

## CZAR INVADES HUNGARY ALONG EXTENDED FRONT

Russian Armies Advance Successfully From Bartfeld to Uzsook, Pressing Back Austrians, Who Are Also Routed in Dulka Region, Abandoning Stores and Transport.

LEMBERG, Galicia, Sunday, April 11, via Petrograd, April 12.—The Russian armies, according to dependable information reaching Lemberg, have made successful advances along the wide front from Bartfeld to Uzsook, the greatest gain being in the direction of Gumnenu.

At this point the Russians descended the southern slope of the Carpathians, forcing the Austrians back with heavy losses to the line between Mezolborz and Smolnik. At the same time the Russians advanced along the line between Dulka and Svednik, where the Austrians, unable to make a serious defense, abandoned their stores and transport in their retreat.

**Hungarians Fight Fiercely**  
The most determined opposition on this whole line of battle was on the part of the Hungarians, whose fighting qualities are being highly complimented by Russian officers.

There are still no indications that the Germans have sent further reinforcements to the Austrians in the Carpathians, notwithstanding the fact that the German forces along the Niemen river, in the north, near the east Prussian frontier, appear to be weakening. For this reason Russian staff officers believed that German troops from the north are being removed to some other part of the front.

**Germans at Cracow**  
No signs are evident of renewed activity on either side of the Vistula. The conclusion, accordingly, is drawn that the German troops will begin a new offensive movement from some other quarter. This attack is expected by the Russian staff from the direction of Cracow.

Thus far the only aid extended to the Austrians in the Carpathians appears to be that given by Bavarian frontier guards who were removed to the Austrian front.

Meanwhile the Russians are pushing ahead slowly through all the principal passes of the Carpathians, except along the Stry-Munkacs line, where the Austrians are heavily entrenched.

**Quiet on Western Line**  
The Meuse-Moselle region is still the scene of the principal contest in the west. Although the French attacks have been made with increasing vigor, Berlin reports that virtually nothing has been accomplished by these tactics. An official review of these operations contains the statement that the Germans have regained all the positions lost earlier in the fighting, with a few unimportant exceptions, and that the French have sustained extremely heavy losses.

London heard rumors today of another naval battle in the Baltic, but no confirmation is forthcoming. The sound of firing was heard off Scarborough.

## EMBARGO ON TRAFFIC CANANEA ESTABLISHED

NACO, Ariz., April 12.—A strict embargo on all traffic out of Cananea and other Sonora points to Arizona was established by the Villa faction of Mexicans today. It is believed here this was done on account of important troop movements, probably preparatory to an attack on General Calles, the Carranza commander at Agua Prieta. The report has reached here that 4000 Villa soldiers are mobilizing at San Jose, southeast of here.

## SOUTH AMERICAN AVIATOR KILLED IN MARYLAND

WASHINGTON, April 12.—Ceil Teol, a South American, and the first aviator to fly over the Andes mountains, was killed at the United States army aviation field at College Park, Md., near here, today while making a vertical dive in a machine of his own invention.

## SECOND RAIDER IN JAMES RIVER FOR INTERNMENT

German Converted Cruiser Kronprinz Wilhelm Eludes Watching Warships and Dashes Into Newport News to Join Eitel in Idleness—Coal and Provisions Exhausted.

NEWPORT NEWS, Va., April 12.—The German converted cruiser Kronprinz Wilhelm, the second of the elusive commerce raiders of the seas for German arms, lay at anchor off here today after a spectacular dash through the line of British and French warships which have been hovering off the Virginia capes waiting for the expected seaward dash of the Prinz Eitel Friedrich. The Kronprinz Wilhelm occupies at anchor in the James river at almost identically the same spot selected by the Prinz Eitel when she reached here on March 19.

Although Commander Thierfelder of the Kronprinz Wilhelm had asked for 300 tons of coal and supplies for three days, the federal authorities allowed him 150 tons of coal and provisions for three days. Before she began taking on coal and supplies the Kronprinz Wilhelm had less than twenty-five tons of coal and scant provisions for the crew of 500 men and 61 prisoners from British merchant ships destroyed by her in the South Atlantic.

