

TEUTONS SEIZE LARGE SECTION OF WALLACHIA

By Bold and Rapid Strokes, Invaders Conquer Large Portion of Rumanian Province—Town of Craiova Falls—Pursuit of Bulgars Continues in South.

LONDON, Nov. 21.—By bold and rapid strokes the Teutonic invaders apparently have conquered a large section of northwestern Wallachia from the Rumanians.

Berlin reports that the important railway town of Craiova, in western Wallachia, was occupied at noon today by German troops invading Rumania, it was semi-officially announced this afternoon.

Petrograd's official bulletin today announces a Rumanian retirement in this part of the battle front to the region of Filiash, forty miles northwest of Craiova. Judging from the recent reports of the operations, this means that converging attacks by Austro-German forces moving southward in the Jiu valley and eastward along the railway from Orsovoa have compelled the Rumanians to withdraw from the Orsovoa region and execute a rapid retreat in the Jiu valley. This movement was made, it appears, to prevent the retreat of their armies being cut off.

Seize Railway Line.

Whether even the rapid retreat indicated has been in time to save the Rumanian armies in this region is rendered doubtful by the German announcement that Teutonic troops are now before Craiova. The railroad running through Craiova to Bucharest affords the only convenient line of retirement for the Orsova and Jiu valley armies. While the Rumanians have evidently reached the junction point of the Jiu valley road with the main line at Filiash, the loss of Craiova would effectually bar their way eastward except across country.

Further eastward in Wallachia the arrival of Russian troops seems to have strengthened the Rumanian defense. The Russians took the offensive north of Campulung, according to Berlin, but were repulsed. The Rumanians are resisting persistently in the Alt valley, south of Rothenburg pass, but nevertheless were compelled to yield important positions to General Von Falkenhayn's troops.

Pursuit of Bulgarians.

In the other chief field of present military activity, the Macedonian front, French and Serbian troops are continuing their pursuit of the German and Bulgarian forces which evacuated Monastir under entente.

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CANADIANS WIN BIG VICTORY ON SOMME FRONT

OTTAWA, Ont., Nov. 21.—An advance by the Canadian troops along a front of about 3,500 yards with the capture of 519 wounded and unwounded Germans is described in a communique issued today by the war records office, covering the operations of November 18 by the Dominion soldiers at the British front.

Canadian guns had been concentrating a heavy fire for several days on a strong line of German trenches, which became the objective when the infantry offensive began at 6 o'clock. This objective was consolidated in its entirety, the statement says, the movement being virtually "a swing forward of our left pivoting on our right."

The gain varied from about 200 yards on the right to nearly 1,000 yards on the left. The troops at the left advanced 500 yards beyond the objective, the communique declares and took a section of the grandcourt trench, which is consolidated successfully, but this unit was withdrawn later, "because the position formed too dangerous a salient. The Canadian losses were comparatively light with fewer casualties than were to be expected."

REFUGEES DENY PARRAL STORY OF MASSACRES

Residents of Invaded Region Arriving at Nogales Contradict Story of Slaughter of Foreigners—All Safe When Refugees Left—Hoemuller's Death Confirmed.

NOGALES, Ariz., Nov. 21.—Four American refugees from Parral who arrived last night said today they were skeptical of reports that all foreigners remaining there had been killed after Villa and his bandits occupied the town. They said they left as a matter of expediency and not through anticipation of any real danger.

"The four men said there were about sixty Americans and other foreigners in Parral when they left their mines, two miles outside Parral, November 2, believing Villa would come there after taking Santa Rosalia. Howard Gray, an American, they said, volunteered to remain in charge of the mines.

Hoemuller's Death.

Dr. Cordova, a Mexican physician, a refugee from Parral, stated Hoemuller had been killed. He said Hoemuller angered Villa by displaying the bottle of ears and the letter in his show-window.

