

UN RAID DI AVIATORI ITALIANI SUL PORTO NEMICO DI CATTARO

La Presa di Gorizia Non E' Confermata - Attacchi Austriaci Respinti, L'Italia Mandera' Alcune Sue Navi ai Dardanelli.

ROMA, 28 Giugno. Questa mattina tanto qui che a Milano e giunto da Sautari, Albania, un telegramma nel quale era detto che alcuni aviatori italiani avevano fatto un raid sul porto di Cattaro ed avevano bombardato, danneggiandolo, le opere di fortificazione ed i docks. Nessun annuncio di questo raid e' stato dato dal Ministero della Guerra o da quello della Marina.

Cattaro e', come e' noto, il porto piu' meridionale dell'Impero austro-ungarico sul Mare Adriatico, nelle vicinanze del confine montenegrino. Durante la prima fase della guerra europea Cattaro fu ripetutamente attaccato dalle forze navali francesi, che pero' non riuscirono ad espugnarla. Essa fu pure attaccata dai montenegrini dal nord, i quali pero' non poterono far molto prima che i serbi non avessero cannoni di grosso calibro e poi perche' ne ebbero alcuni a polvera nera, cio' che valsero a far scoppiare agli austriaci le posizioni dell'artiglieria montenegrina. Cattaro e' uno dei centri piu' potentemente fortificati dell'Adriatico.

Da settimane mandano che 4000 albanesi attaccarono le posizioni montenegrine al passo di Djakovitz, ma furono respinti. Gli albanesi lasciarono sul campo di battaglia 2000 dei loro tra morti e feriti.

LA SITUAZIONE ODIERNA. Mentre i duelli di artiglieria lungo il fronte di battaglia delle Alpi vanno dipendendo sempre piu' violento, i tedeschi hanno adottato, come i francesi in Francia, l'uso di gas asfissianti sul fronte dell'Isone. Ivi l'artiglieria nemica lancia contro le trincee italiane granate cariche di gas velenosi. Intanto l'inondazione di avanzata degli italiani sul basso Isone va rapidamente diminuendo, ma in cambio si sono avuti nuovi uragani nelle Alpi Ceneri e si teme che si avranno nuove inondazioni.

L'onorevole Leonida Bissolati, leader del Partito Socialista Riformista, che, come e' noto, si era arruolato volontario in un reggimento di Alpi il 40 col grado di sergente, e' stato promosso al grado di sottotenente per atti di valore compiuti in combattimenti avvolti a sud di Trento, nella valle dell'Adige.

Il nemico ha operato alcuni contrattacchi ad ovest del Passo di Monte Croce, sperando di riconquistare la sommita' di Zellenkofel, ma i contrattacchi sono stati respinti.

Da fonte ufficiale si annuncia che gli ufficiali austriaci hanno cominciato a far circolare voci false tra i soldati per rincoriarli a combattere contro gli italiani. Un gruppo di austriaci, fatti prigionieri dagli italiani nelle vicinanze di Sagrado, ha mostrato di meravigliarsi non poco quando fu detto loro che nessun terremoto si era avuto in questi giorni in Italia. Gli ufficiali austriaci avevano fatto loro credere che tutta la Calabria era stata distrutta dal terremoto.

Disparci giunti qui da Pisa oggi dicono che al professor Battelli, illustre ricercatore di fisica, e' stato proposto di inventare una bomba di un'altezza forza esplosiva ed incendiaria, che rivoluzionera' la guerra aerea.

GORIZIA OCCUPATA? Un telegramma da Milano alla Exchange Telegraph Company dice che gli italiani hanno conquistato la citta' fortificata austriaca di Gorizia. La notizia non e' pero' ancora confermata, qui a Roma non essendo stato pubblicato alcun comunicato ufficiale al riguardo.

La citta' di Gorizia e' il centro della difesa della prima linea austriaca, e si sapeva che un gran numero di truppe era stato colto concentrato dall'Austria per difenderla. Inoltre a Gorizia erano stati costruiti numerosi forti ed altre opere permanenti e provvisorie di difesa, in modo che la sua conquista da parte degli italiani sarebbe senza dubbio un successo di prim'ordine.

Dal comunicato ufficiale pubblicato ieri si apprende pero' che gli italiani hanno ottenuti altri importanti successi al fronte del fronte italiano, occupando la sommita' di Zellenkofel ed avanzando anche un po' sulla linea dell'Isone.