**Thrilling Tales of Raids**  
Officers and crew of the Kronprinz Wilhelm recounted today thrilling tales of sea raids and destruction that rivalled her predecessor, the Prinz Eitel. During her long voyage through the southern seas since she slipped out of New York harbor August 3 last, the Kronprinz Wilhelm sank fourteen ships, which, with their cargoes, are valued at \$7,000,000. Nine of the vessels were British, four French and one Norwegian. Nearly a thousand prisoners were taken. This was accomplished with only four guns, two taken from the German cruiser Karlsruhe and two captured from a British merchant vessel.

The Kronprinz Wilhelm was forced to come into port because of an outbreak of the dreaded beri-beri and for supplies and repairs. One hundred and fifty tons of coal, fifty tons of fresh water and three days' supply of fresh meats, fruits and vegetables were loaded on barges during the night and were alongside the cruiser at sunrise. These provisions were allowed the raider by Collector of Customs Hamilton, after conference with the Washington authorities.

**Prisoners Removed**  
Arrangements also were under way for the removal from the ship of 61 British sailors taken by the Kronprinz Wilhelm from the steamships Tamar and Coleby, destroyed in the South Atlantic.

Lieutenant Commander Thierfelder, commander of the cruiser, has asked for time to survey his ship and to submit to examination by a board of United States naval officers before making a formal request as to the time he wishes to remain in American waters for full supplies and repairs.

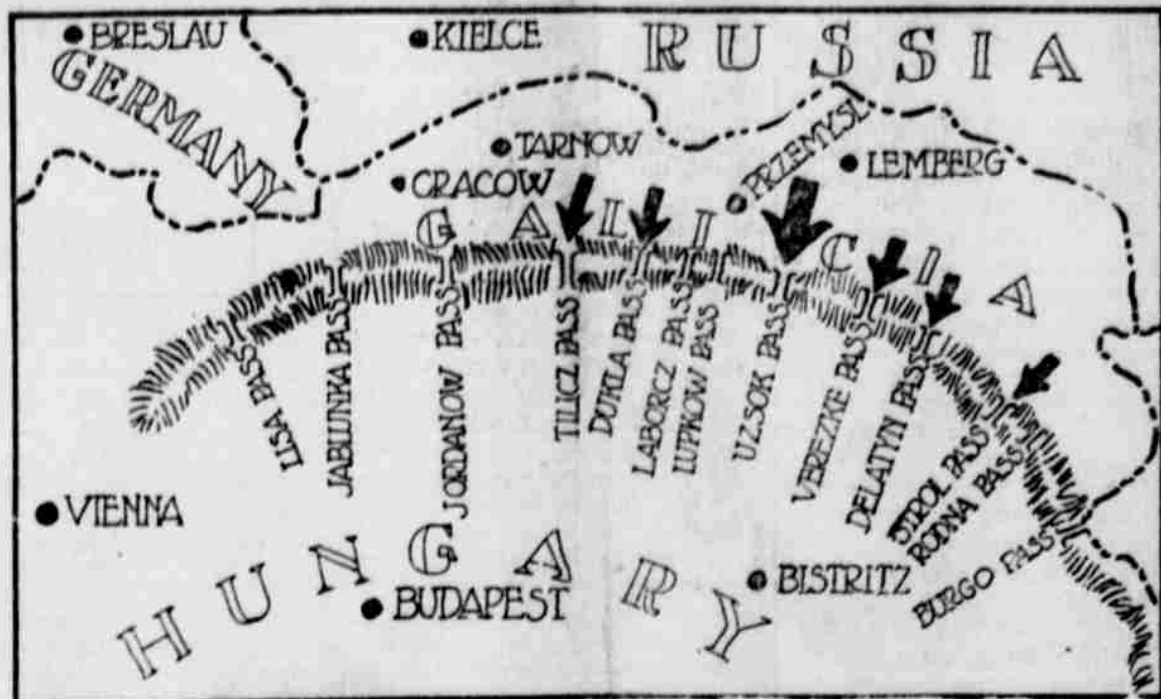
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## BRITISH STEAMER TORPEDO'S VICTIM

LONDON, April 12.—The Harrison line steamer Wayfarer has been torpedoed by a German submarine, according to a message received in London by a news agency.