T. G. Hawkins, Jr., of El Paso, superintendent of the Alvarado Mining company's Parral mines, said the trip here "really was pleasurable," and without dangers. He was accompanied by three of the company's employees, Leslie Webb and Bernard McDonald of El Paso and A. W. Morris of Los Angeles. The four left here early today for their homes.

Death of Fisher.

Hawkins, describing the trip here, said he and his men decided to leave the vicinity of Parral when they heard of the death of Dr. Charles Fisher, an American, at Santa Rosalia. They felt sure Villa would come to Parral next, so on November 2 they moved from their mine two miles outside Parral, to one 15 miles away, where they remained until Villa entered Parral, then they retired two days' journey into the mountains, keeping in touch with Parral through a system of couriers.

The last courier advised, Hawkins said, told nothing of the fate of the Americans remaining there, but did relate the imprisonment of Chinese and Asians. On the night of November 10, the party started for the west, arriving at Culiacan, Sinaloa, without mishap, well mounted and with plenty of provisions, and then proceeded here.

Hawkins said Villa entered Santa Rosalia, October 26.

TEUTON ENVOYS REFUSE TO LEAVE

LONDON, Nov. 21.—Reuter's Athens correspondent, telegraphing under yesterday's date, says: "The main discussion at this morning's session of the crown council was regarding the refusal of the Austrian and German ministers to accept Vice Admiral DuFournet's notice to leave Greece and the attitude to be taken by King Constantine in the event of their demanding his protection.

It is learned that Premier Briand of France, in a telegram to the king, suggested that in order to emerge from his present difficulties, he seek reconciliation with Former Premier Venizelos and declare war on Bulgaria."

A news agency dispatch from Athens yesterday said the German-Austro-Hungarian, Bulgarian and Turkish ministers to Greece had been informed by Vice Admiral DuFournet, commander of the allied fleet, that they must leave Greece by Wednesday.

GOVERNMENT OWNERSHIP OF COAL MINES

Director of United States Geological Survey Says That Federal Ownership and Operation of Coal Deposits Is Only Cure for High Prices Demanded by Private Monopoly.

By FREDERICK M. KERBY.

WASHINGTON, D. C., Nov. 21.—Government ownership and operation of coal mines as a remedy for the high cost of coal is predicted by Dr. George Otis Smith, director of the United States geological survey.

Speaking before the American mining congress in Chicago, Director Smith said that in the whole field of productive business it seemed to him that the coal business is the one "most likely to be threatened with government operation."

Coal a Monopoly.

"The foodstuffs," he said, "are produced on land owned and operated by the millions, and so far as the production of the raw material for them is concerned, monopoly is an unknown word, but when we think of coal, terms like 'barons' and 'trusts' instinctively come to mind."

What John Jones pays to the coal baron in the form of royalty—that is, for the mere fact of ownership—is explained by Smith in a striking manner.

"One of the latest leases by a large coal land owner," he says, "provides for the payment of 27 per cent of the selling price of the coal at the breaker. This percentage therefore is not only a royalty figured on the mineral resource, but also a commission based on the miner's wage.

All Pay Royalty.

"To bring this right home to you and to me, it may be said that the practical result is that if the anthracite we burn in our range this winter happens to come from that particular property, we will pay fully \$1 a ton into the treasury of the city that owes its existence to the far-seeing business sense of a hard-headed citizen of Philadelphia. Whether such a royalty is excessive or not, the fact remains that this is the tribute paid to private ownership."

How this reward for "far-seeing business sense"—in other words, for land ownership—works out is illustrated by Director Smith in the case of the Girard estate of Philadelphia. "Figured on the output from the Girard lands," he says, "which is nearly 3 per cent of the total production, the gross return to the estate from its coal lands is over 50 cents a ton."

Cannot Afford Monopoly.

The people of the United States, says Smith, cannot afford to allow private interests to obtain control of coal resources, because future generations cannot afford to pay the price that would be necessary.

"The figures furnish a strong argument for the present policy of the national government in retaining ownership."

