

6,000,000 REPORTED FIGHTING ON THE RUSSIAN BATTLE LINE

GERMANS BEATEN IN ARTOIS REGION, SAYS PARIS REPORT

Mowed Down by Shrapnel and Machine Guns, They Abandon Dead on the Field. CROWN PRINCE HALTED. French Say He Has Not Renewed Attacks in Argonne Since Last Tuesday.

PARIS, July 19.—Charging the French lines in thick columns along a front of two-thirds of a mile, German troops in the Artois region encountered a rain of shrapnel that sent them reeling back in confusion, according to War Office despatches this afternoon. Before certain sectors of the French trenches the entire German front line was mowed down by the French shrapnel and machine-gun fire. In their retreat the enemy abandoned several hundred dead and wounded. The Germans launched a similar attack near St. Hubert as part of a general scheme of offensive movements between Arras and the sea, but were beaten back. "During the night the Germans violently bombarded the Belgian trenches at St. Georges, and also at the village of Boesinghe," said this afternoon's communication. "Only small sections have occurred in the last twenty-four hours in the Apremont forest and Lorraine. These resulted favorably to our troops. After having been thrown back with heavy losses, the German Crown Prince's army has not renewed its attempts to place the French line in the Argonne since last Tuesday, said an official statement. The war office, in this connection, said that the German claim that 7,000 prisoners had been taken in the Argonne battle was "mistaken." During the past month, the war office said, not more than 1,000 French soldiers have been reported "missing" on all fronts.

SHANKLIN WITHDRAWN FROM MEXICO CITY POST

Clash of United States Consul with Brazilian Minister Followed by Temporary Recall. WASHINGTON, July 19.—Arnold Shanklin, American Consul-General in Mexico City, is on his way to Washington under orders from the State Department to report upon conditions. This was stated officially to-day, and incidentally it was admitted that Mr. Shanklin has been withdrawn temporarily from duty in Mexico City to avoid continuation of friction with Senator Cardoso, the Brazilian Minister there. Last week Mr. Shanklin went to the Mexican capital to carry on