



GERMANS GET READY TO QUIT BASE AT KOVEL

Russian Commanders Report Von Linsingen Preparing for Evacuation

FIGHTING ON MARSHES

Petrograd Believes Teutons About to Fall Back on Brest Litovsk-Bug Line

PETROGRAD, Aug. 3. General von Linsingen has begun to prepare for the evacuation of his base at Kovel, Volhynia, according to two official reports received here today.

It is believed that the Germans will fall back upon the Brest-Litovsk and Bug River line, where the topography of the country affords natural barriers.

In the meantime the Russians are extending their attacks farther into the Pripiet marsh region. The battering of Teuton defenses along the Kovel-Lemberg line showed no sign of abatement today.

Press dispatches today said General Kadeline was less than a dozen miles from Kovel and continuing his advance. He is hastening momentarily to take the Kovel-Lemberg railroad, spreading still wider the Russian wedge between the German and Austrian forces.

Marshy terrain is hampering the Russian attack slightly, but the Czar's forces are confident of early victory and so by the success which has so far attended their drive that they are disdainful of natural obstructions.

APTURE OF KOVEL-LEMBERG LINE BELIEVED ASSURED BY SLAVS' CONTINUED SUCCESSSES

LONDON, Aug. 3. The tremendous series of battles for Kovel and Lemberg continued today to develop successfully for the Russians, and the capture of both places is now considered by military experts to be assured.

Little definite information as to yesterday's fighting can be drawn from either Russian or Allied official statements.

Information reaching here, however, shows that the Russians are continuing their advance on all fronts. At the northern end of the battle line, between the two railroads diverging from Kovel, General Kadeline's forces are reported to be only ten miles from the city, a gain of ten miles in two days.

Further south they have widened and deepened the wedge they were driving between the German and Austrian sectors of the line, till the separation is almost complete, and co-operation between the two will be almost impossible till they have separated many miles.

Thus enveloping movements are progressing rapidly against Kovel, Lemberg and other forces. The armies of von Bohm-Ermolli and von Linsingen are being rapidly offered any very serious resistance to the wedge which is being pressed between them, and it is taken for granted that, no matter how well the salients hold, the Russians will soon be on the flanks of both the cities aimed at.

THE WEATHER

FORECAST

For Philadelphia and vicinity—Generally cloudy and slightly warmer to night; Friday unsettled, with probable showers; gentle winds, mostly southwest.

TRANSIT ESTIMATES LEFT WIDE MARGIN FOR INCREASE IN COST OF CONSTRUCTION

Taylor Revised Figures in November, 1915, to Meet Abnormal Industrial Conditions—Approved by Twining

Former Director Taylor Points Out Lack of Obstacles in Path of Quick Work on New Subway and Elevated Railway System

Editor of the Evening Ledger:— In response to your request for evidence confirming the accuracy of the estimates of costs of the various recommended high-speed lines, which are set forth on page 27 of the Annual Report of the Department of City Transit issued December 31, 1915, the estimates were as follows:

Table with 3 columns: Item, Estimated Cost, and Total. Includes Broad street subway, Delivery loop, Northeast branch, Northwest branch, Broad street, League Island to Olney avenue, Broad street real estate, Frankford elevated, Woodland avenue elevated, Parkway-Roxborough, Byberry line, and Total.

The above includes 20% added to cover cost of engineering and interest and required sinking fund payments.

The foregoing individual estimates of costs of construction of the lines recommended were compiled under the direction and supervision of Mr. H. H. Quimby, Chief Engineer of the Department of City Transit.

As bids were taken for the construction of the subway and elevated lines by the Department of City Transit in Philadelphia and by the City of New York, the estimates previously made by the Department of City Transit were revised to conform to costs of labor and material then current.

A complete revision of the estimates of the Department was completed under the direction and supervision of Messrs. Quimby, Twining and Emery, on November 11, 1915, and the result was certified to me as follows:

Philadelphia, November 11, 1915.

Mr. A. M. Taylor, Director, Department of City Transit, Bourse Building, Philadelphia.

