louis, Iron Mountain and Southern to Texarkana, thence to San Antonio.

Telegrams for any of the officers or enlisted men will be forwarded by the railroad companies to the nearest point at which the train can be intercepted.

In anticipation of a big crowd to see the soldier boys off, many relatives and friends went early this afternoon to the railroad yards at Rosslyn to spend a last hour with their boys before they were assigned to their places in the train. Nearly every visitor brought a box or bag of fruit, candy or other delicacies.

The 3d Infantry, headed by the band, marched from the deserted camp in which they have lived for fifteen weeks, leaving the camp about 3 o'clock. Many wives, sweethearts, mothers and others anticipated the hour of departure and spent much of the day at the camp. Most of those visiting the camp today carried cameras, and hundreds of last day pictures were taken.

The welcome and important event of being "paid off" occupied three hours, starting at 11 o'clock at the tent of Capt. Horace P. Hobbs, U. S. A., the mustering officer, and continuing until after 2 p.m. The men had their last meal in the form of a picnic dinner, being served regular army rations from the post.

Load Equipment on Trains.

Despite the fact that practically all of the tentage was struck yesterday and that most of the heavy camp equipment was packed away, this was the busiest day of any spent in camp. Maj. John C. Whitaker, the camp quartermaster, was directing the work of getting all supplies and equipment aboard the trains on time and with proper records checked up for the government.

He had five five-ton motor trucks and seven teams at work carting the property from the camp to the Rosslyn yards, where details from the various companies were packing them away in the cars as fast as they were checked up by property clerks.

The work of provisioning the train for the trip was in itself a big task, as more than twenty tons of food, costing more than $6,000, had to be put aboard in the best possible condition. The magnitude of this work will be seen from a few figures. Included in the supplies were 5,000 pounds of beef, 5,000 pounds of potatoes, 3,000 pounds of bacon, 2,000 pounds of canned tomatoes, 2,000 pounds of corned beef, 1,500 pounds of onions, 5,000 pounds of field bread made with a thick crust to retain as much moisture as possible, 200 pounds of rice, 600 pounds of sugar, 200 pounds of salt, 600 pounds of coffee, 400 pounds of butter, prunes, apples, peaches and many other supplies in correspondingly large quantities.

Ten-day rations have been provided by Maj. Whitaker, in order that there may be sufficient food for the men in case of any tie-up on the road. It is expected, however, that these rations will last for five days after the men

(Continued on Second Page.)

PRESIDENT ON TRAIN; NO PLATFORM TALKS

Traveling to Omaha, Keeps Resolution Not to Make It Stumping Tour.

TO SPEAK AT DESTINATION ON NON-PARTISAN TOPICS

Mrs. Wilson, Secretary Tumulty and Dr. Grayson and Secret Service Guard and Stenographers Go.

ON BOARD PRESIDENT WILSON'S SPECIAL TRAIN, PITTSBURGH, October 4. — President Wilson passed through here early today, en route to Omaha, for the first middle western speech of his campaign.

No prolonged stops were planned before his arrival at Chicago tonight. He will speak in Omaha tomorrow night.

In spite of persistent attempts on the part of democratic leaders to have the President deliver a number of rear platform speeches on the way to Omaha, he absolutely refused to make any such plans. The President took the position that he will not make a stumping tour to aid his campaign. He passed through several states where he has been urged to speak, but persisted in his determination not to make a political "swing."

Non-Partisan Speech.

If the President's present plans are carried out his Omaha speech, like those to be delivered later in Indianapolis, Chicago, Cincinnati and New York, will not be partisan. All undoubtedly will deal with subjects of a political character.

Mr. Wilson is making the trip to Chicago on a special train. For the remainder of the journey his private car will be attached to a regular train. In his party are Mrs. Wilson, Secretary Tumulty, Dr. Cary T. Grayson, the White House physician, and a corps of secret service men and stenographers.

Mr. Wilson remained at work until late last night, replying to correspondence.

Warm Welcome at Alliance.