Red Cross relief work. Some differences as to methods developed between the Consul-General and the Brazilian Minister. They were not serious, but as Cardoso has been for many months looking after American interests in a manner so thorough and satisfactory as to win the gratitude of the State Department officials, they regarded it as only proper to remove any cause of friction quite regardless of the merits of the question.

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Real Underwater Power of U. S., With 77 Ships, Revealed by New Ocean-Crossing Submarines

Forty-five in Actual Service Now, Most of Them Able to Go Far Out to Meet Foe. NEW GIANTS PLANNED. Fast as Battleships and Able to Travel Almost as Far Without Aid.

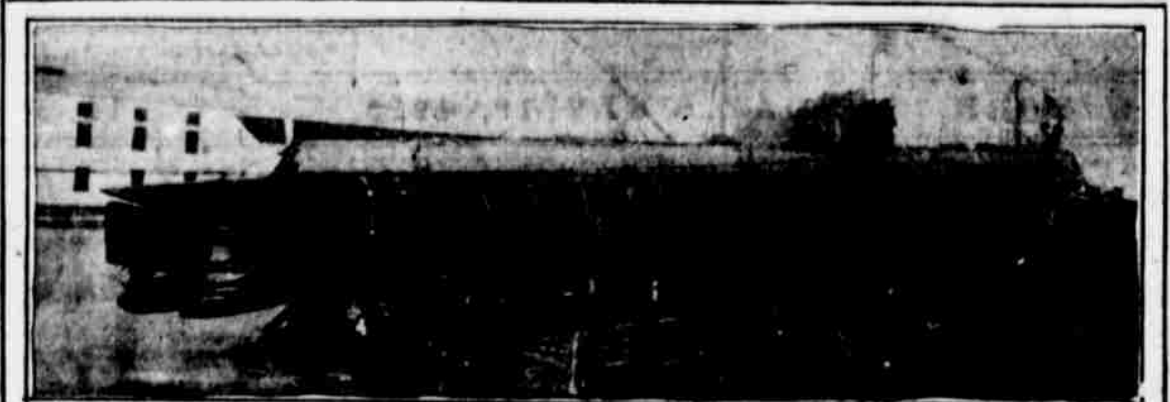
The United States navy has seventy-seven submarines. Eight of them can go across the Atlantic Ocean at the rate of eight knots an hour without a single stop to replenish fuel. We have ten under construction that can do that voyage at eleven knots an hour. Four of these are nearly ready to launch. It will take a lot of pondering to bring home to the ordinary citizen just what that means. Perpend: It means that we have right now, at this very moment, enough submarines to go abroad and raise Cain with any one who deserves it. We shall have actually in commission and ploughing the salty seas within a few weeks a much bigger fleet of undersea boats, capable of frustrating the navy of any enemy. But that is only half the story. We soon shall have three giant submarines of the Admiral Schley type, 280 to 300 feet long, of 1,500 tons displacement, able to run from three to four thousand miles without replenishing fuel at the rate of 14 knots an hour. They will carry forty officers and men, as against the eighteen found on the ordinary submarines. These big fellows will travel with the fleet, asking no odds, no easing up of speed to let them catch up. They will be right there all the time, wherever the battleships may be; and when action begins they will close with swiftness and light and fresh air while on their way, fill their ballast tanks, drop down part way into Davy Jones's locker and proceed to send the enemy all the way there with torpedoes.