Le autorita' militari hanno dichiarato che tutte le fabbriche di armi e di munizioni del regno lavorano giorno e notte per assicurare all'esercito italiano non soltanto per questa estate e per l'autunno, ma per la possibilita' che la guerra abbia a durare tre anni.

A misura che le truppe italiane avanzano verso le montagne del Carso, ad est dell'Isone, aumentano le difficolta', a causa della natura del terreno, per le innumerevoli drotte e pozzi e spaccatoie che compongono l'uniformita' dell'altopiano carsico e che offrono allo Stato Maggiore austriaco la possibilita' di difendersi benissimo l'altopiano coltando batterie in posizioni naturalmente vantaggiose.

LA FLOTTA AI DARDANELLI? Corrono voci secondo cui una buona parte della flotta italiana sara' presto inviata ai Dardanelli per cooperare con le flotte alleate alla espugnazione dei forti turchi. A questa voce e' stata opposta da fonte semi-ufficiale una smentita nel senso che, almeno per il momento, non era il caso di inviare una squadra italiana ai Dardanelli, giacche' tutta la flotta doveva rimanere nell'Adriatico per difendere le coste italiane e per invitare il nemico ad accettar battaglia. Pero' non e' impossibile che quelle navi che eventualmente fossero dall'Italia destinate ai Dardanelli venissero sostituite da navi anglo-francesi, giacche' la partecipazione dell'Italia alle operazioni contro i Dardanelli avrebbe allora carattere politico, potendo essa sfruttare l'intervento degli stati balcanici.

A questo proposito e' significante il fatto che ieri l'ambasciatore di Turchia a Roma, Naby bay, si reco' alla Consola e domando' che gli fossero consegnati i passaporti. Pero' non vi e' alcuna dichiarazione di guerra tra l'Italia e Turchia.

Si dice che il papa ha ricevuto una lettera dall'imperatore Francesco Giuseppe, nella quale questi gli promette che gli aviatori austriaci non bombarderanno Roma. Cio' in risposta ad una lettera con la quale il papa diceva che Roma doveva essere rispettata perche' era depositaria di tutti i tesori della Chiesa.

STREET ORDINANCES SIGNED Mayor Approves Bill for Railroad Tracks on McKean Street.

Mayor Blankenburg today signed an ordinance of Councils granting permission to the Department of Wharves, Docks and Ferries to lay and maintain two railroad tracks on McKean street, as now platted on the city plan, eastward from Delaware avenue. Other ordinances signed authorize the opening of the following streets: Belfield avenue, from East Johnson to Sprague streets, and East Johnson street, from Chew street to Belfield avenue. Benaleen avenue, from Lexington avenue to Welsh road. Eastburn street, from Limekiln pike to 21st street. Abington avenue, from Germantown avenue to Ardleigh street. Twelfth street from Chelton to Medary avenues. Daniel street, from Naomi to Kingsley streets. Tower street, from Roxborough avenue to Cotton street. Monastery avenue, from Manayunk avenue to Pechin street. He also signed an ordinance to place on the city plan Martin's Mill road, from Oxford avenue to Rising Sun avenue.

IRON AND STEEL WORKS INCREASE PRODUCTION BY FIFTY PER CENT.

Boom in Industry Began Last September and Is Attributed to War Orders—Skilled Labor in Demand.

An improvement of 50 per cent. in the iron and steel industry since last September is estimated by Philadelphia manufacturers and dealers, who declared today that a small boom has come. Factories formerly running on part time are now being operated at full capacity, and others that have been virtually closed down are working at a normal rate of production.

The tremendous influx of war orders from the Allies has caused a marked decrease in the city's unemployment, so prevalent during the last year. Iron and steel mills are the direct beneficiaries of the large demand for war material, but the indirect effect has been the stimulation of many lines of business, through the co-ordination of the many industries. According to labor leaders in the iron and steel trades, there is no reason why skilled mechanics should be without employment today. Thousands of men who walked the streets and searched for any reasonable position to enable them to stay off disaster for their families throughout the winter may now earn normal wages, and if desired, in most cases earn time and half time. So urgent is the need for skilled artisans, trades that deal with the production of finished metals, that immense bonuses are being offered to the more skilled workmen. This is especially true of the German product. These materials are being manufactured in this country owing to the stoppage of the German trade routes and the company is employing a large number of men in an industry that was not contemplated when the company was developed. An officer of the concern today said: "War has certainly made business good. Indirectly we are benefited by the European auto contracts, for which we have furnished steel ball bearings. But, apart from this increase in our normal production, we have had to face a complete reorganization of our methods of production. The British blockade, which closed our ports to German goods, has forced us to turn to the manufacturing of our own raw products. We have had to employ a much larger number of men than heretofore and the prospects for some time to come are that we shall be unusually busy."