Sir,—Referring to the contemplated provision to be made through a loan for the construction of the proposed high-speed transit lines in the city, I have again gone over the Department estimates of cost in the light of the bids received for the subway and elevated work recently placed under contract, and am of the opinion, based on the present prices of labor and material, that the sum of \$50,000,000, added to the \$6,000,000 already provided for, will be sufficient for the completion of the structure and stations for the Frankford Elevated Railway from Front and Arch streets to Frankford avenue and Rhawn street, and of the Broad Street Subway from League Island to Olney avenue, including the delivery loop in Locust, Eighth and Arch streets, together with the recommended elevated branch to the Northeast and a Northwest elevated branch from Logan to Germantown, the line between Filbert street and Ridge avenue to be so located as to permit the construction of a subway alongside by the Pennsylvania Railroad Company.

Our estimates include engineering and other overhead expenses, with interest and sinking fund charges during construction, which are intended to be met from the loan fund, also the cost of the required real estate easements.

Respectfully submitted, HENRY H. QUIMBY, Chief Engineer.

Approved—WILLIAM S. TWINING, J. A. EMERY, Consulting Engineers.

The foregoing detailed estimate, which appears on page 27 of the 1915 Transit Report, followed this certificate.

The loan bill makes available for the construction of the Broad street subway, delivery loop and elevated branches and for the construction of the

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SUSPECT FIREBUG IN \$100,000 BLAZE IN CABINET PLANT

Scores Terrorized as Flames Destroy Factory of Sjostrom Company

EXPLOSION WAS HEARD

Watchman and Fireman Injured. Former Trapped by Flames

Photograph showing the extent and sweep of the fire at the Sjostrom Company plant is on pictorial back page.

A score of persons were driven from their homes, some jumping into the streets from second-story windows, two men were injured and property damage estimated from \$100,000 to \$125,000 was done in a fire, of supposed incendiary origin, that started at 2 o'clock this morning in the John E. Sjostrom Company's cabinet-making plant, 1719 North Tenth street.

That the fire was incendiary is the belief of Mr. Sjostrom, although no motive is known. Mr. Sjostrom said today he had been told by Alfred Schuler, the plant's watchman, who lives at 2423 North Fairhill street, that he had heard an explosion on the first floor while he was making his rounds on the third floor.

Jacob Bellerjeau, a tube operator employed at substitution O of the postoffice, at Tenth street and Columbia avenue, who discovered the blaze, knows only that it started somewhere in the building. He was walking along Columbia avenue when he saw the blaze shoot out toward the street, he says. He yelled the alarm, and a few moments afterward Sergeant Brinton and Policeman aBIRD, of the Twelfth District, appeared. The three men, after sending in the first of the four automatic alarms, started in the work of rousing the neighborhood, for the blaze was then most threatening, and of rescuing a number of horses in a stable next to the cabinet-making plant.

Six horses were taken from the stable. When that work had been accomplished the firemen arrived, but the flames had then spread to surrounding buildings. On the north side of Columbia avenue the roofs of many dwellings had been ignited by flames, and fire had already so completely enveloped the residence of Joseph S. Sheratsky, 1732 Railroad street, that seven people were forced to jump from the windows to the street. A majority of them jumped from the second-story windows unharmed.

Other places damaged were the print shop of H. D. Gifford, 325 Columbia avenue; dwelling of Mike Wosniack, 1717 North Tenth street; and the former book bindery, now vacant, of Stewart Brothers, 223 Columbia avenue.

Schuler, the watchman, was on the third floor, making his rounds, when he knew that the building was on fire. He ran to the first floor, but found his escape through the doorways had already been shut off. Greatly excited, he made his way to a window, but not before the flames had caught him. When he jumped his hair and eyebrows had already been badly burned. He is now in a highly nervous state, suffering from the shock of his experience. The other man injured was Adam Shide, hosiery maker, of Engine Company No. 34, who was burned about face, hands and body and removed to a hospital.