THIS THE DAY OF THE HOMELY, WASPISH SUBMARINE.

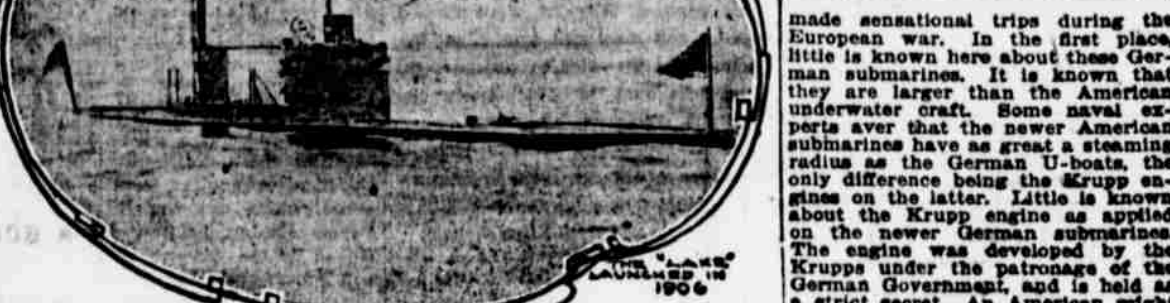
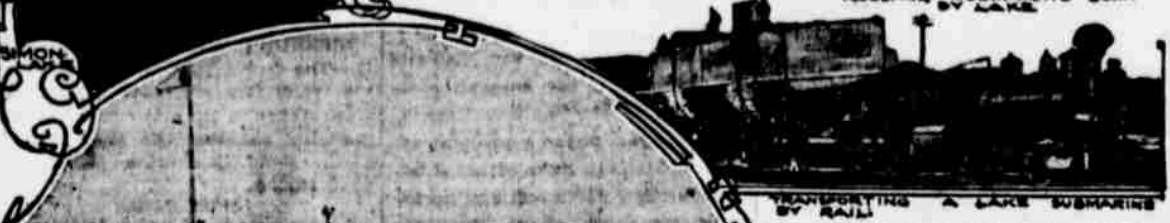
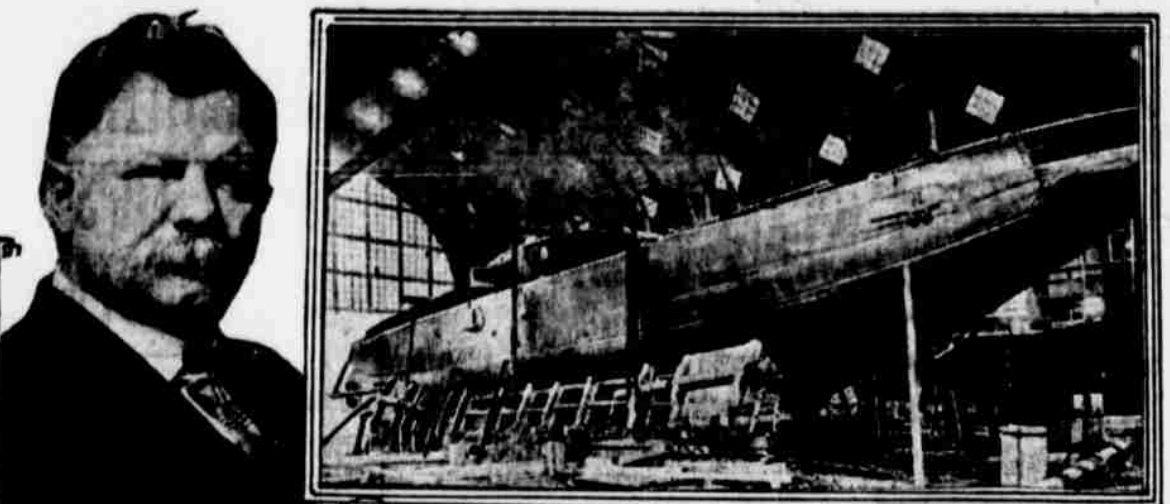
It is time to look the declaration in the face that the day of the battleship is over. The homely and waspish little submarines have done to her what the waspish little Monitor did to the imposing men-o'-war of her day. It may be quite true, as Mr. Kipling stated, that "the liner is a day and the battle ship's 'er 'usband," but they'll both sing mighty small hereafter when the submarines get into the fighting business wholesale. The big fellows that Uncle Sam is building are not calculated to go into the "strafe" business and butcher hundreds of innocent men, women and children. They will have speed enough to catch any merchant ship and warn her to put her people off before destruction. In a word, we are at the beginning of a revolution in naval warfare, and poor old Uncle Sam is not so far out of the hunt as a great many of his sorrowful friends have assumed. In the interest of strict accuracy, it must be stated that of our fleet of seventy-seven submarines only forty-five are now in actual sea service. They are on duty on our Atlantic and Pacific coasts, at the Canal Zone, the Philippines, etc. But the total number under construction and authorized—which will be in commission very soon—brings our submarine fleet up to the number of seventy-seven.