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JAPANESE BUYING AMERICAN STOCKS

NEW YORK, Nov. 21.—Within the last six months Japanese merchants and exporters have invested nearly \$50,000,000 in American securities, according to estimates in banking quarters. For the most part the securities were bonds, largely underlying railroad issues, although a substantial part consisted of mortgage bonds of industrial companies returning a high yield on the purchase price.

Japan has been shipping to the United States a great amount of goods formerly made by Germany, while exports of silks and other far eastern products from Japan to this country have been stimulated because of the reduction in the European demand. As a consequence Japan's trade balance in this country has produced credits which had to be transferred to the owner or put to use here. The Japanese, in the main, have chosen the latter course.

THESE FIVE MEN TO HOLD BALANCE OF POWER IN HOUSE



Top to bottom around the question mark: C. L. Rabbut, California prohibitionist; T. D. Schall, Minnesota progressive; W. P. Martin, Louisiana progressive-protectionist; Meyer London, New York socialist; A. J. Fuller, Massachusetts independent.

NO CHANCE FOR HUGHES WINNING IN CALIFORNIA

SACRAMENTO, Cal., Nov. 21.—All seem agreed that there is no chance whatever for Hughes in California.

The above is a reply to a message from the Mail Tribune sent the Bee, a neutral paper, asking whether there was any possibility of Hughes securing an electoral vote in California.

SAN FRANCISCO, Nov. 21.—After a careful checking up of the official count of all precincts in the state, there is no possibility of Wilson losing California, according to the announcement made today by the democratic state central committee. Their checking shows the lowest democratic elector to be 1200 votes ahead of the highest republican elector. The highest democratic elector has a lead of 3500 over the highest republican.

PORTLAND COMPLAINS OF KLAMATH RATES

WASHINGTON, Nov. 21.—The Portland, Ore., Traffic and Transportation association complained to the inter-state commerce commission that class rates from Portland to California and Klamath Falls and other Oregon points are unjustly preferential to San Francisco, Sacramento and other California cities.

SIBIREA'S CREW! LANDED AT DOVER

DOVER, England, Nov. 21.—Fifty-three passengers and crew of the American steamer Sibiria, stranded on the Goodwin Sands, were landed at Deal today by the King's Down lifeboat. The rescued persons had a distressing experience during the twenty-four hours they were on the steamer awaiting assistance, in momentary peril of the steamer being engulfed in the treacherous quicksands. Fruitless efforts were made yesterday by lifeboats from neighboring stations to rescue the passengers. Several men of the lifeboat crews were injured and the boats narrowly escaped destruction. The Sibiria is still aground.

PRESIDENT TO FAVOR PROGRAM AS OUTLINED

Recommendations for Railroad Legislation in His Address to Congress Practically the Same as Those Embodied in His Special Address Last August When Strike Threatened.

WASHINGTON, Nov. 21.—President Wilson's recommendations for railroad legislation in his address to congress will be practically the same as those embodied in his special address last August when a nation-wide railroad strike was pending. The president discussed some of the details today with the cabinet. In his special address the president made six specific recommendations. Two providing for an eight hour day as a legal basis of work and wages on railways and for a commission to observe the operation of the law were embodied in the Adamson act. The others, which remained unacted upon and which will be renewed by the president are:

Immediate provision for the enlargement and administrative reorganization of the interstate commerce commission along lines embodied in the legislation recently passed by the house of representatives and now awaiting action by the senate; in order that the commission may be enabled to deal with the great and various duties now devolving upon it with a promptness and thoroughness which are with its present status practically impossible.

Increased Rates if Needed.

Explicit approval by congress of consideration by the interstate commerce commission of increased freight rates to meet the additional expenditures of the railroads as may have been rendered necessary by adoption of the eight hour day and which have not been offset by administrative readjustment and economies, should the facts disclosed justify the increase.

