

The Ogden Standard

Today's Metal Prices

NEW YORK QUOTATIONS.

New York, July 20.—Silver, 62 3/4c; lead, \$6.40; spelter, \$9.50@10.00; cop- per, \$24.00@26.00.

4 P. M. CITY EDITION THIRTY-EIGHT PAGES

WEATHER—Utah: Tonight, Friday and Saturday Fair; Not Much Change in Temperature.

FEARLESS, INDEPENDENT, PROGRESSIVE NEWSPAPER.

OGDEN CITY, UTAH, THURSDAY EVENING, JULY 20, 1916.

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GREAT FIGHT IN CARPATHIANS BATTLE RAGES ON SOMME FRONT

BRITISH AND FRENCH GAIN GROUND IN FIERCE FIGHT

Five Miles of German First Line Trenches, From Barleux to Soyecourt, Fall Into French Hands—British Advance in Delville Wood and Longueval—Hard Fighting on Italian Front Extends to Isonzo Front—Russians Win Victory in Caucasus and Continue Great Battles on Eastern Front.

London, July 20, 3:20 p. m.—A wireless dispatch from Rome says it is reported from Petrograd that a great battle is developing at Jablonitz, the results of which thus far have been favorable to the Russians.

Jablonitz is in the Carpathians south of Kolomea, near the northern end of one of the mountain passes leading to Hungary.

Petrograd, July 20, via London, 4:20 p. m.—Attempts by Teutonic forces to advance against the Russians in the region of the river Stokhod in Volhynia have been repulsed, the war office announced today.

Operations in Galicia are being notably affected by the overflow of the river Dniester.

Petrograd, July 20, via London, 4:06 p. m.—The war office announced today that Kugi, an important point in the Caucasus, was occupied by the Russians on Tuesday.

Kugi is a junction point of high roads in Erzerum district.

The French have resumed their driving offensive along the Somme in northern France. According to this afternoon's Paris bulletin, the German first line trenches from Barleux to Soyecourt, south of the Somme, a distance of five miles, fell into French hands.

North of the river the French attacked pushed east from Hardecourt and carried trenches along the Combles-Clery railway.

The operations here are close to the right flank of the British advance, Combles being little more than three miles southeast of Longueval.

Hard fighting continues on the Austro-Italian front. Vienna reports artillery engagements at various points, increased activity extending even to the Isonzo front.

In last night's fighting in the Verdun region Paris reports progress west of the Thiaumont works north of the citadel, and the capture of a strongly fortified German post south of Fleury.

Today's official statement from London shows that the British are continuing their attempts to regain the ground lost in the recent strong German counter-attack in the Somme region. Progress in the Delville and in Longueval is reported and the British lines also have been moved forward north of the Longueval-Bazentin line.

Unofficial reports from Petrograd tell of the development of a great battle in the Carpathians, at Jablonitz, where the Austrians are resisting the Russian advance into Hungary.

London, July 20—Heavy fighting continues on the Somme front. The war office announced today that the British had gained ground in Delville wood and Longueval.

North of the Longueval-Bazentin position the British pressed forward their line. East of the eleptic redoubt, bombing parties made a substantial advance during the night.

The statement follows: "At 2:50 o'clock in the afternoon in Delville wood and Longueval we regained a little more ground. The struggle in these areas continues."

"North of our Longueval-Bazentin position we this morning pushed forward our line, captured some prisoners and a gun."

The statement reported increased artillery fire between Barcoula Pass and the Astich valley; artillery duels in the Pella and Raibler sectors and a nocturnal bombardment of Malborgeth by Italian artillery which also showed increased activity on the Isonzo front, especially at the Gorizia bridgehead.

An attack upon Thureserjock was repulsed, says the statement, which also contains the following: "In a trench northwest of Pontebba (Carnic) loud sounds of combat were heard. Austro-Hungarian troops were not engaged at the place mentioned."

"East of the Leipzig redoubt we made a substantial advance last night."

"Elsewhere in the main battle area there has been only artillery fire since the last report and an alteration in the positions."

A captured diary belonging to a German commanding officer shows that in the fighting from July 1 to July 6, a Bavarian regiment, which was opposed to us at Montauban, suffered 3,000 casualties out of a total strength of 3,500 men.

"Another document shows that one battalion of the 109th regiment lost 908 men out of 1,100, while the other battalions of that regiment each lost more than half their effective strength."

"Yesterday evening, south of Armentieres, we carried out some important raids on a front of two miles, in which Austrian troops took part. About 140 German prisoners were captured."

French Capture Trenches. Paris, July 20—Noon.—French attacks in the Somme region were delivered last night on both sides of the river. On the north bank trenches in the Hardecourt sector were taken while south of the river all the German front line trenches between Barleux and Soyecourt fell into French hands.

Announcement of the French successes is made in this afternoon's war office bulletin.

The trenches captured on the north bank run from Hardecourt—Mamelon to the east of Hardecourt along the railway from Combles to Clery. Four hundred prisoners were captured here.

In the Verdun region there was a continuous bombardment of the Avocourt and Chantancourt sectors on the left bank of the Meuse with a grenade engagement to the northeast of Hill 304.

