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The Seattle Star

NIGHT EDITION

Weather Forecast: Tonight and Friday, fair; moderate northwesterly winds.

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THE GREATEST DAILY CIRCULATION OF ANY PAPER IN THE PACIFIC NORTHWEST

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UKRAINIANS REVOLT

Huns Rush 420,000 Troops to Stem Uprising

TRACTION BOOKS TO BE PROBED

Council Will Then Decide on Fare Increase Proposals

DON'T NEED 7 CENTS

Outside accountants will be brought to Seattle to make a complete investigation to determine whether or not the traction company is fairly representing its plea for higher fares and concessions from the city.

This course was determined Thursday morning when the city council tackled the traction tangle.

The council, in special conference, first decided to assemble facts and then see what fares are necessary to give the company a revenue on alleged \$15,000,000 capital.

Mayor Hanson told the council they could increase fares and then legalize the proceedings by securing the O. K. of the war labor board. Seven-cent fares in Seattle are unnecessary, he declared, but the traction company is entitled to make a revenue which will not exceed that of pre-war days. The traction company is entitled to a fare in excess of 5 cents, he said, if they require that to pay increased wages and not exceed pre-war profits.

A conference within 24 hours between Mayor Hanson, Utilities Superintendent Murphree, and officials of the three car systems and union representatives is expected to settle the wage scales that will be paid on all city traction lines.

If the different parties fail to agree, the war labor board will be called upon to make a settlement. Mayor Hanson, Traction President Leonard and the union leaders have agreed to this.

With a wage scale drawn, the expert accountants called in by the city to examine the books of the Puget Sound Traction, Light & Power Co. will have the material by means of which they will strike the street railway fare that is to prevail in Seattle.

By majority vote, the council committed itself to the principle that the traction company was entitled to the same rate of interest on its investment as it earned in the years 1913 to 1917, inclusive.

Leonard, the mayor and council then agreed that the company's books should be audited by the city controller's department to determine if the company's claim was correct—that profits for the past five years had not exceeded 2 per cent. Councilman Hesketh bitterly fought the suggestion that workingmen should be asked to pay 1 cent for transfers and a fare of more than 5 cents in addition.

"They might as well purchase automobiles," he declared.

To Increase Wages of Street Car Men

WASHINGTON, July 11.—The national war labor board is preparing to hand down wage increase awards in the cases of 24 street car companies, whose employees appealed for higher scales.

11 HUN PLANES ARE SHOT DOWN

LONDON, July 11.—British air men brought down 10 German planes July 9, while anti-aircraft guns accounted for another, the air ministry announced today. Three British machines were lost. Seventeen tons of bombs were dropped on the enemy during the day and night.

GEDDES SAYS SUBS WEAKER

LONDON, July 11.—"The submarines are now controlled," Sir Eric Geddes, first lord of the admiralty declared today in opening the official exhibition of naval photographs.

"Fewer are operating now than for some time past. The depth charge has changed the hunters into the hunted."

"SIGN HERE, PLEASE!"



ENTENTE WINS; VICTORY IN AIR

BY WILLIAM PHILIP SIMMS

United Press Correspondent

WITH THE BRITISH ARMIES

IN FRANCE, July 11.—Allied aviators apparently have attained absolute mastery of the air.

They are carrying the aerial warfare far behind the German lines.

Although given the best weather of the whole war, there is comparatively little battling, due to the extreme caution of the German airmen. Their activities are confined to night bombing, while the British bomb all night and fight all day, when anything can be seen.

The boches conduct their bombing operations from an altitude of about 10,000 feet, owing to the belching fire from our "archies."

The British bombers drop down to a height of 500 feet or even 50 feet before their let loose their high explosives. This makes for extreme accuracy.

A prisoner relates the tremendous havoc wrought on the Bapaume railway and station, where a British plane swooped low and dropped a bomb in the midst of troops waiting to board a train.

The British airmen are not allowing cowboys to cover their machines. One well known aviator has brought down 25 boches in the last 30 days. His total now nearly equals Baron Von Richthofen's.

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Once More, Folks, We Remind You of Saturday, at 7:30

Another reminder—don't forget that the big moment of The Star's "Our Boys in France Tobacco Fund" drive will come at 7:30 Saturday, at Woodland park.

Meet the crowd at the band stand.

"There will be plenty of fun and excitement," said Manager Hazen J. Titus today. "And we'll have four automobiles to put ginger into the affair."

