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# RAIL WRECK PERILS JOFFRE

## LACK RIFLES TO EQUIP ARMY, HOUSE HEARS

## War Department Fails in Task—Tilson Defies Censor by Expose.

### BY ARTHUR SEARS HENNING.

Washington, D. C., May 7.—[Special.]—The first big scandal of the war was exposed today. As a result of the failure to carry out preparations authorized by congress the war department is unable to arm the new national army of 1,200,000 men with the Springfield rifle, the standard of the service, would take a year to build the machinery necessary to the manufacture of enough Springfield rifles to arm the United States who will raise for war with Germany.

## MUST USE INFERIOR GUN?

To equip the army with a single standard arm it will be necessary to purchase the 600,000 Springfield rifles now available and purchase 500,000 Enfields, although the English rifle is considered far inferior to the Springfield, it is necessary to provide approximately two rifles per man.

## BRITISH ARMS OBSOLETE.

Also developed during the day that British war commission brought to the country the models of various types of trench warfare, the rights manufacture which it was desired United States government should purchase from English manufacturers.

## EXPOSE ON HOUSE FLOOR.

The exposure of the failure of the war department to provide the Springfield rifle for which congress has appropriated, was made in the house. Defying the censorship on the ground that American people should be acted upon with conditions well known to enemy, Representative Tilson of Kentucky, a member of the national committee, disclosed the desperate situation faced by the government in the matter of arming the troops to be raised.

## PARK COP KILLED IN SPEED CHASE IN SHERIDAN RD.

### Motorcycle Policeman Donner Crashes Into Another Machine.

Driving his motorcycle at sixty miles an hour in pursuit of speeding autoists, Policeman John Donner, 2661 North Maryland avenue, of the Lincoln park force, ran head on into an automobile at Sunnyside avenue and Sheridan road last night and was killed instantly.

The automobile was owned and driven by George E. Orr, general manager of the National Security company, 10 South La Salle street, who lives at the Redborough hotel, 4046 Racine avenue. With Mr. Orr was James J. Hirsch, a guest from out of town.

### Speeds After Scorchers.

Patrolling Sheridan road, Donner sighted an automobile scorching south above the legal speed. He shot in pursuit. At Sunnyside avenue he darted past a motor bus loaded with passengers, traveling in the same direction. The motor bus had hidden from his view Mr. Orr's machine, traveling north at fair speed just behind it.

Donner had no time to clamp on brakes or swerve. His motorcycle dashed into the front end of the automobile.

### Strikes Against Machine.

The impact hurled him from his saddle into the air. He turned a complete somersault and struck on his head against the machine. His body fell over on the hood and one foot crashed through the glass wind shield. Dr. Charles I. Wynkoop, 787 Sheridan road, who was called, said his skull had been crushed. The front end of the Orr machine was wrecked. Mr. Orr and Mr. Hirsch were taken to the Town Hall police station, but were released. They said Donner was passing the motorbus had encroached upon the wrong side of the road. Donner had been a Lincoln Park policeman eight years. He was 45 years old and leaves a wife and son.

## LANSING CLAMPS LID ON WAR NEWS FROM HIS OFFICE

Washington, D. C., May 7.—The usual channels of information through which news of America's relationship to foreign powers have up to now reached the public were closed today by Secretary Lansing.

An order bearing his name was distributed broadcast to state department officials instructing them not to talk with newspaper men "even on insignificant matters of fact or detail." Henceforth, under the order, the press will not be able to discuss the background of complicated international questions with the experts at the head of each bureau.

## U. of C. "Dekes" Send Ten Men to the French Front

Ten members of the Delta Kappa Epsilon fraternity of the University of Chicago are going to the front in France next week. The men are leaving Chicago on May 10 in a special car to New York. They will sail for France along with several other college men from all over the country on May 19. They are to drive ambulances for the Red Cross. The men who are leaving are Foster and Calvin Smith, David Annan, Euel Hutchinson, Thomas Gentles, William Gemmill, son of Judge Gemmill, Leonard Taylor, Rowland Campbell, brother of Roy Campbell, the former star track man of the University of Chicago, George Scholes, and Norman Smith. Several other fraternities are sending men on this trip.

## "GOD ALMIGHTY HATES A QUITTER"



## THE WEATHER.

Table with weather forecast for Tuesday, May 8, 1917. Includes sunrise, sunset, moon rise, and temperature in Chicago (last 24 hours).

## 10 AND 15 CENT LOAVES ARE DUE BY JUNE FIRST

### Bakers, Fearing to Act as Body, Will Raise Prices Singly.

Introducing the 15 cent loaf—Advertisements have begun to appear in the newspapers calling attention to the first 15 cent loaf of bread to be placed on the Chicago market. Likewise the hungry public that the 6 cent loaf is to go the way of the 5 cent loaf—but hush!

## OFFERS JOFFRE AID OF "FIRST"

Springfield, Ill., May 7.—[Special.]—Officers of the First Cavalry, Illinois National guard, on duty in Springfield today, reached Gen. Joffre with the suggestion that the regiment can be packed in twenty-four hours and ready to move to France.

