THE WEATHER FORECAST.
Fair to-day and to-morrow; slightly warmer; light south winds.
Highest temperature yesterday, 87; lowest, 63.
Detailed weather, mail and marine reports on page 9.

The Sun.

IT SHINES FOR ALL

VOL. LXXXIII.—NO. 353. NEW YORK, FRIDAY, AUGUST 18, 1916.—Copyright, 1916, by the Sun Printing and Publishing Association. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere TWO CENTS.

TEUTONS, IN SIX DRIVES, FAIL TO REGAIN FRONT

Desperate Assaults to Win Back Somme Trenches Repulsed by British.

GERMANS EXHAUSTED; THEIR LOSSES HEAVY

French Consolidate Line, After Maurepas Victories, to Drive Out Foe.

FRESH ALLIED GAINS ON ROAD TO BAPAUME

300 Yards of Kaiser's Line Taken West of Foureaux (High) Wood.

LONDON, Aug. 17.—After taking twenty-four hours to reorganize their broken lines the Germans made six desperate counter attacks to-night upon the trenches the British took from them northwest of Pozieres on the Somme front yesterday. The British repulsed every one with big losses. So exhausted were the Germans on the French front that they ventured no attempts to recover the ground from the French.

A strong British attack northwest of Bazentin-le-Petit, along the road to Bapaume, was successful. The British captured about a hundred yards of German trenches. This success brings them nearer to the villages of Courcelette and Martinpuich.

In the assault yesterday the British captured 300 yards of German trenches west of Foureaux wood—referred to in British reports as High wood—charging 300 yards from their own trenches to do so, the War Office reported. This gain is in addition to those around Maurepas reported yesterday.

In this same attack yesterday the British made gains west and southwest of Guillemont which seriously threaten the village, which is on the road to the railroad town of Combles.

Berlin's Half Denial.

The German official statement, telegraphed here from Berlin, makes a half denial of the British and French successes of yesterday. It admits out and out only that the French gained 500 yards of trenches near Belloy-en-Santerre, at the south of the Somme line. About the gains west of the High wood and south of Maurepas it says "portions of the enemies' troops which penetrated our positions were driven back again."

During the day the Germans attempted an attack on the trenches east of Mouquet farm held by the Australians who captured Pozieres in July. There is a salient in the British line here which to-day's attacks west of the High wood were designed partly to straighten out. The Australians turned their machine guns on the advancing German lines and, as the report says, "nipped the attack in the bud."

On the French front in the Somme to-day there was a lull after the storm. Entirely undisturbed by the usual counter attacks the Germans make when a place has been cut out of their trenches, the French consolidated what they gained yesterday.

French in Strong Position.

The captured works give the French a better position than they have had near Maurepas and will enable them soon to force the Germans from the northwest corner of the village, which they still hold. North of Maurepas the artillery was active during the morning.

A high French military officer, according to a despatch received here, emphasizes the fact that, though the gains of yesterday were, from a military viewpoint, merely local, the significant thing is that afterward the Germans did not counter attack for the first time in the trench warfare. This officer said the French losses on the Somme were nowhere near as great as in the Artois and Champagne drives.

"Never before have the Germans failed to react when successfully attacked," said this officer, "and their failure to do so in this case is either a sign of weakness or, more likely, due to confusion of orders. The precision with which the French offensive has been carried out is shown by the fact that every objective designated in advance of an action has been reached.

"At Maurepas, a certain number of houses were selected and every one of them was captured and occupied; it never was intended to attempt the occupation of the entire village.

Cuts Losses to Minimum.

"One consequence of this precision in the French operations is the reduction of losses to a minimum.

"The operations in Artois and in Champagne cost five times more than all the ground gained on the Somme. The purpose is to destroy the German forces and the Franco-British defensive also has accomplished the feat of holding on the western front the greater possible portion of the German forces.

"It is fallacious to figure out the probable duration of hostilities on French soil by computing the average surface of ground gained per day. Every time an action takes place, even though the gain may be no more than a hundred yards or so, the opposition is beaten. He loses heavily and the weakening moral effect cannot be measured in yards.