ALLIANCE, Ohio, October 4.—President Wilson was enthusiastically greeted by cheering crowds as he passed through the middle west en route to Omaha today. At Salem and Alliance, Ohio, several thousand persons packed the railroad stations and applauded as Mr. Wilson stepped to the rear platform of his private car.

"We are for you, Woodrow!" shouted one group at Salem. The President smiled broadly, and expressed pleasure over the reception. At Salem the stop was so brief that Mr. Wilson could not even shake hands, but at Alliance a stay of more than five minutes was made, and the President was kept busy all that time greeting as many people as possible. Although he would not consent to make any campaign speeches en route to Omaha, the President agreed to appear on the rear platform of his car at several towns in Ohio and Indiana and shake hands with the crowds.

When the President awoke this morning he found several hundred telegrams from people along his route urging him to at least show himself. He was told he was very popular in Ohio and Indiana and the people wanted to see him. He was informed that if he would only consent to speak in several places for a few minutes large crowds could be gathered easily. He reiterated that he would make no speeches before reaching Omaha.

The President has selected three members of the board to investigate the railway eight-hour law. Announcement of their names will be made as soon as they have consented to serve.

COUNT VON BERNSTORFF TO CALL ON PRESIDENT

Expected to Present Personal Letter From Kaiser Regarding Proposed Relief for Poland.

LONG BRANCH, N. J., October 4.—Count von Bernstorff, German ambassador to the United States, will call on President Wilson at Shadow Lawn next Monday.

It is understood the ambassador will present to Mr. Wilson a personal letter from the German emperor, replying to autograph messages sent by the President to the rulers of several European nations, urging that a method be agreed upon for getting relief supplies to starving people in Poland. It has been reported that the German reply does not tend to bring about an agreement.

The entente allies have taken the position that they will allow the shipment of supplies to Poland if food already there is not shipped out nor utilized by German and Austrian troops. This position has not met with favor from the German and Austro-Hungarian governments.

The contemplated visit of Count von Bernstorff revived reports of possible moves for peace in Europe, or of a resumption of Germany's submarine warfare. Ambassador Gerard now is on his way home from Berlin. So far as it has been established, however, the call of the German ambassador at Shadow Lawn has no connection with either of those reports.

COL. R. C. McKINNEY DIES.

Organized Tool Manufactory in Ohio Forty Years Ago.

GREENWICH, Conn., October 4.—Col. Robert C. McKinney, sixty-four years old, chairman of the board of directors of the Niles-Bement-Pond Company, tool manufacturers of New York, died at his home here last night.

Col. McKinney was a native of Troy, N. Y., and organized the tool manufacturing concern at Hamilton, Ohio, more than forty years ago, subsequently becoming its president. He was a colonel on the staff of Gov. Bushnell of Ohio, president of the Machinists' Club of New York and member of many of the leading clubs of that city.

New French Naval Attache.

PARIS, October 4.—Commander Emmanuel Aubin de Planpre has been appointed naval attache of the French embassy at Washington.

CONSIDER REMOVAL OF TROLLEY POLES

D. C. Commissioners May Order Them Down on Bladensburg Road.

STEP IS CONTEMPLATED TO PREVENT ACCIDENTS

Col. Kutz Says Conditions Make for Repetition There of Fatalities of Monday Night.

Removal of the trolley poles from Bladensburg road so as to eliminate the possibility of an accident such as caused the death Monday night of William M. Schaffer, when an automobile in which he was driving collided with pole 146 at the intersection of Bladensburg road and 28th street, will probably be ordered by the District Commissioners.

Engineer Commissioner Kutz today said that the condition created by the existence of these poles in Bladensburg road and particularly at 28th street, where the poles shift from the west to the east side of the car tracks, is undoubtedly a dangerous one; that they should be removed and that an investigation to determine what steps should be taken to improve the situation would be made at once.

The Commissioner said if Bladensburg road were provided with double car tracks there would be no objection to the poles occupying space between the tracks, but that with the present single-track construction the only safe place for the poles is along the curb lines. Col. Kutz said that he intended taking the matter up at once with the other members of the board, and that a plan for remedying the situation would be worked out with the least possible delay.