The public is invited.

WASHINGTON, July 11.—The steam trawler Georgia of Boston was sunk off this harbor today in a collision with the steamship Bristol, bound from Norfolk for this port. The Georgia's crew was saved and landed here. The accident occurred during a heavy fog.

WASHINGTON, July 11.—There will be no censorship of newspaper dispatches under government control of telegraph lines, Postmaster General Burleson assured congress late today.

The fear expressed by many members of the senate that Burleson, if given control of the wires, would censor all press messages, caused Burleson to tell Senator Lewis, Illinois, that as soon as the wires are taken over, newspaper men will be called in and asked to name one of their members to supervise transmission of press messages.

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ASQUITH LAUDS WILSON EFFORTS

LONDON, July 11.—London newspapers today endorsed Herbert Asquith's eulogistic praise of President Wilson during a dinner last night in honor of Admiral Simms, Gen. Gribble and other American officials.

Asquith compared Wilson with Washington and Lincoln, declaring: "President Wilson has carried his people with him in the greatest decision of the age. He has laid before the world the grounds for that decision in state papers worthy to lie side by side with the most sagacious and inspiring utterances of the most famous of his predecessors."

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ITALIANS SMASH FOE IN ALBANIA

SURPRISE ENEMY IN BIG PUSH AUSTRIAN FORCE IS DEFEATED

Offensive in Albania May Mean Beginning of Balkan Offensive

WOULD INJURE AUSTRIA ENEMY ADMIT LOSSES

Battle Analysis by J. W. T. Mason

By United Press Leased Wire Direct to The Star

NEW YORK, July 11.—Italian operations in Albania are puzzling for the moment as to the objectives which are being sought.

The new offensive has come without warning, and it is hard to determine what the Italian general staff has in mind.

There are four possible reasons for the drive.

First—To supply the demand for new victories, which have been stimulated in Italy by the recent success against the Austrians.

Second—To create a diversion that will prevent the Austro-Hungarians from concentrating all their forces for a new attack along the Piave.

Third—To encourage the spirit of revolt among the Slav nationalities in Austria.

Fourth—To prepare the way for an allied offensive in the Balkans.

Very likely the first three reasons are acting co-operatively. Whether the final and by far the most important possibility is being seriously considered must be regarded doubtfully until there is more evidence.

For the allies to attempt a major offensive in the Balkans at this time would be a serious drain on their strength. Greek aid would be necessary to a very large extent, and it is not probable the Greek army is as yet supplied with munitions of war on a sufficient scale to give reasonable surety of success.

The main military objective of the allies evidently is the old Roman road connecting Monastir with the sea at Durazzo, possession of which would permit free movement of troops and supplies directly from the Adriatic into southern Serbia and would seriously threaten the enemy's hold on a great portion of the occupied areas of that country.

Starting at the Vojutza river, the Italians, with the aid of British monitors, have advanced to the Semeri river, a maximum gain of 15 miles. The nearest portion of the old Roman highway lies just the same distance northward along the Skumbi river, west of El Basan.

Essad Pasha Aids

But the offensive also has far-reaching political aspects. Already considerable forces of Albanians, under Essad Pasha, are fighting with the allies and rendering valuable assistance.

Any considerable advance by the French in the Monastir region will have its effect on Bulgaria, which is reported to be low in morale, both militarily and economically.

The most significant angle, however, is the probable effect on the southern Slav nations of Austria, already on the verge of active revolt. A decisive allied victory in Albania may prove the torch that will ignite the whole of the discontented elements of the dual monarchy.

One of the significant phases of the Italian advance is the frank admission of reverses by the Austrian war office. The latest statement from Vienna, said the Austrians, "in the face of pressure from strong enemy forces," had withdrawn across the Berat-Fieri line. Fieri already is in the hands of the Italians, and Berat, the most important city in southern Albania, appears about to fall.

"We improved our positions slightly during the night east of Villers-Bretonneux last night, and enemy artillery fire was directed at our positions on both sides of the Somme."

"Our troops made successful raids yesterday noon and night near Meris and Festubert (in Flanders), capturing some prisoners and a machine gun."

PARIS, July 11.—French troops enlarged their gains between the Aisne and the Marne, taking the village of Corcy, the war office announced today.

"On the borders of the Retz forest the French enlarged their gains, taking the village of Corcy, the station and castle and St. Paul farm," the communique said. "We captured 40 prisoners, including an officer."

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