The British ship Wayfarer was 503 feet long and registered 6222 tons. She was built in Belfast in 1903 and was owned in Liverpool. She left Galveston, January 27 for Liverpool, where she arrived February 17.

## RUSSIANS CAPTURE MOUNTAIN PASSES TO REACH HUNGARY



The gates of Hungary. Russian troops are now believed in possession of all Carpathian mountain passes indicated by small arrows. The large arrows indicate the Uzsook pass largest of all.

## BRING AMERICANS FROM TAMPICO

WASHINGTON, April 12.—Secretary Bryan today asked the war department to furnish an army telephone to bring those Americans at Tampico who are desirous of returning to the United States.

Three hundred Americans have filed requests for transportation. Threatened famine, continued fighting in the outskirts of Tampico and the lack of work have caused an exodus of foreigners from Tampico.

No dispatches were received today concerning the situation in the vicinity of Celaya and Irapuato, where big forces under General Villa and General Obregon have been engaging in skirmishes.

Assurances have been received from General Carranza that while he cannot agree to the neutralization of the city of Mexico or the railroad leading from the capital to Vera Cruz, he will provide every facility for the transportation of food to foreigners, if his forces are in possession of Mexico City.

## BOMBARDMENT OF MATAMOROS

BROWNSVILLE, Tex., April 12.—There was much firing today by both Carranza and Villa troops at the trenches defending Matamoros.

Shortly before daybreak Villa outposts closed in on the trenches during a fog. The Carranza defenders went over the trenches after them, getting close enough to use several hand grenades. For half an hour there was a rifle battle that awakened Brownsville in some alarm. Finally the heavy shooting stopped.

During the forenoon pickets peppered away at each other at long range.

## LINDSAY EXONERATED BY GRAND JURY

DENVER, Colo., April 12.—Judge Ben B. Lindsay of the Denver juvenile court was exonerated of all charges of misconduct in a report of the county grand jury, filed today.

Frank L. Rose was indicted on a charge of criminal libel in connection with affidavits reflecting upon the character of Judge Lindsey.

## SOLD 5 MILLION WATER BONDS FRAUDULENTLY

John and William Farson of Chicago Charged With Conspiracy and Misuse of Mails in Selling Water Bonds in Colorado Irrigation Deal—Failed to Warn Purchasers.

CHICAGO, April 12.—Indictments against John Farson, and his brother, William Farson, and six other men charged with misuse of the mails in the sale of securities amounting to \$5,050,000 in a Colorado irrigation deal, were announced today by the United States attorneys' office here.

The Farsons are members of the firm of Farson, Son & Co., with offices in Chicago and New York. The charge is that the bonds were sold on the representation that the project was completed and that profits on the investment would be speedy. Federal officials said that the work was not finished when these representations were made.

### List of Indictments

Those indicted with the Farsons are: Ray A. H. Thompson, Chicago; George H. Osborn, Cheyenne, Wyo.; Harry E. Parrott, Chicago; Charles E. Tew, Greeley, Colo.; William Bliff, Denver, and Samuel H. Shields, Denver.

The indictments were returned in court Saturday, but were suppressed for service.

Tew, Bliff and Shields, alleged financiers of the company, are charged with conspiracy. The others are charged both with conspiracy and using the mails to defraud.

### Failed to State Facts

DENVER, April 12.—Alleged failure to warn prospective bond purchasers of water litigation between Wyoming and Colorado resulted in the indictment of John Farson, Jr., William Farson, Charles F. Tew and others connected with the Greeley-Poudre irrigation district, according to William McHenry, postoffice inspector in charge of the Denver district.

The Greeley-Poudre project comprises about 125,000 acres in northern Colorado. In order to provide sufficient water for the irrigation for the tract, the company projected a tunnel from the Big Laramie river. This tunnel, if constructed, would divert water which now is available for irrigation in Wyoming, and the state of Wyoming brought suit against the state of Colorado to prevent the diversion.

## CURTAIN FALLS FOR FAMOUS VETERAN ACTOR

NEW YORK, April 12.—Eben Bradley, known on the stage as Eben Plympton, one time leading man with Mary Anderson, died in a hotel here today of pneumonia.