"It is a cumulative effect, which sooner or later will wear the enemy down so that he will be unable to hold the French gains down to a few hundred yards."

Col. Repington, military expert of the Times, in reviewing the situation of the

Continued on Second Page.

POPE ORDERS PRAYERS FOR DEFEAT OF TEUTONIC POWERS

Instructs All Cardinals to Pray That Italy and Her Allies Be Victorious, Feeling a Lasting Peace Cannot Otherwise Be Won.

Special Cable Despatch to THE SUN.

ROME, Aug. 17.—Pope Benedict has instructed all the Cardinals in Italy to pray for victory for Italy and her allies. Hitherto the Cardinals, following the Pope's example, have been preaching and praying for peace at all their services. They have exhorted all the faithful to attend the functions of intercession for an early peace. Now, however, they will pray for the defeat of the Teutonic Powers.

Cardinal Ferrari, Archbishop of Milan, and other Cardinals holding episcopal sees have publicly explained that the Catholic Church wants to see a lasting peace. They are convinced now that no peace can be lasting unless the war ends victoriously for Italy and her allies. They are urging, therefore, that all loyal citizen churchmen should join in efforts to win the war.

Long Favored Italy.

Italian anti-clericals here accused the Catholics of wanting a premature peace, a peace at any price. Such a peace, they say, would be to the advantage of the Teutonic Powers.

It has been apparent for a long time that Pope Benedict was leaning toward the cause of Italy and so toward that of her allies. Soon after the war commenced the Pope permitted the Italian authorities to recruit all but fifty of the Guards on duty in the Vatican, and a little later he broke a precedent by causing the Hospice of Santa Marta, an annex of the Vatican buildings, to be used as a hospital for Italian soldiers.

Pope Benedict showed how he felt toward the Teutonic allies when he had Mgr. Gerlach, his Austrian private chamberlain, interned in the Vatican for a time and then sent him back to Austria. Mgr. Gerlach was accused of falsifying the Pope's words in an interview with a German American newspaper man which Mgr. Gerlach interpreted.

Protested for the Belgians.

Pope Benedict also has protested to Germany against the oppression of the Belgians, and only recently protested again against the deportation of a large number of men, women and children, civilian occupants of the conquered northwestern part of France.

The alliance of the Teutonic Powers with Mohammedan Turkey has never met with the approval of the Vatican nor with that of the Catholic party, which is steadily becoming more closely affiliated with Italian affairs and less isolated. This was seen in the inclusion of a Catholic member, Signor Meda, Minister of Finance, in the Coalition Cabinet formed recently after the fall of the Salandra Ministry.

This is the first time since Italy was united in 1870 that a Catholic has been a member of the Cabinet. The Pope was pleased at the appointment.

HOSPITAL SHIP TO HEAL SULU TRIBES

Rockefeller Foundation Fitting Out Vessel for a Five Years Cruise.

Announcement was made yesterday by the Rockefeller Foundation that it will send a hospital ship to the Moros and allied tribes of the Sulu Archipelago. The Philippine Government is cooperating in this enterprise. The ship, which is being equipped now, will be sent to cruise for five years among the many islands in the southern Philippine group.

The foundation has learned that many of the Moros are suffering from skin diseases, malaria, hookworm, dysentery and other ills which could be handled with success by skilled physicians.

Head hunting tribes in the Philippines have been reformed largely by the application of education and medicine, with a little more of the latter than the former. The foundation believes that the Moros, descendants of the Malay pirates, who have resisted every effort of the Spanish and Americans to civilize them, can be reached in the same way.

In Mindanao and Jolo the Moros have been reached to some small extent by dispensaries, but the great bulk of the population stands in need of medical service.

U. S. APOLOGIZES TO MEXICO.

Wilson Explains Delay in Naming Commissioners.

WASHINGTON, Aug. 17.—The delay of the Administration in appointing American representatives to the joint commission which is to discuss Mexican border problems has nettled Gen. Carranza and forced this Government to cable apologies to Mexico City.