## Lock Up German Leaders and Foil May Day Strike

COPENHAGEN, via London, May 7.—Confirmation has been received here from Switzerland of previous reports concerning the methods used in Germany to prevent May day strikes.

## THE WAR

### UNITED STATES.

### GERMAN LOSSES MOUNT.

### CASUALTIES RUN HIGH.

### HIDE FRENCH VICTORY.

### DE WEESE GIVEN DEATH PENALTY

### ASTOR IS SUED FOR \$145,000

### SCRUBBING MACHINES SUPPLANT WOMAN'S HANDS

## FOES LOCKED IN DEATH CLUTCH ON WEST FRONT

### Lives, Not Ground, Is Gain of Allies—Again Cut Hindenburg Line.

### BY ARTHUR DRAPER.

LONDON, May 7.—The forces of Britain and France are now locked fast in a fight to a finish with the Germans, and for the moment the victories are not in the amount of ground gained but in the number of men put out of action.

The greatest accumulation of guns in the world's history fire unceasingly, killing men at an unprecedented rate, and the infantry follows up in a manner reminiscent of the bloodiest battles of medieval history.

Von Hindenburg is now throwing every man of his cherished strategic reserve into the struggle, hoping at all costs to prevent a further allied victory.

### ASTRIDE HINDENBURG LINE.

While the French today were busy consolidating their gains and standing off furious attacks by the enemy along the Chemin-des-Dames and at Craonne, the British intensified their drive against the Germans in the region of Bullecourt, which straddles the Von Hindenburg line.

A sharp curve in the Haig line of advance almost encircles Bullecourt, leaving only the northern entrance open. The enemy is in an incalculable may prove dangerous, as he is reported to hold the village in force.

### BIG SUCCESS FOR FRENCH.

In the French sector, the effect of Gen. Nivelle's latest blow becomes increasingly threatening.

Following the capture of the key position of Craonne, his general assault over a front of six miles seems crowned with special success.

Despite furious German counter attacks the French maintained and reorganized the captured positions with the result that they are now masters of the crest stretching nearly nineteen miles along the Chemin-des-Dames. Altogether their operations of the last two days mark the most brilliant episode since the great counter attack last November.

### GERMAN LOSSES MOUNT.

Both on the British and French fronts the German losses of the last two days probably are the heaviest since the battle of the Marne, and though nobody looks for any decisive results for many days to come, yet there is a feeling that the tide has turned in favor of the allies.

All reports from the allies' conference at Paris hint at a decision regarding future military operations and the conduct of the offensive. Naturally there is no indication of its nature, but emphasis is laid on the unity existing between the British and French high commands.

### CASUALTIES RUN HIGH.

Since the first battle of Arras the allies have taken nearly 50,000 prisoners. Figuring on the basis that the enemy has suffered five casualties for every prisoner there was a minimum of 250,000 Germans killed and wounded last month, which gives a fair idea of the intensity and violence of the fighting at the two points of attack in France. It is likely that the casualties run higher, but even these figures show a daily average of 10,000.

Berlin pretends to feel satisfied with the result of the fighting on the Aisne, claiming the capture of 728 men besides maintaining all positions.

### HIDE FRENCH VICTORY.

Copenhagen, via London, May 7.—The German newspapers, apparently under instructions, entirely ignore the capture of Craonne. The French report of the capture of the village is printed, but it is buried in a column of the entente official bulletins and in small type.

No mention is made of the loss of Craonne by the war correspondents, who otherwise are industrious in writing long commentaries on the western situation, or by the military critics.

### ASTOR IS SUED FOR \$145,000

### SCRUBBING MACHINES SUPPLANT WOMAN'S HANDS

The scrubwoman has graduated into a better job. Prosperity has opened other avenues of making a living for the immigrant girls who have been doing the scrubbing. There are few girls arriving nowadays from across the sea. Because of the scarcity of women for this work many of the hotels and business houses have scrubbing machines. A machine does the scrubbing of five women. The Congress hotel uses machines exclusively for night work, displacing fifty night scrubwomen.

## LATE NEWS BULLETINS

### AMSTERDAM, via London, May 8, 5:50 a. m.—The Berlin papers print a telegram sent by the German crown prince to the burgomaster of Berlin enthusiastically praising the troops from the capital. The crown prince says that he has just reviewed two regiments on their return from the front and continued:

"Of the 400 with whom I personally spoke the majority were from Berlin. Notwithstanding the greatest exertions, the tremendous fire of the last weeks and considerable losses, the attitude of these Berlin boys was splendid. Their good spirits and ready wit had not suffered in the least. With such troops we can fetch the devil from hell."

### San Francisco, Cal., May 7.—Four thousand residences, thirty warehouses, and several factories and public buildings were destroyed and fifty persons were killed in an explosion in the munitions sheds in Osaka, Japan, Sunday, according to a report received here. The property loss is said to be several million dollars. The cause of the explosion has not been ascertained, but alien plotters are accused.