Holds Inquest This Afternoon.

Coroner Nevitt this afternoon is holding an inquest at the morgue to have a jury pass upon the death of William M. Schaffer, 501 13th street, who was killed yesterday morning when an automobile in which he was riding struck a trolley pole near Bladensburg road and 28th street. Several persons involved in the accident and others will be examined, and Police Photographer Sandberg will present a photograph of the scene of the accident and tell of measurements he made. His measurements show that the pole which was struck by the automobile is located three feet west of the car tracks, while the distance from the pole to the side of the road is sixteen feet.

Just what view the jury will take of the affair will be told in their verdict. Photographer Sandberg's picture of the scene will give them a definite idea of the conditions existing on the road that have been characterized as being dangerous, and occupants of the cars of Arthur C. Smith, in which Schaffer was riding, and that of Jesse Mann, which was overturned, will explain what happened just prior to the time of the accident and tell how the car happened to strike the trolley pole.

As long ago as the middle of April of this year the attention of the Commissioners was called to the alleged dangerous condition on Bladensburg road resulting from the location of the trolley poles near the car tracks. Their attention was called to the condition of the road in a communication signed "A Friend of Safety First," "safety first" being heavily underscored.

Accident on Road in April.

A clipping from The Evening Star of April 27, giving an account of an accident that happened at Bladensburg and Mount Olivet roads, in which the automobile of Edward G. Fisher struck a trolley pole and injured Edward Flaherty, was inclosed. The note to the Commissioners reads:

"Don't you think your board, knowing the many accidents that have been caused by the poles on Bladensburg road, should take immediate action and have them removed? Any deaths caused by these poles will certainly be laid to your hands."

The "friend of safety first" letter was turned over to Maj. Pullman, superintendent of police, for investigation and report, and Capt. Henry Schneider of the ninth precinct made the investigation. The captain reported: "The conditions on the Bladensburg road are bad in so far as vehicular traffic is concerned. The roadbed of the street railway is in bad condition, and the poles in the center of the road form a very dangerous and, in my opinion, unlawful obstruction that should be removed as soon as possible.

"Steps should be taken at once to compel the railroad company to make such repairs to the space between the tracks and adjacent thereto as required by law."

Capt. Schneider's report was submitted to Maj. Pullman and was transmitted by him to the engineer department, that department calling the matter to the attention of the Washington Railway and Electric Company.

Explanation of the Report.

In explanation of Capt. Schneider's report on the conditions on the road, it is stated by the report made shortly afterward by the engineer of highways that the trolley poles on the center line of the Bladensburg road were placed on this line when the existing railway track was laid at the request of the railway company and on account of the fact that there was already one line of poles on the side of the road, which would interfere to some extent with side-pole construction. It was then thought that the road would be double tracked at an early date, which would remove the objection to center line poles.

"Upon its own initiative the railway company had removed the center line poles and installed side pole construction from H street to a point near the north line of the Mount Olivet cemetery," the report states. "This was done at a time when a number of poles needed renewing. It is believed that unless the company intends at an early date to double-track its lines, of which there is at present no indication, it should be required to replace any defective poles with side-pole construction when such replacement is required.

"The attention of the company operating this line was called to this condition on April 5. On May 23 the engineer of way replied, stating that a small amount of work had been done and that the improvements will be continued. Their attention will again be called to this repair."

Company May Spend $16,500.

In response to communications from the District authorities, C. S. Kimball, engineer of way and structures, Washington Railway and Electric Company, wrote Capt. Loving that the railway company had been renewing ties and surfacing the tracks on the Maryland end of the line, and stated that he had requested authority to spend $16,500 within the District of Columbia on that particular line during the two years following the date of the letter, July 19, 1916.

He wrote that he fully expected his request to make the expenditure would be approved, after which he would proceed to remedy the conditions and perform work that would meet the approval of the District engineer department, concluding: "We trust that you will indulge with us in this matter until our proposed expenditures are approved, after which we will proceed immediately to make permanent repairs."