Secretary of State Lansing to-day said Special Agent Rodgers had been informed the Administration was making special effort to find suitable American representatives. Mr. Rodgers was asked to explain this to Carranza.

It appears that Carranza does not understand why every phase of the negotiations is blocked at Washington by protracted delay. He named his commissioners within an hour, but after two weeks no one has been found who is willing to accept the President's offer to serve on the commission.

It was said to-day that Mr. Rodgers's explanation of the delay has appeased Carranza and eliminated the acute concern of the Administration.

Mexican Minister Assured.

MEXICO CITY, Aug. 17.—Foreign Minister Aguilar said to-day he had received assurances from Washington that the American delegates to the international conference between Mexico and the United States would be chosen within the next three or four days.

LONE UNION VETERAN PARADES.

Sergeant Kirk Marches in Washington With All His Medals.

WASHINGTON, Aug. 17.—Through the busy traffic of Pennsylvania avenue today, from the Capitol to the Treasury, marched a vision of a half century ago. Clad in a faded blue uniform, eyes front, shouldering the old fashioned rifle with a tiny American flag fluttering from the bayonet, Sergt. John Kirk was celebrating the fifty-fourth anniversary of the day he marched to join the Union colors. Kirk wore Congressional medals for gallantry in action, service in Indian wars, and his badge as a past department commander of the Grand Army in Pennsylvania. He lives at New Cumberland, Pa.

TURKS SEEK CULTURE.

200 Students, Including One Young Woman, to Study in Germany.

BERLIN (by wireless to Sayville), Aug. 17.—Two hundred young Turkish students have presented themselves as applicants for fellowships in German colleges, says an Overseas News Agency item to-day. The first successful applicants have started from Turkey for Germany. Among them is a young woman, who will attend a seminary for school teachers in Bremen.

GEN. GOETHALS AT PANAMA.

He Will Arrange Affairs for His Retirement in December.

PANAMA, Aug. 17.—Major-Gen. George W. Goethals, Governor of the Panama Canal Zone, arrived here this morning from the United States.

Gen. Goethals will immediately resume work and put the affairs of his office in shape preparatory to his retirement in December.

FINDS A REMEDY FOR RAIL DEFECTS

P. H. Dudley of N. Y. Central Discovers a Process After Forty Years' Work.

Forty years of expert experimentation on the most efficient method of manufacturing steel rails culminated last night in an announcement by the New York Central lines of the perfection of a process for the elimination of hidden defects in rails, which has been the chief cause of the country's railroad wrecks. The process, it was declared, has solved a problem that has baffled experts since the railroad industry in the United States began.

The man primarily responsible for the process is Plimmon Henry Dudley, consulting engineer of the New York Central lines, who has spent nearly half of his life in what he modestly termed "the labor of love" in his forty years research. Mr. Dudley is 72 years old, and has contributed at least six important inventions to the railroad industry.

Invention Explained.

G. W. Kittredge, chief engineer for the New York Central, explained Dr. Dudley's invention to a SUN reporter last night. "The flaws, or interior fissures, as they are called, can never be visibly detected in the rail. It has only been by following specifications laid down by Mr. Dudley in the manufacture of the rail and then reheating the finished product in a special plant attached to the rolling mills that any hidden defects can be removed.

Extensive experimentation with this process, Mr. Kittredge said, has proved beyond all question "that this is a sure way of eliminating every possible defect in steel rails, and it has been found that the process is a positive remedy. Manufacturers will be told of the new process, and ways and means will be discussed for putting the method into general use."

Mr. Dudley would have nothing to say last night about his invention except that he will be glad to make it known to the world. Among his associates in the New York Central offices he is familiarly known as "Dr." Dudley.

His Laboratory in a Car.

His first important post was chief engineer of the city of Akron, Ohio, after which he became chief engineer for the Valley Railroad, and later acted as chief consulting engineer for the New York Central system, a post which he has held for many years.

In a specially fitted car which Mr. Dudley calls his laboratory home he has pursued research work. This car has been the home of the engineer and his wife for more than thirty-three years. It is divided into compartments with sleeping rooms, sitting room, a kitchen and a well equipped laboratory. Sometimes he "parks" the car outside the Grand Central station. All the employees of the company know it as "Dr. Dudley's car."