VARE FOR SUFFRAGE

Senator Indorses Hughes' Stand for Federal Amendment

Senator Edwin H. Vane has indorsed the stand taken by Republican Presidential Candidate Hughes in favor of woman suffrage.

"I have always believed and I still believe," he said, "that the women getting the vote for woman suffrage in the State Legislature. We helped to pass the woman suffrage amendment two years ago, an amendment that was defeated in the State by a very small majority and largely because of the size of the ballot used at that election. "While I haven't talked with my friends about it as yet, I desire to say, speaking for myself, that I shall vote for the amendment again when I go back to Harrisburg. "I think the Republican nominee for President, Mr. Hughes, is absolutely right in the stand he has taken on the woman suffrage question. He has clearly and forcibly outlined his position on what is certainly just as much a national question as a State issue, affecting, as it does, the women of the entire country and not of one or a few States."

MAMMOTH CAR STRIKE IMPENDS IN NEW YORK AS CONFERENCE FAILS

One More Effort Will Be Made, However, to Agree—Action of Employes Deferred to Tomorrow

STRIKE-BREAKERS BEATEN

NEW YORK, Aug. 3.—New York reached the crisis in the street car strike situation today.

A tie-up of 1291 cars that operate on the 450 miles of surface tracks on the New York city railroads within 24 hours seemed certain when the conference called by Mayor Mitchell between unions and company representatives failed to reach an agreement at noon. Another conference is scheduled later today. Eight thousand men are affected.

Such an addition to the lines on which strikes already have been declared would bring the total mileage directly affected up to 1910, the number of cars up to 2148 and the number of men to 15,996. Union recognition remains the one outstanding issue. Higher pay demands have been made, but the employes are willing to arbitrate this question. President Shonta stands firm in his determination to resist any such demands.

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QUICK NEWS

NATIONAL LEAGUE CINCINNATI..... 0 0 0 0 0 0 0 - BOSTON, 1st g..... 0 0 0 0 0 1 0 - Toney and Wingo; Barnes and Blackburn.

WISCONSIN MAN GETS ZOOLOGIST POST

HARRISBURG, Aug. 3.—J. G. Saunders, State zoologist for Wisconsin, has been appointed to succeed Prof. H. A. Surface, who was dismissed Monday night from the post of Pennsylvania zoologist.

MANY DEAD IN TENNESSEE CLOUDBURST

MIDDLEBORO, Ky., Aug. 3.—Nine bodies have been recovered and 30 persons are missing following a cloudburst in Barren Valley, Claiborne County, Tenn., today.

SARATOGA RACING RESULTS

First race, 2-year-olds, \$500 added, 5 furlongs—Columbine, 107, J. McTaggart, 3 to 1, even, 1 to 2, won; Fairy Wander, 107, J. McCahey, 15 to 1, 5 to 1, 5 to 2, second; Reprobate, 110, Davies, 10 to 1, 4 to 1, 2 to 1, third. Time, 1:01 3/5.

MEXICO NAMES BOARD FOR U. S. PARLEY

MEXICO CITY, Aug. 3.—The Mexican Government today appointed the following as members of the joint commission which, under the recent interchange of notes with President Wilson, is to meet the American representatives to adjust the border situation: Luis Cabrera, president; Ignacio Bonillas and Alberto Pani. As secretary of the commission, Juan B. Rojo was named. The party will start for the United States as soon as possible. The meeting place of the joint commissioners will be selected by them.

UNARMED BRITISH STEAMSHIP TORPEDOED

LONDON, Aug. 3.—The unarmed British steamship Heighington has been sunk by a German submarine. (The Heighington hailed from West Hartlepool, where she was owned by the West Hartlepool Steam Navigation Company. She was built in 1891 and was 145 feet long and 40 feet in the beam.)

TWO ITALIAN STEAMSHIPS SUNK BY U-BOATS

ROME, Aug. 3.—The Italian steamships Rosarina and Letimbro have been sunk by hostile submarines.