Niles-Bement-Pond Company reports that they are employing more than twice as many men as they did two years ago. The firm states that they have all the work they can handle, and that they are forced to work not only full time, but also three nights weekly. The J. G. Brill Car Company states that it is again working at normal capacity, and has no quarrel with existing conditions. The Standard Roller Bearing Company makes a similar report. The shipbuilding companies are busier than heretofore. Several important contracts are under construction at the New York Shipbuilding Company. The William Cramp & Sons Ship and Engine Building Company reports that conditions are very much better. Both the Baldwin Locomotive Works and the Midway Steel Works are again and the Midway Steel Works are again approaching normal activity. The locomotive works is reported recently as closing a contract for many millions of dollars for ammunition for the Allies.

WOULD HALT TRANSIT FOR FREE TRANSFERS

Northwest Business Men Want No Construction Until P. R. T. Abolishes Exchanges.

A protest against starting work on the Broad street subway and the Frankford elevated lines until universal free transfers have been obtained from the Philadelphia Rapid Transit Company has been sent to Councils by the Northwest Business Men's Association. Over the signature of Charles L. Flick, chairman of the Transportation Committee, the business men issued a lengthy statement surveying the entire surface, subway and elevated system in this city and the negotiations which have been entered into for the Taylor high-speed system. Before any further steps are taken by Councils to effect a beginning on the high-speed lines, the business men insist that negotiations be opened with the Philadelphia Rapid Transit for the abolition of exchange tickets and the establishment of universal free transfers. The business men declare themselves unalterably opposed to the program of prompt action on the high-speed lines as advocated by Director Taylor. The Northwest Business Men also indicate that they feel their action of the

city has been slighted in the plans. Five arguments are advanced for the immediate abolition of the exchange tickets. Attacking Director Taylor, the statement asserts "that the public has been slow to realize that the tables are completely turned in the transit situation—that Director Taylor, so loyally supported by the public in all his requests up to March 4, is now champion for a piecemeal procedure of transit development which, with the support of the public, so vigorously opposed previous to March 4." Director Taylor declined to make any comment on the protest of the business men. He indicated, however, that their plea for delay would not alter his position in urging a prompt beginning on construction work.

LAWYER'S ILLNESS MYSTERY

Union League Member in Seclusion, Accused of Contempt of Court.

Edward Dudley, prominent member of the New Jersey bar, who made his home last yesterday that he would not disclose the nature of his illness. Mr. Goodman said today that the physician would not tell the whereabouts of Mr. Dudley nor disclose the nature of his indisposition. He was not seriously ill, she said. Mr. Dudley was to have appeared in the Hudson County Court of Quarter Sessions today in contempt proceedings growing out of charges made by his wife in her divorce proceedings. She accused him of persuading a witness to leave the jurisdiction of the court. The legal battle between Mr. Dudley and his wife has been going on for many years.

JITNEY BILL MAY BE HELD UP UNTIL FALL

Councils Expected to Defer Action—Parade to Express Protest Tonight.

Councils in all probability will postpone action on the pending ordinance to regulate jitneys until after the summer recess. This statement was made this afternoon by an official of the Philadelphia Jitney Association, who said he had learned it on the best authority. It would mean a postponement until fall of action on the ordinance which many jitney men contend would put their cars out of business. Jitney owners also assert that no State law gives the city authority to place jitneys under bond.

Man Found Dead in Vestibule

The body of a man which was found early today in the vestibule of the apartment house at 115 South 12th street was identified later at the undertaking establishment of Oliver H. Bair, 1323 Chestnut street, as David C. Smiley, 65 years old, son of the organizer of the chain of grocery stores of that name on Market street which had a great reputation a quarter of a century ago. The body was found by George Carron, a sailor on the U. S. S. Brooklyn, and Harry H. Goodman, of 1011 Lincoln Building. At the Pennsylvania Hospital death was said to be due to natural causes.

COULDN'T WED IN ELKTON

Youthful Wilmington Elopers Learn Every One Can't Marry Even There.