An amendment of the existing federal statute which provides for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for shall be fair, a full public investigation of the merits of every such dispute shall be instituted and supported before a strike or lockout may be lawfully attempted.

By Aid of Military.

The judgment in the hands of the executive of power, in case of military necessity, to take control of such portions of such rolling stock of the railways of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as circumstances require for their safe and efficient use.

Attorney General Gregory said at today's cabinet meeting the government was fully prepared to defend the suits to test the constitutionality of the law.

ALLIES COERCING SWITZERLAND

BERLIN, Nov. 21.—It is reported from Switzerland that new demands have been presented to the Swiss government by the entente powers, Swiss press dispatches, as quoted by the Overseas News Agency, say that large quantities of food and other supplies are being held up in Italian and French ports pending Switzerland's compliance with the demands which are characterized by the Bund of Bern as "something unheard of in the memory of man," and as "treatment which no one can endure."

After long negotiations with the entente powers and Germany, Switzerland entered into arrangements for the importation of food supplies through allied territory and of coal, iron and other materials from Germany. A dispatch from Bern on November 13 said a new dispute had arisen regarding the exportation to Germany and Austria of products made by machines lubricated with oil coming from entente countries and of electric power transmitted by copper wire purchased in these countries.

FAVOR MERGER OF FEDERATION AND TRAINMEN

Affiliation of American Federation of Labor With Railroad Brotherhoods Planned—Eight Hour Day to Be Inaugurated in January—Praise for President.

BALTIMORE, Md., Nov. 21.—Affiliation of the members of the American Federation of Labor and the four big railroad brotherhoods for effecting the general betterment of labor was urged today before the federation convention here by the brotherhood heads and President Samuel A. Gompers. Delegates who crowded the hall cheered all of the speakers enthusiastically.

"We must hang together or we will hang separately," W. G. Lee, spokesman for the brotherhoods and head of the railway trainmen, declared.

"It is a great comfort to know," President Gompers said, "that the time is not far distant when the great brotherhoods will be a part of the American Federation of Labor."

Co-Operation Urged.

Lee explained that the new laws of the brotherhoods now present an official affiliation with the federation until after their convention is held, but he insisted that between now and that time the organizations could co-operate with the same purpose as if they were officially affiliated. He also made it plain that the brotherhoods were not bringing their eight-hour day "troubles" to the federation for support.

"I am about an anarchist, however," he said, "to say that we are going to work for the eight-hour day for all classes. If we can't get it peacefully we will fight for it."

Lee said that some sort of affiliation should be effected to fight any proposed arbitration legislation which might be unfair to labor. He declared that congress had no right to pass any law compelling a man to work, provided he was not in prison.

President Cheered.

Prolonged cheering followed praise of President Wilson by Lee. "It took more courage for him to write across the front pages of the newspapers of this country that he was for an eight-hour working day than it would have taken for him to have written that this country was at war with Mexico," he said.

"Our principal object now is to help the president and the men in both branches of congress to make good their promises to us. I believe they will do it."

"It is absolutely necessary for us, who are organized, to get together, and I say that we shall go the limit to obtain better conditions, particularly for the men on the railroads."

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GERMANY CLAIMS LAWS OBEYED IN U-BOAT OPERATIONS

BERLIN, Nov. 21.—Secretary Joseph T. Grew of the United States embassy received today the German reply regarding the sinking of the British steamer Rowanmore and three steamers lost in September. In regard to the Rowanmore, the German government denies that the submarine fired on lifeboats containing members of the crew and maintains that the men on the Rowanmore owe their lives to the precautions taken by the Germans and the skill with which their operations were carried out.

In respect to two of the remaining steamers in question, the German government states that they were not sunk by German forces and maintains that the Antwerpen, the third steamer, was destroyed in full accordance with the rules of international law.

The Antwerpen was built at Newport News for the Standard Oil company and was on her maiden trip to London when she was sunk. She was a vessel of 11,300 tons.