## ROCK ISLAND MINORITY WIN

CHICAGO, April 12.—Minority stockholders of the Chicago, Rock Island & Pacific Railroad company won a temporary victory in the first clash with the majority, represented by the Sheldon committee at the annual meeting of the company today.

Making the point that a "motion to adjourn" is always in order, they obtained the submission to a vote of a motion to adjourn the meeting until May 24, when election of an unnamed number of directors would be taken up. A recess was ordered until the tellers could count the proxies on the motion. The Sheldon committee, however, anxious for an immediate election, deemed the defeat of the motion to adjourn certain when the report of the vote is counted late this afternoon.

In the course of the first session an invitation to meet him with a pair of gloves in a ring was extended by Edward S. Dickerson of Philadelphia to one of the attorneys for the Sheldon committee.

## DIVING APPARATUS ARRIVES AT HONOLULU

HONOLULU, T. H., April 12.—The United States cruiser Maryland, which left San Francisco last Tuesday, arrived today with special apparatus and the diving experts sent by the navy department to aid in the raising of the United States submarine F-4, which disappeared March 25. Naval officers say the submarine has been located outside the harbor and lines have been attached to it.

## COAST CITIES PROTEST REDUCTIONS TO INLAND

WASHINGTON, April 12.—Representatives of Pacific coast cities and cities some distance back in the interior protested before the interstate commerce commission today against the proposal of eastern railroads to reduce the rate making basis from eastern points to points in so-called back haul territory in coast and intermountain states.

## GOVERNOR'S VETO SAVES BEN LINDSEY

DENVER, Colo., April 12.—George A. Carlson, governor, announced at noon that later today he would veto the bills designed to transfer the authority and duties of the juvenile court of Denver to the district court of Denver county.

NEWKIRK, Ok., April 12.—Albert Toad, republican, and George Alberti, democrat, each having received an equal number of votes for mayor at the municipal election last Tuesday, today announced an agreement to allow the present mayor to hold his office for the ensuing two years.

## PRISON TERMS AND FINES METED ELECTION CROOKS

Mayor Roberts of Terre Haute Gets Six Years in Penitentiary and \$2000 Fine—Judge and Sheriff Each Get Five Years and \$1000 Fine—Officeholders Get Shorter Terms.

INDIANAPOLIS, April 12.—Mayor Don M. Roberts, one of the twenty-seven men convicted by a jury in the federal court for participation in the conspiracy to defraud the government in the election in Terre Haute on November 3, 1914, was sentenced today by Judge Anderson to six years in Leavenworth prison and to pay a fine of \$2000. In all 116 men, 89 of whom had pleaded guilty, were to be sentenced.

Eli H. Redman, elected judge of the circuit court of Vigo county by ten votes, and Sheriff Dennis Shea, were sentenced to five years in the penitentiary and fined \$1000 each.

**Prison for Prominent Citizens**  
Harry S. Montgomery, president of the board of public works; Thomas C. Smith, city judge; George Ehrenhardt, member of the board of public works, and Edward R. Driscoll, secretary of the Vigo county democratic central committee, were sentenced to three years each in the penitentiary and fined \$500.

Lewis Nanley, assistant city engineer; Elmer E. Talbot, former city controller; Hilton Redman, son of Eli H. Redman; John E. Green, proprietor of a second-hand store, and William S. Crockett, employe at the city cemetery, were each sentenced to two years in prison and fined \$100.

**Petty Officials Imprisoned**  
Maurice Walsh, county sealer of weights and measures and treasurer of the campaign fund; John M. Massenik, city inspector of weights and measures and a member of the 1911 Indiana legislature; Charles Houghton, assistant custodian of the city hall; Joseph O'Mara, street commissioner; Alexander Aezel, inspector of street paving; Arthur Gillis, progressive clerk on election board; Joseph Strauss, liquor salesman, and George Stern, gambler, were sentenced to one year and a day in the penitentiary and fined \$100. Chief of Police Holler, who had pleaded guilty, was given a year and a day sentence and fined \$1.

Notices of appeal were filed for the twenty convicted men sentenced to the penitentiary. Judge Anderson said he would fix the appeal bond the same as it was fixed in the dynamite conspiracy case two years ago. This was at the rate of \$10,000 for each year of prison term given. Roberts' appeal bond was \$60,000.