ELKTON, Md., June 28.—William N. Stewart, aged 18 years, of Wilmington, Del., eloped to Elkton today with Hilda E. Volker, of the same city. When they applied at the County Court office for the legal permit Mayor Funnell, who acts as Cupid's assistant, advised the young runaways to return to their homes and wait a few years more before entering into the matrimonial state. These more fortunate in having their nuptial knots twisted were Russell W. Gallagher and Ada West, Leno; John H. Dare and Ruth E. Bollinger, Leonard Vincent Murphy and Marie Hickey, George D. Neimor and Margaret R. Thompson, Charles W. Ireland and Anna Taylor, Harry W. Stewart and Ethel E. Moore, Michael Harvey Hughes and Ella Giesemer, all of Philadelphia; Louis F. Dodelin and Myrtle J. Barracliff, Camden, N. J.; Harry C. Leary and Alice E. Boone, Lancaster, Pa.; Allen F. Lebo and Grace E. Klouser, Schuylkill County, Pa., and Orsi Santo and Aida De Angeles, Trenton, N. J.

Jersey Watches Visiting Autoists

Inspectors of the New Jersey State Commission of Motor Vehicles were stationed at the ferries yesterday to warn automobile drivers going to the shore against glaring headlights. Most of them were complying with the New Jersey enactment of three months ago against strong lights.

St. Paul Reaches Liverpool

LIVERPOOL, June 28.—The American liner St. Paul arrived here today. She was delayed for several hours passing through the Irish Sea by a heavy mist.

FINISHING PLANS FOR JULY 4TH CELEBRATION

More Than 400 Representative Guests Have Sent Acceptances to Joint Committee.

The finishing touches are being put on the plans of the National Fourth of July celebration, and there is every indication that the event will fulfil all expectations. More than 400 guests, all of whom are representative of the country's general progress, have sent acceptances, and the Joint Committee will meet this afternoon at the Fourth of July headquarters in the Hotel Adelphi to arrange plans for their entertainment. Many of the guests will remain for the three days' ceremonies, beginning with the banquet at the Bellevue Stratford July 3. As the city is to be their host, the hotel arrangements are keeping the committee on the jump. The musical program promises to instill an abundance of patriotic spirit. In addition to the three bands which will aid in escorting the Liberty Bell from Independence Hall, there will be an immense chorus of school children. A grand concert of several thousand voices accompanied by three bands will emphasize the spirit of liberty in the neighborhood of 6th and Chestnut streets. The request of Henry Ford, the automobile manufacturer, for a neutral flag has stimulated thought in that direction, and many members of the local committee have declared their intention of wearing a miniature flag indicative of America's attitude toward the war in Europe.

Francis Bacon

Pianos and Player-Pianos

In the Strawbridge & Clothier Anniversary

Only Two More Days in Which to Take Advantage of This Opportunity

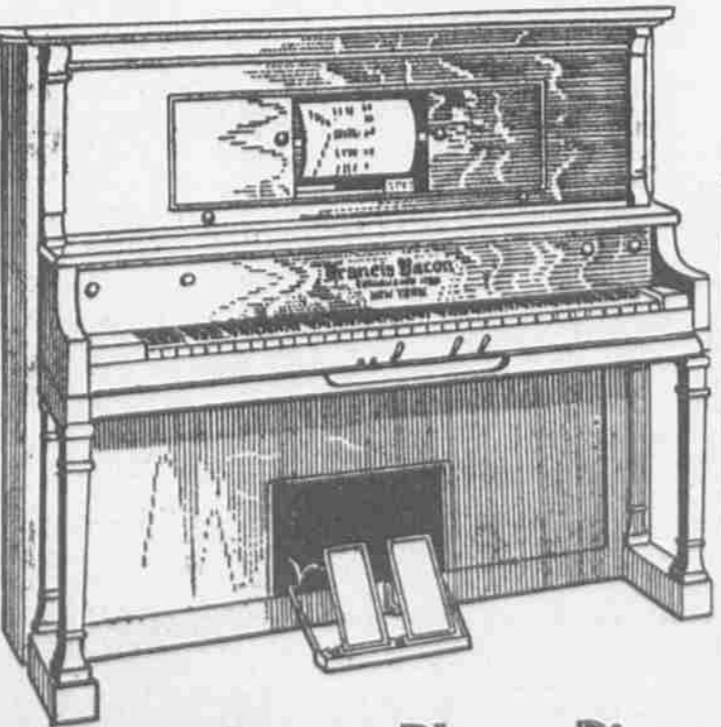
AFTER five o'clock Wednesday, the extraordinarily low prices, which we have placed on the Francis Bacon Pianos and Player-Pianos for the Anniversary Sale, will no longer be in effect. Never before in the history of this Piano Store has such a remarkable opportunity been presented. In fact, we know of no "offer" ever made in Philadelphia that can compare, in the saving and the exceptionally easy terms of payment, with the advantages here presented.