SUBMARINE INVENTOR NO BRAGGART, BUT

A reporter for The Evening World tried to get Simon Lake, the submarine inventor, to talk about the report, but Mr. Lake waved all questions aside. "There's more nonsense talked about submarines than about anything else," he said, "and I am not going to do any talking. Just one thing I will say—we're not nearly so short of submarines as some people would like to believe." But anybody around Bridgeport, where Simon Lake lives and moves, and has his submarine factory, will tell you that our submarines are far ahead of the undersea boats of all other nations. The foreigner, for example, are tested to withstand submersion to the extent of 150 feet. Ours can dive 200 feet without any difficulty. The foreigners test their boats by setting ground tackle and hauling them down empty. We test ours by putting the full crew aboard, and they take the ship down 200 feet below the surface of the sea, where the pressure is eighty-eight pounds to the square inch. Some difference. JULES VERNE HAD THE IDEA, LAKE DID THE REST. Least any one may think that our sailors run too great risks, let it be



THE-G-3 SHE CAN CROSS THE ATLANTIC AND RETURN WITHOUT RENEWING HER SUPPLY OF OIL FUEL...



recorded that a new boat is tested only twenty-five feet at a time. After each submersion she is overhauled and examined with scrupulous care to make sure that nothing has started. If Jules Verne could go up to Bridgeport he would be proud man to-day. When Simon Lake was a long-legged Yankee lad of sixteen he read Jules Verne's novel, "Twenty Thousand Leagues Under the Sea." From that time he wanted to build a boat to travel under the sea. Time that other lads would devote to the important business of play this boy gave freely to experiments in boat building. By the time he was twenty-five he had the boat—but he spent years in finding the right kind of engine to run it. The inventor took his queer ship down to Baltimore, put everything in prime running order, and started on a trial trip down Chesapeake Bay. After proceeding a couple of hours he came up to get fresh air and to see if the landmarks corroborated his reckoning by the chart. He was taking a good look around with the periscope he saw a man in a "bug-eyes" longing for oysters. He brought the boat up, and if you'd come ashore you'd stepped out of the upper hatch—and saw the oysterman raving for shore, where he set out at a wonderful pace. "Sight didn't do it," he said, "but next day. He found a store about a mile inland, and when he told how he came down from Baltimore the storekeeper said: "Lucky for you you didn't follow Jim Faulkner ashore last evening." He said he was tonight when he saw a black, heavy coat, swimming against the tide. "Thought he must be sick or somethin'—and then he smelt brimston! Thought the Old Boy must be 'round somewhere, so he jumped in the skiff and let out all speed ashore. An' just as he got near the beach, danged if the Devil himself didn't climb out the hatch and haul him! Say, Jim had half a dozen of the neighbors at the turn of the road with shotguns and rifles huntin' the Devil, and if you'd come ashore you'd 'a got it, sure." But those ancient days are long past. The submarine is now one of the most practical works of man. The eighteen submarines authorized by Congress to be built this year, at a cost of \$550,000 each, will have everything that the ingenuity of man has been able to contrive to make the craft a perfect destroyer. The new big world-girdling submarines of the Admiral Schley type, authorized by the last Congress, will cost \$1,500,000 each. Hids on them will be called for within two months or so. With the putting of these in commission the opening of the new era in naval warfare will be begun.

BEST SUBMARINES IN U. S. NAVY EQUAL THE WORLD'S FINEST.

(Special to The Evening World.) WASHINGTON, July 19.—The best of the submarines in the United States navy have a theoretical steaming radius of 4,000 to 5,000 miles. This means that these delicate underwater boats in an emergency would be

NOT ENOUGH DATA ON GERMAN U-BOATS.

Naval experts make no attempt to compare American submarines with the big German U-boats, which have

GOVERNMENT HITS PUBLISHERS FOR ACID SHELL AD.

Wilson O. K.'s Letters Condemning Publication Exploiting Poisonous War Missile. WASHINGTON, July 19.—Letters of reproof, written by Secretary Redfield, were sent to-day to the Cleveland Automatic Machinery Company of Cleveland, O., and the American Machinist, a New York trade magazine, dealing with the publication of an advertisement of poisonous, acid-loaded shells. It was announced by the Department of Commerce that President Wilson, after looking over the letters prepared by Secretary Redfield, directed Acting Secretary Sweet to forward them. "The letter to J. P. Brophy, general manager of the Cleveland concern, characterizes the advertisement in question as 'atrocious,' and says: 'At a time when every instinct of patriotism calls for calm and self-restraint, when sobriety of statement is almost a supreme duty, you, as you admit, to gain notice to an advertisement, draw a picture of human misery as a means of earning a profit through the sale of machines to produce it.' In his letter to the Hill Publishing Company, publishers of the American Machinist, Secretary Redfield wrote: 'The time is one of peculiar excitement, with half the world on fire, and we alone of the great nations are outside of the conflict. At such a time, when restraint and calm are the duty of every citizen, your columns were open to statements calculated to arouse wrath and kindle excitement, as the result has shown. I trust the offense against humanity and against that self-control which is a patriotic duty may not be repeated.' The investigation by the Department of Commerce developed that the Cleveland concern had for sale a machine which was not primarily designed to turn out poison acid shells but which could be used for that purpose.