### Washington, D. C., May 7.—Arthur J. Balfour has received many cablegrams urging him to return to England as soon as he can do so, and will probably leave for Canada Friday en route to England. He has practically concluded his conferences with President Wilson and Secretary Lansing.

### LONDON, May 8.—Archibald S. Hurd, the well known writer on naval subjects, in an article to which the Daily Telegraph gives prominence, earnestly reiterates his plans for energetic shipbuilding to meet the losses caused by the submarine war. He appeals strongly for American help, in addition to the efforts which he declares to be essential here.

### LONDON, May 7.—The Times says the German press has been supplied with a semi-official answer to the alleged "effort of the English press to spread the rumor that Germany has a shortage of the most important raw material for the production of high explosives."

### It is declared that the manufacture of gunpowder and explosives in any quantity has been secured.

## AMERICAN UNIT ON FRONT FIRING LINE TOMORROW

PARIS, May 7.—With the entrance of the United States into the war the American field ambulance corps, which heretofore has confined its duties to ambulance work along the front, has decided to develop two important new branches:

First—A military transport service in which the Americans will transport ammunition and field supplies at main points where offensives are in progress.

Second—A military school at which Americans will receive special training under French officers leading to appointment as officers of the French army.

Both these steps have been worked out by Prof. A. Platt Andrew, chief inspector of the American ambulance corps, with the French military authorities, and will commence this week.

The first transport section of the fighting front leaves on Wednesday. It will be composed of forty-five Americans drawn from the colleges, with twenty heavy ammunition trucks. It is expected one additional section will leave for the front each week.

## STORY TOLD BY ENGINEER.

John Redmond, the locomotive engineer, told of the small "I first noticed a knocking about the tender," he said. "I knew something had broken in the running gear, and I was trying to think out a way of remedying it without interfering with the speed of the train when suddenly the tender went off the rails.

"I didn't wait after that. I just shut off in a hurry, taking care not to come to a halt too quickly, because I was afraid I might telescope the whole train."

## JOFFRE WAITS QUIETLY.

With no chance of proceeding until a wrecking train could arrive, several members of the commission hurried forward to investigate. Among them were M. Viviani and Admiral Chocheprat. M. Viviani was impressed with the quick action of Engineer Redmond and he complimented him profusely on preventing what seemed certain disaster.

Gen. Joffre declined to become excited. He waited patiently for the almost intolerable hubbub to come to an end and then he took his place at table again and calmly went about finishing his dinner. In a few moments the diner was restored to order and the travelers spent the time laughing about the "plot" to derail their train.

## NO OBSTRUCTION FOUND.

Mr. Nye, the secret service chief, questioned railway employes and convinced himself the derailment was an accident. He was told the track had been in good condition.

## CARS THROWN FROM TRACKS BY ACCIDENT

### Second Mishap of Day, Aged Bystander Having Been Killed.

### BULLETIN.

Terre Haute, Ind., May 8, 2 a. m.—At an early hour this morning it was decided that the special train bearing the members of the French mission would not proceed further on the trip tonight but would start from Illinois in the morning. This was decided upon after a consultation with officials in Washington and is for the purpose of allowing stops at the cities scheduled originally. The train is due to arrive in Terre Haute some time after 10 o'clock this morning.

Arcola, Ill., May 8.—[Special.]—The members of the French mission to America were shaken up tonight when three cars in their special train were derailed near this town, while en route from Springfield to Terre Haute, Ind. No one in the party was injured but the escape from a disaster was a lucky one.

Field Marshal Joffre, M. Viviani, and the other members of the party were at dinner. Only the forerucks of the diner went off the track, but the result was almost devastating to the interior. Dishes and silverware crashed to the floor and the diners were thrown about and much startled.

This town is fifty miles west of Terre Haute, Ind., where the train was scheduled to make a halt for a brief reception.

The wreck was the second mishap in which the train participated on the trip, an elderly man having been struck and killed by it at a street crossing in Decatur, Ill., earlier in the evening. Marshall Joffre, when he learned of the man's death, expressed a wish to do something for his family.

## BROKEN TILE IS CAUSE.

The immediate cause of the accident is believed to have been a broken tile, which sent the tender trucks off the track. This was followed by the derailment of a baggage coach and the first Pullman, occupied by the correspondents, and then a compartment car occupied by members of the commission, and lastly the front trucks of the dining car.

The derailed cars tore up the tracks for a distance of 300 feet. When the train finally was stopped the baggage car was found partly in the ditch and crosswise of the track. This made further progress impossible.

William Nye, in charge of the United States secret service detail about the train, began an immediate investigation and decided the affair was purely accidental. An engine was ordered from Champaign and after a delay of four hours the commission's train again proceeded.

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## The Chicago Advertising Score

Table showing advertising scores for the week ending May 6th, 1917. Lists circulation figures for various newspapers and advertising rates.