NEVER before have the Francis Bacon Pianos or Player-Pianos been sold at less than the standard fixed prices. Thus in selecting the Francis Bacon as the instrument to be sold under-price during the Anniversary Sale, we are presenting a value of known merit. To allow a saving on Francis Bacon Pianos and Player-Pianos is indeed an advantage to be presented with pride, and a rare opportunity well worth the attention of every Philadelphian.

A Clear Saving of More Than 25 per Cent. on Either Instrument

In addition, we have arranged special Anniversary terms of payment. For those who do not care to settle by cash or charge, we have prepared a special lease settlement by which a small first payment will send the instrument to your house, payments to be made monthly thereafter until the full amount is paid. There are no interest charges of any kind on either instrument. Delivery is made free to any point covered by our regular service.

A payment of \$5.00 will place one of these instruments in your home.

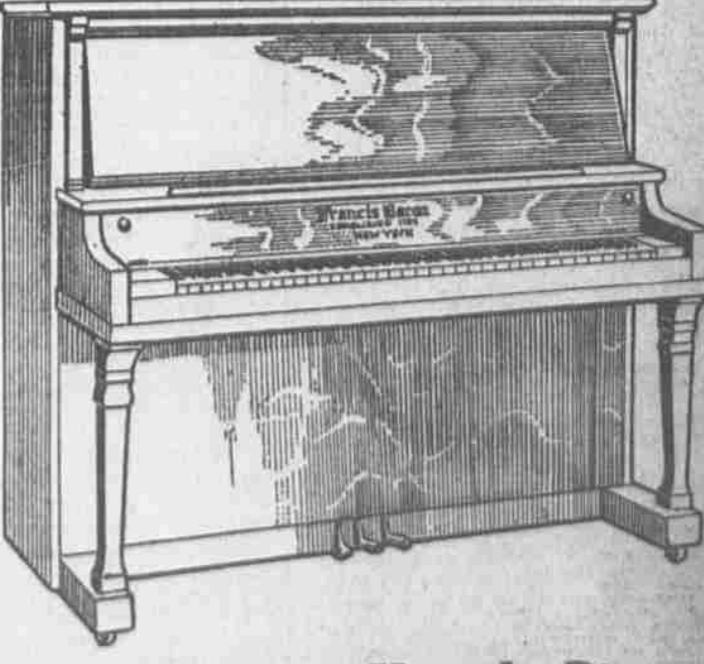


Francis Bacon Player-Piano (Mahogany or Fumed Oak Case)

Regular Price \$550.00 } \$392.00 Bench or Chair, Cover or Scarf, 12 Rolls of Music, and One Year's Tuning Free Delivered to Your Home on First Payment of \$5.00 Then Pay \$2.25 Weekly or \$9.00 Monthly

A WORD ABOUT THE Francis Bacon

In 1789 John Jacob Astor imported from London a piano which he placed on sale in New York City, thereby starting the first piano business in America. Soon a store was opened at 127 Broadway, near Trinity Church. The business continued gradually to increase. In 1802 Mr. Astor retired, being succeeded by various manufacturers, until 1836, when Mr. George Bacon became associated with the Company. Since 1836 the business has been supervised by members of the Bacon family—Wm. P. H. Bacon at the present time being the active president of the Company. Many famous manufacturers have received their training in the Bacon factories, and the Francis Bacon Piano is held to be one of the standard instruments of the trade. It may well be called "the oldest and most reputable piano in America."



Francis Bacon Upright Piano (Mahogany or Fumed Oak Case)

Regular Price \$350.00 } \$257.50 Stool, Cover or Scarf, Instruction Book and One Year's Tuning Free Delivered to Your Home on First Payment of \$5.00 Then Pay \$1.50 Weekly or \$6.00 Monthly

Men's Pumps \$5



A turned pump of Heyl's Imported Patent Calfskin. Invariably correct for evening dress

Clafin, 1107 Chestnut

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