According to recent figures broken rails caused 3,045 accidents in 1915, the death of 205 persons, injuries to 7,341 and a loss of nearly $4,000,000. Mr. Dudley's invention, so far as it has been applied on the New York Central lines, has already reduced rail breaks from one break in 600 rails to one break in 142,000 rails.

HUGHES TO DINE IN 'OPEN SHOP'

Striking San Francisco Culinary Workers File Protest.

SAN FRANCISCO, Aug. 17.—A written protest against the arrangement to entertain Charles E. Hughes here Saturday at the Commercial Club, which displays an open shop card in its dining room, was made to-day by the striking San Francisco Culinary Workers Union to Francis V. Keesling, chairman of the Republican State Central Committee.

"We would request that some arrangement be made to entertain Mr. Hughes in a manner that will not constitute an affront to organized labor of San Francisco," the protest read.

It is said to be too late now to make any changes in the plans for the banquet.

BIG GERMAN LOSS ADMITTED.

Total Hitherto Unknown in War, Says Military Critic.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—Erich von Salzmann, military critic of the *Vossische Zeitung*, writing about the Somme battle, makes the following remarkable admission to-day:

"We can admit without hesitation that certain regiments came out of this fighting with a total of losses hitherto unknown in the history of war."

FARMERS THREATEN CITY'S MILK SUPPLY

Producers Say They Will "Strike" on Oct. 1 Unless Prices Are Raised.

STATE TO BE RETAILER

Commissioner Dillon to Try Plan of Selling Direct—Borden Puts Up Rate.

Word was received yesterday by the State Department of Foods and Markets that milk producers up the State have decided to go on strike unless the distributers in the metropolitan district accede to the demands for a higher price.

Dairymen and farmers insist that the new rates shall be incorporated in their fall contracts, or else they will quit shipping milk here on Oct. 1, at the expiration of the present contracts. It is understood by the department that action was taken at a recent meeting of directors of the Dairymen's League at Middletown. A committee was appointed at this session to prepare a schedule of increased rates to the distributers.

Commissioner John J. Dillon issued yesterday a statement in which he said that the plan proposed by his department to sell milk in this city has been approved by producers, and dealers have already promised to discuss higher prices with the department. Mr. Dillon insists that the indications are that victory for the producers is already seven-eighths won without any necessity for higher prices for the consumer.

Commissioner Joseph Hartigan of the Mayor's Bureau of Weights and Measures has been making through his inspectors a survey of the milk situation in the city for the past nine days. While prosecuting their regular work of inspecting measures and receptacles in which milk is sold, they have gathered much valuable data as to prices, wholesale and retail. All their reports will be turned over to State Commissioner Dillon.

No Uniform Price.

"One thing is certain," said Commissioner Hartigan, "and that is there is no uniform price for milk in the city. Every neighborhood has its own price. We have found out also that as much loose milk is sold in New York as bottled milk. It is sold by the pitcher or pail in grocery stores, delicatessen shops and bakeshops. Milk depots are springing up all over on the same principle as chain cigar stores, and it is apparently the old story of the big fellows becoming the dictators.

"I believe that State Commissioner Dillon has a greater power than District Attorney Swann or the Wicks committee for a searching examination of this entire matter, and Dillon is the man who can do it. I believe that if Mr. Dillon exerts the power of his office he could act as arbitrator between the producers and distributers. He could bring about a working agreement between these two great interests in the State for the benefit of upstate and the city. The same is true of all controversies dealing with food supplies."

The report of one of Commissioner Hartigan's inspectors showed that milk cost a score or more retailers from $2.25 to $2.45 per can of forty quarts. This was at the rate of 5 5-8 cents to 6 1-8 cents per quart. The milk was sold "loose" at 6 and 7 cents per quart. There were five different prices for cream in these places, the rates ranging from 23 to 27 cents per quart. These small dealers paid 9 and 10 cents to the distributers for bottled Grade B and Grade A milk and retailed it at an advance of 1 cent per bottle.