GARMENT WORKERS BACK ON JOB TOMORROW

NEW YORK, Aug. 3.—The strike and walkout of the garment workers ended today and the employes will be back at work Monday. At noon today 12,000 workers had voted on the agreement made between the union and employers and 90 per cent favored a return to work. This ends 14 weeks of idleness. Between 30,000 and 40,000 workers, employed at 2000 shops, are affected. The agreement is about the same as that refused by the workers ten days ago.

FORTUNES MADE IN CHICAGO WHEN WHEAT RISES

CHICAGO, Aug. 3.—Fortunes comparing in size to the stupendous ones made in "war brides" have been accumulated in Chicago in the last few days as a result of wheat's sensational rise. It was gossip around the Board of Trade today that James A. Patton, the Armour interests, A. J. Lichtenstein and several seaboard exporters have taken profits ranging from ten to thirty cents a bushel on wheat and their gains have run into the millions.

CITY'S RECEIPTS FOR WEEK EXCEED EXPENSE

The receipts of the City Treasury during the week ending last night was \$1,546,450.16 and the disbursements amounted to \$755,154.75. This with the balance on hand from the previous week, not including the Sinking Fund account, leaves a balance on hand of \$10,598,732.03 deposited in various banks and trust companies.

BRITANNIC, SMALL BRITISH LINER, SUNK

LONDON, Aug. 3.—The liner Britannic, owned by W. H. Cockerell & Co., has been sunk, it was announced today. The Britannic was unarmed. The Britannic was a steel screw vessel of 3487 tons, built in 1904. Hull was her home port. As the British Press Bureau confines all announcements as to the loss of vessels to the mere announcement of their being "sunk," whether by mine or torpedo, it may be assumed that the Britannic was torpedoed in view of the statement that she was unarmed.

NORRIS TO TAKE FARM BANK POST MONDAY

George W. Norris, banker and former Director of the Department of Wharves, Docks and Ferries, who was recently appointed a member of the Farm Loan Board by President Wilson, will go to Washington on Monday to be sworn in with the other members of the board. Following the confirmation of the appointment by the Senate last night, Secretary of the Treasury McAdoo issued a call to the members to present themselves at the capital on Monday.

BURGLARS AT HOME OF MRS. S. M. VAUCLAIN, JR.

Main Line police today are hunting for burglars who attempted to rob the Rosemont home of Mrs. Samuel M. Vauclain, Jr., daughter-in-law of the vice president of the Baldwin Locomotive Works. A watchman frightened the intruders away and then reported the matter to the police. The burglars cut a hole in one of the ground-floor windows and entered through it.

PRESIDENT WRITING SPEECH OF ACCEPTANCE

WASHINGTON, Aug. 3.—President Wilson today began work in earnest on his speech of acceptance of the Democratic nomination for President. No definite date has yet been set for the notification of the President. He has stated that he would not consider it until Congress has adjourned. It is believed, however, that the notification will take place the first week in September.

NEW YORK ELEVATED EMPLOYES GET WAGE INCREASE

NEW YORK, Aug. 3.—Increased wages for all employes of the Interborough Rapid Transit Company, which operates all the elevated and part of the subway lines of the city, were approved by the board of directors. This action was announced by Theodore P. Shonta, president of the company. By the new scale interborough conductors will receive an increase of from 15 to 20 cents for a ten-hour day, guards from 10 to 20 cents and motormen from 10 to 20 cents for a similar period.

VAST SHIPMENTS OF MUNITIONS MAY BE MADE HERE

Philadelphia may become the chief port for shipping large quantities of munition to the Allies since the city commissioners of Jersey City have ruled against the shipment because of the explosions there last Sunday. There are stringent regulations for the handling of explosives and shipping men say there would be little danger to Philadelphia if the port were used for the purpose.

PENROSE MAY OPPOSE HUGHES ON SUFFRAGE

Along the political Rialto today wagers are being made that Senator Penrose will not indorse Charles E. Hughes in the latter's declaration for the Susan B. Anthony equal suffrage amendment. Senator Thomas, of Colorado, chairman of the Woman Suffrage Committee, is quoted in Washington as saying that the amendment would fall of five votes in the Senate, and that Senator Penrose would be against it.