German Post Captured. On the east bank of the Meuse the French progressed west of the Thiaumont earthworks while to the south of Fleury they took a strongly fortified German post, together with 150 prisoners.

German aeroplane was brought down in the Somme region east of Peronne.

French Make Gains. The communication follows: "On both sides of the Somme our infantry this morning attacked German positions and gained notable advantages. North of the Somme we captured enemy trenches from Mamelon—Hardecourt as far as the river and carried our line clear to the east of Hardecourt along the railroad to the narrow road which runs from Combles to Clery."

"South of the Somme between Barleux and Soyecourt all the first line enemy trenches fell into our hands."

"In the Champagne we penetrated a German trench north of Auberville."

"In the Argonne the Germans attempted a coup de main upon our small posts in the Bolante salient. After a lively hand grenade battle

OGDEN SCENE IN PIONEER DAYS



The Union Pacific terminal station at Ogden in 1868, near the site of the present union passenger station. One of the first parties of Mormon emigrants carried by rail across the plains, starting for Salt Lake City by stage-coach. Reproduced from stereoscope photograph now in possession of Col. C. A. Black, right-of-way agent of the Union Pacific.

TODAY the Utah pioneers who endured the hardships of the plains that they might find a home in the Salt Lake Valley, can view with satisfaction the part they took in the evolution and development of the great intermountain country and join in the celebration of the completion of those events which so closely connect the history of past and present in ties that formed the foundation of a greater nation, increasing the scope of the public domain and establishing a stronger unity of thought and purpose among the people.

Greater still than this record of achievement is the fact the 1916 celebration is significant with the trend for the accomplishment of projects that will tend to forward the spirit of progress, which characterized the past. The people and the intermountain west today, in their review of events, as depicted in the great parade, not only are reminded of early

history, and the readjustments they were compelled to make to meet constantly changing conditions but they look into the future as far as 1919, when they will witness the completion of a project of inestimable commercial value, of far greater historical importance than the present celebration. Because it will represent a crystallization of sentiment for the accomplishment of greater things, the international exposition suggested by B. L. Winchell, director of traffic of the Union Pacific system, as a fitting tribute to pioneer railroad builders, and commemorating the fiftieth anniversary of the completion of the first transcontinental railroad, is looked forward to as being the greatest practical demonstration of industrial progress ever attempted by the American people.

Comparisons, using facts presented as the basis, show that such an exposition for Ogden to be of greater importance, historically, than either

of the two California expositions, which have lured people from all over the world to the Pacific coast within the past two years. Although now assuming the character of an international exposition, the original Panama-California exposition at San Diego, typified the life and history of Southern California, while the Panama-Pacific exposition at San Francisco was in commemoration of the completion of the Panama-Canal. While the completion of the canal was a record of achievement of world-wide importance, establishing a connecting waterway between two oceans and thereby opening a new trade avenue, the canal itself can not be referred to in the same category with the railroads as being factors in the development of the greatest nation on the globe.

Designed to be of future commercial value and also marking a new epoch in the history of water transportation facilities, the canal is viewed more in the light that it represents the

product of master engineering brains and being still in the experimental stage, comparatively no weight is attached to the inference that it will surpass the railroads in aiding future development.

The nation owes its life to the railroads. They have been the greatest factors in development. The transcontinental lines linked the east with the west and thereby made possible one country, one flag. The pioneers who braved the wild life of the plains, seeking homes in the far west, laid the stepping stones for the building of the transcontinental lines. The completion of the first transcontinental line was a realization of dreamers' dreams that had their inception before the first emigration to the west. The proposed exposition will be a tribute to those dreamers and to other pioneer citizens and railroad builders, who made the railroads and united nation a reality.

SCREEN OF TUGS AROUND U-BOAT

Submarine Merchantman Putting Final Touches on Machinery Before Starting on Return Voyage.

Baltimore, Md., July 20.—At dawn today a screen of tugs and barges was drawn about the submarine merchantman Deutschland, indicating that she would not leave here for several hours at least. To appearances she was ready to start on her return voyage to Germany last night. This morning, just before she was hidden from view, it was observed that she was submerged to about the same depth as when she came into this port, with a full cargo.

Yesterday a force of mechanics was sent aboard the submarine to help the crew's mechanics to overhaul the machinery, one of the engines was later dismounted and hurried in an automobile to a local shop for re-finishing. It is thought probable that further testing of the machinery may be necessary before the vessel takes her departure. All through the night the tug Timmins played its searchlight ceaselessly over the land and water, practically covering all approaches to the pier where the Deutschland is berthed.

Toward midnight the vigilance of the German guards about the pier tightened. Several launches were found hovering about the waters near the submarine and while the Timmins threw its searchlight beams upon the strange craft the night superintendent of the Eastern Forwarding company, local agents for the submarine's owners, jumped into a motor boat and made a long tour of the waters about the pier to inspect the mysterious visitors.

Captain Dons Uniform.