A Practical Plan.

Discussing the proposed plan of his department to sell milk in New York city, Commissioner Dillon said:

"The milk investigation being made by the Wicks legislative committee and the suggestion that the milk supply might be shut off from the city by producers has undoubtedly helped concentrate attention to the only practical plan proposed to do justice to the producers and at the same time protect the customers from an unwarranted increase in prices.

"Although the department has definitely stated that it had no idea of distributing existing business, some of the dealers feared it would disturb present conditions. Of course it would disturb present conditions. That is what the department is for, but it need not disturb any business engaged in the economic distribution of milk.

"The plan needs the dealers for city distribution, but it can be operated without them. The dealers, on the other hand, need the milk, and they cannot get along without it. They would be afraid of a strike, pure and simple, because they know that all farmers will not continue for very long to spill milk into the streets after producing it. Such a plan would alienate the sympathy of consumers, and, after a temporary disturbance, work to the advantage of the dealer.

"The people want their milk. The interest of the producer is that the public get its milk and all it wants of it. With abundance of milk in the city for sale at a fair price, under State control, the people and the State will find a way to distribute it. If the dealers refuse, they and not the farmers are the 'strikers' and new concerns will gladly take up the work of distributer. A contract could probably be made any day with responsible concerns for deliveries at a much less price than the present cost of distribution."

Mr. Dillon said he is satisfied the farmers will get more for their milk on October 1. Milk is worth more to the producers than they have been getting, he added. His department has actually sold milk for several cooperative dairy associations at from 20 cents to 40 cents a can above the dealers' schedule of prices.

The Borden company increased yesterday the price of grade A milk from 10 cents to 11 cents a quart. It also raised the price of pint bottles of milk from 5 to 6 cents. Similar increases in bottled pints were made by many other milk companies several days ago. A number of distributers have already raised the price of grade A quarts.

The Borden concern explains, through its vice-president, H. N. Hallock, that the diminishing margin of net profit per quart of milk handled by its farm products division, which was $0.0026 for the year ending June 30, led the management to adjust prices of those products which least affect the majority. The company declares it has no intention to "make any increase in the price of our regular nine cent milk unless confronted by conditions not now existing."

20 CENT GASOLENE COMING IN 10 DAYS

Standard Oil Officials Say That Will Be Lowest Price for Year.

3 POINT DROP IN WEEK

Wells Dug Last Year Now Spouting Oil, Causing Tremendous Output.

Gasolene will fall to 20 cents a gallon within ten days or two weeks, Standard Oil officials said yesterday. At the Socony stations about town the gallon rate was 23 cents, which represented a three cent drop within the last five days. Although the Middle West States were selling gasolene yesterday for 17½ cents, there is little likelihood of this reduced figure striking New York before a month, if at all, experts said.

The explanation for this drop in motor fuel is ascribed to the extraordinary output of the crude oil wells that were drilled last year and now are yielding. As a consequence of their exceptional output in the last few weeks the quotation on crude oil has fallen and with it gasolene, the price of which is regulated entirely by the production of crude oil.

Standard Oil officials said the full effect of this crude oil production will be over within two weeks and gasolene prices then will have reached their minimum. New wells are being drilled, but their yield will not be appreciable in the market of the near future.

It was denied at 26 Broadway that the Government's investigation of gasolene prices is responsible either directly or indirectly for this reduction. Nothing done by the Federal officials had induced the corporation to bore more wells. The Standard is drilling its wells as quickly as possible and putting the last drop, outside of normal reserve stock, on the market.

New Gasolene Cut in Pittsburg.

PITTSBURG, Aug. 17.—Retail prices of gasolene here have been cut 2 cents a gallon within the last four days. To-day dealers clipped off another cent, making the price 23 cents a gallon.

DEUTSCHLAND SIGHTED AT SEA.

Warren Liner Meets Submarine Off Newfoundland Banks.