Edward Holler, former chief of police of Terre Haute, was the only one of the 89 who pleaded guilty to receive a prison sentence.

## SIXTY GRIZZLIES ON TABLE ROCK

Sixty Grizzlies, under the guidance of Cole Holmes, explored Table Rock, top, sides and bottom, yesterday. Discarding jitneys at a point near Gold Ray, the west side of the mountain was scaled. In order to prepare for future climbs of Mts. Ashland, Wagner and McLoughlin, a steep part of the bluff was chosen for the final spurt. Some difficulty was experienced by a few of the heavier members at this point, but all reached the top in fair condition.

Sandwiches, coffee and frankfurters were served by the committee at high noon. Dependable coffee was donated. The dogs were roasted by George Treichler. No licenses were reported found.

All points of interest around the rock were visited and several Indian graves discovered. Near one of these a monument of rocks was erected, topped by a placard designed with a grizzly, the work of Blaine Klum.

The descent was made by easy stages down the east slopes. Awaiting jitneys carried the crew to Medford. Pedometers registered eleven miles of steps.

## AMERICAN LINER MINNESOTA ON JAPANESE ROCK

Palatial Hill Steamer Strikes Rock at Entrance to Inland Sea and Tears Hole 120 Feet Long in Forward Part—Passengers and Crew Taken Off—Course Lost During Storm.

KOBE, Japan, April 12.—The American steamer Minnesota, plying between Japanese ports and Seattle, struck a rock at half past nine o'clock last night off Iwajima near the southwestern entrance to the Inland Sea.

In a wireless message, Captain Garlick has asked for a salvage steamer. He says all the passengers and crew are safe.

The Minnesota sailed from Nankasaki Sunday morning bound for Kobe, Yokohama and Seattle. She passed through the straits of Shimonoeki safely and was in the Inland Sea when the accident occurred.

**Passengers Taken Off**  
Wireless telegraph was employed by the Minnesota in calling for help. A steamer, the name of which is not yet known, responded promptly. This probably is the vessel which took off the passengers and mail and conveyed them to Shimonoeki. The number of passengers on board the Minnesota is not definitely known here. They had just finished dinner when the crash came.

A report has been received here that the Blue Funnel liner Cants, from Seattle, rescued the passengers of the Minnesota.

George W. Guthrie, the American ambassador to Japan, has cabled all available details of the accident to Governor Harrison at Manila in the belief that Mrs. Harrison was on board the Minnesota.

**Lost During Storm**  
From the details which came to hand later by telegraph, it would appear that the Minnesota mistook her course during a storm. The thick weather prevented her from sighting the light house. The point where she went ashore is the most dangerous in the Inland Sea. It is south of Yamaguchi prefecture. The impact ripped a hole 120 feet long in the forward part of the steamer. The captain at once ordered the closing of the water tight compartments. At the same time wireless signals for help were sent out. The Japanese cruiser Yakumo heard the calls and speeded to the rescue.

She arrived on the scene and found the entire crew of the Minnesota working desperately at the pumps.

According to the newspaper dispatches published here there were 135 first class passengers, mostly Americans, on board the Minnesota, together with 221 second and 44 third class passengers. The crew of the steamer numbered 227 men. Twenty nine of the first class passengers were bound for Japan.

**Largest of Vessels**  
The Minnesota, the largest merchant vessel flying the American flag, had gross tonnage of 20,718 and was 622 feet long. She was built in New London, Conn., in 1904, and was a sister ship to the Dakota, which struck a rock at Shirama, forty miles from Yokohama, March 3, 1907, and became a total loss, the passengers and crew being saved. The Minnesota cost a little more than \$4,000,000 and was well insured. The Minnesota and Dakota were highly unprofitable boats, their great size making them expensive to operate.

## EXPLOSION WRECKS CUDAHY MEAT PLANT

KANSAS CITY, April 12.—The police of Kansas City, Kan., were busy today trying to clear up the mysterious explosion that wrecked the cooler building of the Cudahy packing company last night, causing a loss of \$75,000.

James Hale, superintendent of the plant, denied stories circulated in the packing district that the Cudahy company had been shipping much meat to the European allies. He connected the explosion with two fires that have damaged the plant in the last three months, both believed to have been of incendiary origin.