BODY DENIED TO RELATIVES OF CASEMENT

Plea Rejected After Roger's Hanging for Treason

NO SIGN OF INSANITY SEEN, SAYS CORONER

Official Finds Nothing to Support Conjecture of A. Conan Doyle

GOES TO DEATH BRAVELY

"I Die for My Country," Says Irish Revolt Leader—Asks God's Mercy

LONDON, Aug. 3.—Roger Casement paid the death penalty for treason today. He was hanged at Pentonville prison at 9:07 this morning. Ten minutes later his body was cut down, life being pronounced extinct.

The Irish leader's last words, spoken while he waited fearlessly for the drop to be sprung, were: "I die for my country."

Dr. P. R. Mander, surgeon of the prison, who examined Casement's body, declared that there was no evidence that the condemned man had suffered from insanity. The theory had been advanced by Sir A. Conan Doyle and others that Casement's virulent anti-British plotting had been inspired by mental aberration.

FAMILY'S REQUEST REFUSED. Following the hanging Gavin Duffy, the legal representative of Casement's relatives, announced that the Home Office had refused to turn over the remains to the Casement family.

Application had been made to the Home Secretary for the body in order that it might be buried by the relatives. Not only was that request refused, Mr. Duffy said, but he also was refused permission to witness the hanging. The Rochdale barber, Ellis, the prison's regular executioner, sprung the drop after he had adjusted the hampers on the "silk cord" which the former knight had hoped up to a few weeks ago would be granted as his instrument of death, in accordance to the ancient privilege granted men of title.

The hanging was witnessed only by officials of the prison. A large crowd waited outside the grim jail, and when the bell tolled, announcing the law's satisfaction, there were a few cheers intermixed with groans.

DEMONSTRATION PREVENTED. Several Irish women at the rear of the Pentonville jail attempted a demonstration, led by an Irish member of Parliament, but were quickly hustled off the scene by guards.

It was said Casement went calmly to his death, led by a Catholic priest, who ministered to him when he retired last night for the last time at 10:30 and when he arose early today. The Irish leader had only recently been converted to Catholicism.

Two Catholic priests, Fathers Ring and Carey, heard Casement's last confession and administered holy communion to the condemned man. Both accompanied him to the scaffold.

Leaving his cell on the summons to death the Irishman appeared slightly nervous, but there were no signs of a breakdown, and he smiled gravely at his guard, remarking, "It is a beautiful morning."

COUNTRYMEN PRAY. Several of the Irishmen in the crowd outside the jail fell on their knees and prayed fervently during the tolling of the bell which announced Casement's death. On the other hand there were a few among the watchers, men and women, who waved hats and handkerchiefs.

Last night guards said he spent considerable time in writing, but slept soundly after he had retired.

Casement expected a reprieve and commutation of his sentence up to last night, but with no hope, it was said, and without emotion went about setting his affairs in order.

Those who witnessed the hanging said the Irishman was master of himself, walking to his death and waiting bravely for the noose to tighten. When the priest recited the Litany, Casement responded in a clear voice: "The Lord have mercy on my soul."

ONE BOON GRANTED. Casement received just one boon before his death—and that was permission to wear his own clothes instead of the prison garb to which he objected strongly on his incarceration in the condemned cell. He did not wear a collar. He assisted his executioner in adjusting the noose and pinning his arms and legs.

The Government turned a deaf ear to all pleas for commutation of sentence. Petitions had been pouring in at the home office for weeks. It was in answer to these that Lord Robert Cecil asserted that no doubt existed of the Irishman's guilt and that the only ground on which commutation could be based would be political expediency—a difficult ground to put forth in this country.

Immediately after the hanging the following notice was posted from the prison walls: "We, the undersigned, hereby declare that the judgment of death was the day executed on Roger Denis Casement by his Majesty's prison of Pentonville in our presence."

Signed by R. K. McBride, Acting Under-Secretary of State.