Under date of July 25, Capt. Schneider wrote Maj. Pullman: "Attention is again invited to the very dangerous conditions existing between the car tracks on Bladensburg road north of Levis street to the District of Columbia line. In some places the space between the tracks is washed out about ten inches deep. In my judgment a case of fatal accident resulting from this dangerous condition would lay those responsible liable to criminal action."

THE RECONCILIATION ERA.

INSURANCE MEN HELD IN CONTEMPT OF COURT

Justice Siddons Orders S. J. Masters and John B. Kinnear to Be Taken to Jail.

Samuel J. Masters and John B. Kinnear, former officials of the Royal Life Insurance Company of the District of Columbia, were formally adjudged today by Justice Siddons of the District Supreme Court to be in contempt of court for failing to turn over certain assets of the insurance company to its receiver, H. Winship Wheatley.

The court directed the United States marshal to take the men into custody and to detain them at the Washington Asylum and jail until they or either of them shall have complied with the provisions and requirements of the decree of August 2, 1916.

Through Attorney D. W. Baker, the men noted an appeal from the contempt decree and furnished a supersedeas bond of $25,000. The bond will have the effect, it is said, of suspending the direction to the marshal and the incarceration of the men until the appellate court acts on the appeal.

Attorney William Henry White conducted the contempt proceedings on behalf of the receiver.

EXPORTS BREAK RECORD.

Cargoes Valued at $38,000,000 Sent From Philadelphia in September.

PHILADELPHIA, October 4.—All records for exports from this port were broken during the month of September, according to the report of the commissioners of navigation made public today. Cargoes valued at $38,000,000, an increase of $2,000,000 greater than the previous record made in August and $28,000,000 greater than the same month last year, were shipped on outgoing vessels.

Import values during the month approximated $6,000,000, a gain of $1,285,000 compared with the same month last year, and a loss of over $2,000,000 compared with August.

Seth Low Left $4,000,000.

NEW YORK, October 4.—The will of Seth Low, once mayor of Greater New York, which has been filed in White Plains, leaves the bulk of an estate estimated at more than $4,000,000 to his widow, Annie W. S. Low. A number of bequests are made to relatives, friends and employes. Upon the death of the widow the will provides substantial bequests for the University of Virginia, Berea College, Berea, Ky.; Tuskegee Institute, Canton Christian College and the church pension fund of Columbia University.

CHANCELLOR'S FOES ARE MORE IN OPEN

Retirement Is Demanded in Circular Sent to Members of Reichstag.

BERLIN, October 3, via London, October 4.—The campaign against Chancellor von Bethmann-Hollweg is daily assuming a more tangible form. One of the latest developments is a circular demanding the retirement of the chancellor, which has been sent by a vociferous group of his opponents to such members of the reichstag as are considered open to their arguments.

The indictment covers almost everything in the chancellor's conduct of foreign affairs before and during the war. Attacks are made in particular on his attempts to reach an agreement with England, his first attitude toward Belgium neutrality and, naturally, his policy in the submarine issue. The only name of international prominence among the signers is that of Ernst Haeckel, and the circular is regarded as symptomatic rather than serious.

Political Truce Is Broken.

Another factor which is disturbing the political situation is a breach of the political truce, proclaimed at the outset of the war, which has been made by the Saxon socialists. This faction has determined to run a candidate for the seat in the reichstag vacated by the death of the conservative Ernst Educard Giese. This determination violates the general agreement between the political parties that all vacant seats shall be resigned without contest to the party holding them at the outset of the war.

Meanwhile the chancellor and the reichstag leaders continue to discuss the points at issue behind closed doors. The discussion is being conducted on an even more confidential basis than before. It is being no longer held before the full committee on ways and means, to which all members of the reichstag are admitted as auditors, but in a smaller, select committee of party leaders, who are specially bound to secrecy. Such reports as leak out say that while the antagonism between the chancellor and his opponents has not disappeared, the discussion is now being conducted on the basis of reason and not of passion.

It is believed that there is a good prospect that an agreement will be reached which will avoid the open discussion of issues before the reichstag. The friends of the chancellor appear to be fully satisfied with the situation, and declare that he has it well in hand.