BOSTON, Aug. 17.—The sighting of a large submarine, believed to be the German merchantman Deutschland, off the Grand Banks last Saturday morning was reported by members of the crew of the Warren liner Sachem, which arrived tonight from La Pallice, France, via Liverpool. The submersible was travelling in a northeasterly direction at moderate speed.

Wallace Potter of Lynn, electrician of the Sachem, said those aboard the Sachem saw the underwater craft plainly at a distance of from three to four miles. Soon after the submarine submerged.

Capt. Richie of the Sachem said he was off watch when the incident occurred.

Hilken Again in New London.

NEW LONDON, Conn., Aug. 17.—Paul G. Hilken, vice-president of the Eastern Forwarding Company, Capt. F. Hinsch of the German steamship Neckar and F. Lewis paid this city another mysterious visit to-day. They consulted Waldo E. Clark, resident engineer of the new State terminal; F. Valentine Chappell, chairman of the State Harbor Commission, and Thomas A. Scott, president of the Scott Wrecking Company, which is building the big warehouses on the State pier for storing cargoes of the Bremen and other German submarines. They left the Mohican Hotel late this afternoon.

DENMARK ASKS U. S. SUPPORT.

Wants Aid in Regaining Lost Provinces, Paris "Temps" Says.

PARIS, Aug. 17.—The *Temps*, treating at length the negotiations for the sale of the Danish West Indies to the United States, says the question is gradually taking on larger proportions than the one between the Governments immediately concerned and is becoming international. It points out that the Danish Finance Minister, M. Brandes, declared the Government had decided to sell the islands because it was feared they might be taken away by force.

The *Temps* says the cession of the islands by Denmark was undertaken probably with the desire of obtaining the support of the United States when the Schleswig-Holstein question is brought before the peace congress at the end of the war. It adds:

"The sale of the Antilles is therefore awakening attention far beyond the frontiers of the small Scandinavian kingdom."

The provinces of Schleswig and Holstein were taken from Denmark by Prussia at the close of the war of 1864. They occupy a position analogous to that of Alsace-Lorraine as a source of hostility between their former and present rulers.

GERMAN LIVE STOCK DECLINES.

Census Shows Decreases in All Heads, Especially Pigs.

THE HAGUE, via London, Aug. 17.—The Berlin *Reichsanzeiger*, the German official organ, a copy of which has been received here, contains the final figures of the empirewide cattle census of December 1, 1915. This census, compared with that of the corresponding date in 1914, shows decreases in all heads, especially of pigs, as follows:

Pigs decreased by 8,054,000 to 17,287,000 and horned cattle by 1,512,000 to 20,317,000. Horses decreased by 94,000, calves 672,000 and sheep 398,000.

In Germany, according to the census of December 1, 1914, there were 3,441,307 horses, exclusive of army horses, and 5,451,570 sheep.

British Parliament to Adjourn.

LONDON, Aug. 17.—Premier Asquith announced to-day that Parliament would adjourn on Tuesday or Wednesday next until October 10.

Robert Bacon, Senate Candidate.

THIS picture, snapped in Mexico and passed by the army censor, shows Mr. Bacon (left) conferring with Gen. Pershing (right), in command of the punitive expedition into Mexico. Mr. Bacon went with Dr. R. P. Strong of the Harvard Medical School to the headquarters of the New York division of the National Guard at McAllen, Tex., early in July to inspect the militia encampments. Mr. Bacon is chairman of the executive committee of the National Security League and a member of several other preparedness organizations.

Photo copyright, Underwood & Underwood.

BACON TO RUN FOR SENATE AGAINST CALDER IN PRIMARY

Choate, Clearwater and Hinman, Foes of Whitman, Are Named on Committee—Must File Petition With 3,000 Names by Tuesday.

Robert Bacon, former Ambassador to France, yesterday announced his decision to enter the primary contest as a candidate for the Republican nomination for United States Senator against Representative William M. Calder of Brooklyn.

Beyond this announcement Mr. Bacon will have nothing to say until his petitions are filed next Tuesday. They must bear the signatures of 3,000 enrolled Republicans of the State.