Baltimore, Md., July 20.—Prepared to leave port at any moment, Captain Paul Koenig, commander of the German merchant submarine Deutschland, put on his uniform today for the first time since he landed here eleven days ago, and for several hours this morning studied the charts of the Patuxent river and Chesapeake bay with Captain Frederick Hansch, commander of the North German Lloyd liner Necker. When Captain Koenig went back aboard the undersea liner he took with him a duplicate manifest of the ship's cargo. Another copy was ready to be taken to the customs' house.

Captain Koenig said he would not leave his ship again and indicated an early departure, but said nothing that would give an idea just when the submarine would leave.

It was understood the Deutschland's engines and submerging machinery had been given a final test and were found to be in perfect condition.

BORDER GUARDS IN GOOD HEALTH

General Bliss Reports Condition of Men Excellent—Variety of Food Being Supplied.

BORDER GUARDS.—Washington, July 20.—Major-General Bliss has reported to the war department that his inspection of the New York National Guard division on the border found it comfortably sheltered, in excellent health and with a sick report that practically was negligible.

Regarding the food supply, the general said the unanimous opinions of all commanding officers was that rations were excellent in quality, the only criticism of the men being due to a monotony resulting from deficiency of certain components intended to give an agreeable variety.

Necessities for a proper variety of food for the border climate are being supplied as rapidly as possible.

Dutch Ship Torpedoed. Berlin, July 20, via Wireless to Sayville.—The Dutch shipping council has completed its investigation of the explosion which damaged the Holland-America freighter Bemidji last April. It has decided, the Overseas News Agency says, that the explosion was caused by a torpedo of unknown origin.

AMERICAN VESSELS CARRY BIG CARGOES

Washington, July 20.—Marked increase of overseas shipping in American vessels was reported today by the department of commerce. Between January and June 91 vessels with a tonnage of 278,000 made trips to South American countries, 81 with tonnage of 257,000 to Europe, 11 to Asia and 7 to Africa.

The California Trade Union Liberty League, an anti-prohibition organization composed of organized wage earners, has issued a call for a state convention, to be held in Eureka on Sunday, October 1.

The announcement follows: "After heavy artillery preparation strong Italian forces attacked three times our positions south and east of Barcoula pass. They were repulsed with hand grenades, machine guns and avalanches of stones."

"There was heavy artillery fighting. At Fela Raibler we captured a machine gun. Tavis was shelled by the enemy."

Heat Hinders War Movements. London, July 20, 1:50 p. m.—The following official report from the British expeditionary forces in Mesopotamia was given out today: "Since the last communique of the 13th, nothing interesting has been reported. The heat has been excessive for some days the temperature in the shade has been over 120 degrees."

British Capture Submarine. London, July 20, 4:05 p. m.—The first official announcement that Great Britain had captured a German submarine of the U-35 class was made in the house of commons today by Thomas McNamara, financial secretary of the admiralty who said that one of these vessels would be brought to London to be viewed by the public.

Stones Hurling on Italian. Berlin, July 20, via Wireless to Sayville.—Hurling stones down the mountain sides, the Austrians repulsed three strong Italian attacks near Barcoula pass, the official statement issued yesterday at Vienna reports.

man engineers rescued the engine and other parts of the machinery.

Greeks Cross Bulgaria. Berlin, July 20.—By wireless to Sayville.—The Vossische Zeitung says that after the demobilization of the Greek army the Bulgarian government permitted 1,000 Greek reservists to cross Bulgarian territory for the purpose of returning to Rumania.

Turks Announce Victories. Constantinople, July 20.—Via London, 1:34 p. m.—Turkish victories in Persia and the Caucasus were announced today by the war office. The statement follows: "East of Sinch, Persia, Russians forces which attacked our detachments were driven off. They left behind great numbers of dead."

"In the Caucasus on our right wing our advanced posts made successful surprise attacks."

Intense Fighting Reported. Berlin, July 20.—Via London, 6:40 p. m.—Repeated French attacks south of the Somme were repulsed by the Germans, the war office announced today. The French and British artillery fired developed to a pitch of greatest intensity on both sides of the Somme. The announcement also says that a strong British attack north and west

the enemy was repulsed.

Meuse Bombardment Continues. "Upon the left bank of the Meuse bombardment continues in the regions of Avocourt and Chantancourt, together with hand grenade fighting on the slopes northeast of Hill 304."

"On the right bank we progressed west of Thiaumont works. South of Fleury a powerfully fortified work held by the enemy was captured by our troops who took prisoner several officers and 150 men."

"In the region of the Somme a German aeroplane was brought down yesterday afternoon. East of Peronne another enemy machine was brought down near Gremlilly in the Verdun region."

The British admiralty announced on April 18 that the Eemdjik while on passage from Baltimore to Rotterdam with the Dutch colors painted on her sides, had been torpedoed by "an enemy submarine."

Zeppelin Raider Wrecked. London, July 20, 10:20 a. m.—The Zeppelin which recently raided Riga, was hit several times by Russian anti-aircraft guns and wrecked, near Tukum, according to a Central News dispatch from The Hague, quoting reports received at Cologne. The majority of the crew was saved and Ger-