Kings Refuse to Aid.

AMSTERDAM, via London, October 4.—The Berlin Tageblatt announces the failure of "a scheme hatched by the opponents of the imperial chancellor to induce the kings of Bavaria and Wurttemberg to sign a petition expressing indirect hostility to his policy."

The Munich committee formed to agitate in favor of a more ruthless warfare against England, the papers say, attempted to bring southern Germany into a state of agitation against Dr. von Bethmann-Hollweg on the ground that he was too sparing of England. The attempt to place the two kings at the head of the movement failed.

TRIBUTES TO THE MEMORY OF JUSTICE ANDERSON

Resolutions by Bar Association and Church Trustees to Be Read at Funeral.

Adolph A. Hoehling, jr., president of the bar association, today selected a committee of eight lawyers to prepare a resolution of sorrow for the death of Thomas H. Anderson, associate justice of the Supreme Court of the District. This resolution will be read at the funeral services Friday afternoon at 2:30 o'clock, at Metropolitan Memorial M. E. Church, C street and John Marshall place northwest.

A similar resolution is in course of preparation by the board of trustees of the church, which also will be read at the funeral. Justice Anderson was president of the church board of trustees.

Samuel Maddox is chairman of the bar association's committee. With him are John B. Larner, J. S. Flannery, John E. Laskey, Benjamin S. Minor, James H. Hayden, George T. Dunlop and Stanton C. Peelle.

The bar association has also selected twelve ushers from among the members of the bar to act at the funeral services. They are John Lewis Smith, T. Percy Myers, H. Prescott Gatley, James E. Archer, J. Morrill Chamberlin, Charles T. Hendler, C. F. R. Ogilby, Hugh H. Obear, Julius I. Peyser, Edmund Brady, James S. Easby-Smith and Charles F. Wilson.

RISING PRICE OF FOOD IMPRESSED ON PEOPLE

Largest Dairy Restaurant in New York Adds 5 Cents to Each Staple Dish.

NEW YORK, October 4.—The rising cost of food was impressed upon thousands of citizens today by the action of the largest dairy restaurant here in advancing prices. This corporation, which owns a chain of lunchrooms in New York and other cities, added 5 cents to the prices of all the staple dishes.

Bacon and eggs and ham and eggs now cost 30 cents instead of 25 cents; a small steak is 30 cents instead of 25 cents; plain omelette had jumped from 15 cents to 20 cents. Even corned beef hash has advanced from 15 cents to 20 cents. Eggs are 5 cents an order higher, no matter how prepared.

All pies from now on are 10 cents a cut, but instead of seven cuts to the pie there will be six. In the past only the fresh fruit pies, such as peach and berry, were sold on the six-cut, ten-cent basis.

The wholesale price of sugar advanced from 6¾ cents to 7 cents a pound today, and the retail price from 7 to 8 cents. The increased demand resulting from the war was given as the reason, although it was asserted that 427,185,758 pounds of unrefined sugar are held in government warehouses in this city and that the crops of sugar in this country and Porto Rico are the largest ever known.

22 BELGIANS ARE SAVED BY AMERICA AND SPAIN

AMSTERDAM, via London, October 4.—The Nouvelle's Maastricht correspondent says that as a result of a protest of the American and Spanish ministers at Brussels, Gen. von Bissing, the German governor general, has pardoned twenty-two Belgians who were sentenced to death last week on a charge of spying.

The correspondent adds that the prisoners included three women, two girls and the acting burgomaster of Namur.

ROAD OFFICIALS ARE SILENT.

Louisville View That Question Will Be Taken to Supreme Court.

LOUISVILLE, Ky., October 4.—No statement was forthcoming at the general offices of the Louisville and Nashville railroad here today regarding the decision of the Supreme Court of the District of Columbia requiring Milton H. Smith, president, and the other officials of the road to answer questions propounded by the interstate commerce commission relating to the road's political contributions.

The impression was gained, however, that the question would be taken to the Supreme Court of the United States.

ALLIES GAIN NEW SOMME POSITIONS

London and Paris Claim Successes for Both British and French.