Under the primary law there must be filed with his petition a committee to fill the vacancy should he die or refuse to run before the primary. This committee, it was announced, would be made up of Joseph H. Choate, ex-Supreme Court Justice A. T. Clearwater of Kingston and Job E. Hedges of this city.

Mr. Choate was one of the signers of the Root statement in the preconvention situation, and Judge Clearwater was friendly to the Barnes organization when it was in power. Mr. Hedges, who, it is believed, will assume direction of the Bacon campaign, has opposed the Whitman crowd and was asked recently at a conference of Republicans to enter the race himself against the Whitman candidate, Calder.

Root Expected to Aid.

Chief interest yesterday after the Bacon statement came out centred in the probable attitude of Elihu Root, with whom Mr. Bacon talked before making his decision. The construction generally put upon things yesterday was that Senator Root had told Mr. Bacon to make the fight and that the Root influence in the State would be thrown to him in the primaries.

It is possible Mr. Root may come out openly in a few days for Mr. Bacon on the theory that the primaries should be an open field for everybody and that no harm possibly can be done so long as the ranks close up after the primary battle.

The Root-Barnes element is certain to push the Bacon candidacy in order to even up old scores. How many primary votes this element can swing remains to be seen. Calder has had almost every county in the State nominally pledged to him, but this kind of support has been known to melt away. While the Whitman-Parsons crowd were belittling the Bacon movement and refusing to concede anything more than a complimentary vote for Bacon other Republicans predicted that with every Republican in the State who was dissatisfied with the Whitman regime certain to vote for him, Mr. Bacon could expect to make the fight mighty interesting to say the least.

Speaking for his own part in the Bacon movement, Mr. Hedges said that while personally fond of Calder he believed Bacon was the better man and for that reason was for him. "As between the two," said Hedges, "Mr. Bacon, as a student and having had experience in foreign affairs both in the State Department and as Ambassador, is certainly better qualified to handle matters on the floor of the Senate than Mr. Calder."

Calder Answers Bacon.

Mr. Calder was putting in his time up the State yesterday roping in organization votes. Upon hearing of Mr. Bacon's decision, he gave out a statement declaring he would rather have Mr. Bacon as an opponent than any other man in the State, as he was one of New York's best citizens. But if Mr. Bacon intended to run as the champion of universal military training then, Mr. Calder said, he ought in fairness to withdraw as he, Calder, had beaten him to it.

Those in the Bacon movement insist their fight had nothing to do with the other places on the ticket. Harvey D. Hinman left for home yesterday after making it plain that he would not be a candidate against Whitman. Hinman is for Bacon and will support him.

PRISONER LOST IN SING SING.

All Day Search for Lifer Closes Buildings to Visitors.

Sing Sing prison was closed to visitors all day yesterday so the search for the missing life term prisoner, Frank Grabowsky, might be prosecuted without interference. The hunt still is confined within walls, because it is believed by Warden Thomas Mott Osborne that he did not escape to the outer world.

The prison keepers worked in two shifts in search of the Lifer. They overhauled lumber piles and peered into every nook and corner. Their hope now is that they will be able to starve him out, so they are keeping an extra close watch on the other prisoners, who they believe have been keeping the fugitive supplied with food.

When Grabowsky absented himself he had about $10 in token money of the Mutual Welfare League, which is redeemable in ordinary currency (for about $5. Whether he changed it into real money is not yet known.

French Wine Output Doubled.

PARIS, Aug. 17.—The wine output of 1916 is estimated by the *Moniteur Vitricole* as 900,000,000 gallons, or double that of 1915, and 40,000,000 gallons more than in 1913.

BRITISH CAPTURE SUBMARINE.

Cunard Liner's Passengers See Craft Being Towed Into Deal.

Passengers on the Cunarder Alaunia, which reached port yesterday from London, said that while the ship was held at Deal a British destroyer, rather the worse for wear, entered the harbor, followed by a British cruiser with a damaged German submarine lashed to the seaboard. All the craft showed signs of having been in a stiff sea fight.

The submarine, in particular, which seemed to be one of the larger class, appeared to have been rendered unseaworthy.

TO ANNOUNCE POLAND POLICY.