AUTO KILLS WOMAN; JURY EXONERATES DRIVER

Dennell is Held, However, Until the Grand Jury Can Investigate His Case. In spite of his alleged confession that in a borrowed automobile, which was going at least eighteen miles an hour and which he had no license to drive, he had run down and killed Miss Carrie De Chan, thirty-three, No. 758 St. Ann's Avenue, the Bronx, a jury impelled by Coroner Healy to-day decided that Frank J. Dennell was not at fault and the accident was unavoidable. Dennell is nineteen years old, a machinist, and lives at the Mills Hotel, Thirty-sixth Street and Seventh Avenue. Notwithstanding the verdict of the Coroner's jury, Dennell was held in the Bronx County Jail until Assistant District Attorney Mullen can bring the matter before a Grand Jury. What is true of the German submarine is largely true of British underwater craft. Many of the British submarines are larger than those of our navy, even the later make. At the same time, naval officers contend that the M-boats now building for our navy are as good as British submarines now being constructed by the Fore River Shipbuilding Company. A naval officer told a representative of The Evening World to-day that the British submarines now under construction by the Fore River company are practically the same as the M-boats which are being turned out for our navy. Since nobody can question the high standard of the British navy, this officer takes the ground that the Fore River company would not be turning out these underwater craft for John Bull unless they represented the best thought of British constructors at the time the order was given, which was only recently.

BOMB WITH FUSE FOUND IN COAL-CAR, SAID TO HAVE BEEN MEANT FOR STEAMER.

TRENTON, N. J., July 19.—Officials of the West Morrisville yards of the Pennsylvania Railroad, across the Delaware River from this city, announced to-day that a bomb, believed to have been intended for the destruction of a British steamship, had been found in a carload of coal received last Tuesday. The car had been damaged in a collision and had to be unladen. In the course of this work, was discovered. It contained about four pounds of powder, was made of steel, and was about twenty inches in length. It tapered to a point at one end and contained a fuse. James D. Osborne, a machinist in the yard, who was formerly a gunner's mate on the U. S. S. Mississippi, emptied the bomb, the casing of which is still in the yardmaster's office. The reason for suspecting that the bomb was intended for a steamship has not been made clear. It contained about four pounds of powder, was made of steel, and was about twenty inches in length. It tapered to a point at one end and contained a fuse. James D. Osborne, a machinist in the yard, who was formerly a gunner's mate on the U. S. S. Mississippi, emptied the bomb, the casing of which is still in the yardmaster's office. The reason for suspecting that the bomb was intended for a steamship has not been made clear.

VENEZUELOS RESUMES LEADERSHIP OF LIBERALS, GREEK MAJORITY PARTY.

LONDON, July 19.—An Athens despatch to the Central News says: "At a meeting held to-day 186 members of the Chamber of Deputies requested Eleutherios Venizelos to resume the leadership of the Liberal Party. The former Premier in accepting said it was his duty to obey the call of the people."

STEAMSHIPS DUE TO-DAY.

Calamares, Christobal..... 10 A. M. Carolina, San Juan..... 11 A. M. Wellington, Balboa..... 11 A. M. Tuscania, Liverpool..... 2 P. M.

WAR NEWS IN BRIEF.

The Italian armored cruiser Giuseppe Garibaldi has been torpedoed and sunk in the Adriatic by an Austrian submarine, it is officially reported from Vienna. The destroyed warship displaced 7,234 tons and had a complement of 550 men. News despatches from Athens report hard fighting on the Gallipoli Peninsula with the forces of the entente allies attacking along the whole front. Despatches from the Russian front tell of the recent concentration of great Austro-German forces on the 100-mile line between the Vistula and the Bug. Petrograd reports the defeat of Gen. von Mackensen's left wing south of the Lublin-Cholin railway. This is declared to have temporarily checked the new German offensive on Warsaw. Heavy losses on both sides in the fighting around Przasnysz and in the Riga section are reported by the Russians, who admit a retreat before von Hindenburg's attack. President Wilson has returned to Washington for conferences at which the reply of the United States to the latest German note on submarine warfare will be taken up.