OFFICIAL REVIEW SHOWS RESULTS OF GREAT DRIVE

London Claims Twenty-Nine German Divisions Have Collapsed Under Pressure of the Offensive.

LONDON, October 4, 1:40 p.m.—The war office announced today that the town of Eaucourt L'Abbaye, on the Somme front, for possession of which heavy fighting has been in progress for several days, is now entirely in the hands of the British.

During last night there was considerable shelling of the British front south of the Ancre.

The French on the Somme front are continuing their thrust northward on the Peronne-Bapaume road, and have captured a strong line of German defenses between Morval and the St. Pierre Vaast wood, Paris announces today.

Review of Somme Battles.

An official statement issued here today gives details of the fighting on the Somme front after the advance of September 15, describing the capture of villages, including Combles, Gueudecourt and Thiepval, and proceeds:

"These victories brought our front line at more than one point within a mile of the German fourth position west of the Bapaume-Transley road."

The statement continues:

"The enemy has fought stubbornly to check our advance, and since September 15 seven new divisions have been brought against us and five against the French. The severe and prolonged struggle demanded on the part of our troops very great determination and courage.

At End of September.

"At the end of September the situation may be summarized as follows: Since the opening of the battle, July 1, we have taken 26,735 prisoners and engaged thirty-eight German divisions, of which twenty-nine (about 350,000 men) have been withdrawn exhausted or broken. We hold the half-moon upland south of the Ancre, occupy every height of importance and so have direct observation ground to the east and northeast. The enemy has fallen back upon a fourth line behind a low ridge just west of the Bapaume-Transloy road.

"The importance of the three months' offensive is not to be judged by the distance advanced or the number of enemy trench lines taken. It must be looked for in the effect upon the enemy's strength in numbers, material and morale. The enemy has used up his reserves in repeated, costly and unsuccessful counter attacks without causing our allies or ourselves to relax our steady, methodical pressure.

Praise for Fighting Men.

"In this action the representatives from every part of the British empire and British Islands have been engaged. All behaved with the discipline and resolution of veterans.

"Our aircraft have shown in the highest degree the spirit of the offensive. They have patrolled regularly behind the enemy's lines, and have fought many battles in the air with hostile machines and many with enemy troops on the ground. For every enemy machine that succeeds in crossing our front it is safe to say that two hundred British machines cross the enemy's front."

Reports Repulse of British.

BERLIN, October 4, via London, 4:22 p.m.—The allied attack along the Somme front resulted yesterday in further fighting near Thiepval and Mouquet farm. The repulse of the British is reported in today's official announcement.

SHACKLETON CHANGES PLANS.

Will Go to Australia and Rescue Ten of Party.

SANTIAGO, Chile, October 4.—Lieut. Sir Ernest Shackleton has abandoned the idea of sailing for England this week from Buenos Aires, and instead will proceed to Australia to command an expedition to rescue ten members of the Shackleton party who were left with scanty provisions on the west side of the south polar continent. These men were on land when their ship, the Aurora, was caught in the ice and carried away. They were awaiting the arrival of Lieut. Shackleton, who disembarked on the east side of the continent, but was compelled to return to his starting point.

Sir Ernest's comrades will sail for England from Buenos Aires. He will return to Valparaiso Sunday. Thence he will go to Panama, San Francisco and Australia. He expects to reach Australia November 25.

TO ACCOMPANY ARREDONDO.

Gen. Carranza's Chief of Staff Coming to Washington.

MEXICO CITY, October 4.—Col. Juan Barragan, chief of staff to Gen. Carranza, will accompany Eliseo Arredondo, ambassador designate to the United States, on the latter's return to Washington. According to government officials, Col. Barragan merely intends to take a vacation.

High government officials deny a story sent out from El Paso that Gen. Carranza was contemplating sending an ultimatum to the United States demanding the withdrawal of Gen. Pershing's troops from Mexico.

RUMANIANS DRIVEN OUT OF BULGARIA, IS BERLIN REPORT

Withdrawal Forced by Encircling Movement by Field Marshal von Hindenberg.