Russia Will Forestall Autonomy Grant by Central Powers.

LONDON, Aug. 17.—In a dispatch from Petrograd the *Daily Telegraph's* correspondent says:

"It is expected that the Russian Government shortly will make a definite pronouncement on its policy as to the future of Poland, thus anticipating an expected proclamation of Polish autonomy by Austria-Hungary and Germany."

MEN TO ACCEPT WILSON'S OFFER IN RAIL CRISIS

Formal Action Will Be Taken by Brotherhood Delegates at Once.

PRESIDENT CALLS ROAD EXECUTIVES

Managers Obdurate, He'll Take Up Situation With Heads To-day.

WALL STREET'S AID MAY BE ASKED LATER

Situation Again Admittedly Serious, Is View in Washington.

WASHINGTON, Aug. 17.—President Wilson to-day submitted his peace proposal to the 640 delegates of the railroad brotherhoods assembled in the East Room of the White House.

The plan will be laid to-morrow before more than a score of railway presidents, who have been summoned to Washington by the President.

Upon the acceptance or rejection of this plan, which is in the nature of an ultimatum, will depend whether the threats of a strike which will tie up the internal transportation of the entire country are to be carried out.

Having found the managers' committee cold to his proposal that they accept the eight hour day, the President appealed to the railroad presidents and asked them to come to the White House for a conference.

There is every indication that if the railroad presidents sustain their managers President Wilson will appeal finally to the financial powers which control the roads, for it is his purpose to deal with the ultimate authority before he gives up his effort.

Representatives of the employees of the four brotherhoods have not yet formally decided upon their reply to the President. After leaving the White House they held a meeting during which for upward of an hour they discussed the proposal, arriving at no conclusion.

Will Accept It To-day.

It is an open secret, however, reflected in the jubilant demeanor of the members and leaders of the brotherhoods, that the plan of the President will be adopted by them. They will hold another meeting to-morrow morning at which they will take formal action in the way of acceptance.

"The President," said A. B. Garretson, spokesman for the employees, to-night, "will have our reply before he meets the railway executives."

The crisis, which is to be reached to-morrow, depends on the attitude of the railway presidents and board of managers. The score of presidents of the railroad systems of the country, in response to a message from the President, will be in Washington by noon to-morrow. No hour has been set for their call at the White House, but it is expected they will see the President in the afternoon.

The attitude of the railway managers is that they cannot comment on the President's proposal until it has been submitted to them. It is known they regard the plan as a yielding on the part of the President to the demands of the employees without arbitration. They insist the plan will constitute in effect a 25 per cent. increase in wages and mark the beginning of a new era in the settlement of railway wage problems.

Managers Resent Action.

Resentment on the part of the managers is keen. They feel the President has cast his lot with the employees and has by his action discarded the principle of arbitration, the chief defence of the railways against what they consider unjustifiable demands for increased wages.

President Wilson's decision to summon to Washington the railway presidents has not had the effect of pouring oil on the troubled waters. The board of railway managers was commanded to act for all the railroads and was armed with legal powers to that end. A railway president can act only for his system, and only a small proportion of the railway executives of the country will be in Washington to-morrow.

What can be accomplished, therefore, by taking the matter out of the hands of the board of managers, who have refused to meet the President's views of the situation, and taking it up with a small number of railway presidents, the railway officials profess not to understand.

As soon as the railway presidents arrived to-night they went into conference with the board of managers and, according to all indications, will stand behind them.

There were no indications that as a result of their deliberations there had been any change of attitude on the part of the railway officials. On the contrary, the railway executives show every disposition to stand by the managers and the situation to-night is admittedly serious.

"We have gone over the situation thoroughly," said one of the presidents as he left the conference, "and we agree thoroughly in every particular with what the committee has done."

The railway executives say they will hold themselves in readiness to meet the President at any time he may suggest to-morrow.

May Offer Legal Relief.

Whatever the ultimate outcome of the present controversy may be, there is a possibility that the railway executives and managers, upon whom the burden of peace now rests because of the understanding practically reached by the President and the employees, may hold their ground to the end and decide to