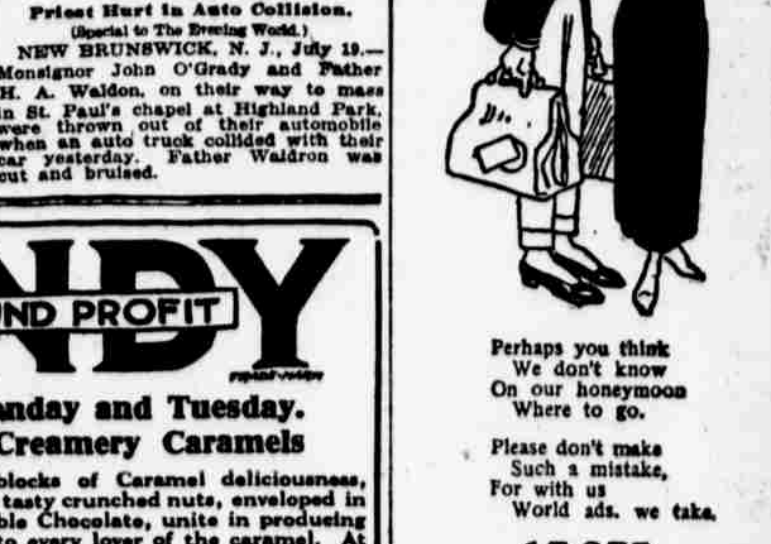
ITALY AND SERBIA REPORTED AT ODDS OVER ALBANIA FIGHTING.

GENEVA, July 19.—Relations between Serbia and Italy are rapidly becoming more unpleasant because of Serbia's aggressive campaign in Albania, according to Rome advices to-day. When word reached Rome that the Serbians had occupied Durazzo, the provisional capital of Albania, the Italian Foreign Office issued a veiled ultimatum, demanding that the Serbians evacuate the city. The Serbian forces accordingly withdrew, but the Serbian Government is understood to have addressed protests to France, England and Russia against Italy's action. The Serbian troops have taken up strategic positions just outside Durazzo. The Italian censor passed a cable despatch last night stating that "Serbian troops, following Italy's advice, have evacuated Durazzo." 25,000 GREEKS, ORDERED TO QUIT ASIA MINOR COAST TOWN, REBEL. PARIS, July 19.—A Mytilene despatch forwarded by the Athens correspondent of the Havas Agency says: "The inhabitants of Alvali, a seaport of Asia Minor on the Gulf of Adramytti, numbering about 25,000, all Greeks, have been ordered to evacuate the city and retire to the interior of Asia Minor. The people of the city are not disposed to leave their homes for an unknown fate without offering some resistance. "This news is causing considerable discussion in Athens and the public is beginning to regard the situation with anxiety."

AUSTRIAN AEROPLANE WHICH SHELLED BARI CAPTURED BY ITALIANS.

ROME, July 19 (via Paris).—An Austrian aeroplane which bombarded Bari yesterday was struck by rifle fire on the way back to its base and fell into the sea of Barietta, thirty-three miles northwest of Bari, according to an official statement. A fishing boat went out and captured the machine, with the two Austrian officers, who composed the crew. REPORT FROM ITALY ON LOSS OF OFFICERS BY THE AUSTRIANS. ROME, July 19.—Twelve hundred Austrian officers, including three generals, have been killed since the beginning of the Austro-Italian War, according to estimates made here to-day. Priest Hurt in Auto Collision. (Special to The Evening World.) NEW BRUNSWICK, N. J., July 19.—Missionary John O'Grady and Father H. A. Waldon, on their way to mass in St. Paul's chapel at Highland Park, were thrown out of their automobile when an auto truck collided with their car yesterday. Father Waldon was out and bruised.

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Special for Monday BURN'T PEANUTS—This sweet is composed of a bit, full flavored, fresh Roasted Peanuts, covered in a dainty shell of Confectioner's Sugar. POUND BOX 10c

Special for Tuesday ASSORTED COCOANUT DIPPS—The heart of this delectable is rich, Van Flavored Sugar Cream, blended with the finest Unsweetened Cocoa, thickened in Bon Bon Cream flavored Chocolate. Van. and Nutt. berry. POUND BOX 10c

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FARK ROW & NASSAU ST.
Closes 11 p. m. Daily
400 BROADWAY STREET
Closes 11 p. m. Daily
ST. NICHOLS ST. & NASSAU
Closes 11:30 p. m. Daily

308 BROADWAY
Closes 7 p. m. Sat. 10 p. m. Sun.
147 NASSAU STREET
Closes 11 p. m. Daily
200 WEST 125TH STREET
Closes 11 p. m. Daily
25 WEST 34TH STREET
Closes 11 p. m. Daily
140TH ST. & 3D AVENUE
Closes 11 p. m. Daily
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