MOVEMENTS OF INVADERS HAD BECOME A MYSTERY

Sofia Had Confirmed Report That Bridge Had Been Destroyed Behind Rumanians.

BUCHAREST HAS BEEN SILENT

Invading Force Comprised "Considerable Units," According to a Statement Issued in Bulgarian Capital.

BERLIN, October 4, via London, 4:20 p.m.—The Rumanian forces which crossed the Danube river between the Danube fortresses of Rustchuk and Turtukai have withdrawn hastily, says the official statement issued today by the German army headquarters, as the result of encircling movements put into operation by Field Marshal von Mackensen, the commander of the forces of the central powers and their allies in Dobrudja.

A Mystery to London.

LONDON, October 3.—Mystery still surrounds the numbers and movements of the Rumanian forces which have crossed the Danube into Bulgaria, near Rahovo, in an evident effort to outflank the Bulgarian left wing and compel hte retreat of Field Marshal von Mackensen from the line south of the Constanza-Tchernavoda railway.

Sofia in its current announcement mentions these forces as comprising "considerable units," but records no contact between them and their Bulgarian foe.

Reports Invaders Cut Off.

Berlin's assertion that the pontoon bridge on which the Rumanians crossed was destroyed is supplemented by Sofia's statement that the bridge was put out of commission "at the Dobrudja side" by Austrian monitors.

What dispositions the Rumanians are making to keep up the communications of this force are not known. Bucharest has not alluded to the movement in its official statements.

On their part the Bulgarians apparently are either engaged in frustrating another Rumanian movement to cross the Danube, or are attempting an operation of this sort on their own account. They report the occupation by their troops of the Island of Makakalafat, opposite Vidin, in the extreme northwesterly part of Bulgaria, and the dispersal by Bulgarian artillery of Rumanian forces on the other side of the river.

Invaders in "Considerable Force."

SOFIA, October 3, via London, October 4.—The Rumanians who have crossed the Danube and invaded Bulgaria are described as "considerable units of troops" in an official statement issued by the war office today, which, however, does not report any clash between the Bulgarians and the invaders. The text of the statement follows:

"Danube front — We occupied the island of Malakalafat on the Danube opposite Vidini. We bombarded with success the post and barracks at Kalafat, near the village of Giudioin, and dispersed by artillery fire a detachment which was preparing to intrench. Near the village of Rahovo the enemy succeeded in throwing a bridge over the river, by which he was able to convey across considerable units of troops. Austrian monitor destroyed the bridge at the Dobrudja side.

"In the Dobrudja the enemy's offensive on the Resihaul-Amzatsia-Perveti line was stopped by our fire. Counter attacks on the right wing ended in the repulse of the enemy, who was driven back to his former positions. An enemy battalion was practically annihilated and two officers and one hundred men who survived were taken prisoner."

Rumanian Successes Claimed.

BUCHAREST, October 3, via London, October 4.—Violent fighting continues in Transylvania and in Dobrudja, generally with successes for the Rumanians, says the official statement issued by the war office today. The Rumanians have captured more than 600 prisoners in Transylvania. The statement says:

"On the northern and western fronts, fighting continues. In the Ghurgill and Hargitta mountains we made prisoners thirty-three officers and 300 men, besides capturing some wagons and war materials. In their retreat toward Caneni Friday our troops took 300 prisoners and five machine guns in the Altui (Olt) valley. Our troops now are counter-attacking the enemy in the mountainous region on the right bank of the River Altul.

"In the Jigel valley the enemy is making isolated attacks. A violent attack is proceeding in the region of Mount Oboroca, near Petroseny, and the enemy is using asphyxiating gases. We repulsed an enemy attack at Orsovo.

"On the southern front in Dobrudja our attacks continue violently over the whole front. The enemy is offering very stubborn resistance."

Russians Continue Offensive.

PETROGRAD, October 4, via London, 2:30 p.m.—Russian troops are continuing their offensive against the forces of the central powers and their allies in the Rumanian province of Dobrudja, says the Russian official statement issued today. Russian gunboats on the River Danube have bombarded the left