

### REPUBLICAN REPULSE GERMAN ATTACKS ON CAPTURED LINE

French Vainly Attempt to Regain Ground Lost in Chaulnes Sector

BRITISH FORCES GAIN, TOO

PARIS, Nov. 8.—Strong German counter-attacks were delivered south of the Somme river last night in the sectors of Ablaincourt and Fresnoir.

According to the War Office today all German assaults were repulsed and the French were able to maintain the ground won in the fighting yesterday.

The German assaults were carried out in darkness and intense darkness, which was broken only by the glare of searchlights and heavy machine guns.

There have been intense artillery duels.

PARIS, Nov. 8.—The French took German positions on a front of four kilometers west of Wood to southeast of Ablaincourt, says a communication issued by the War Office last night. The villages of Ablaincourt and Fresnoir and Ablaincourt-saive were captured. More than 500 Germans were taken.

Another official statement issued by the War Office recapitulates the prisoners taken by the French troops in the course of the fighting on the Somme front since July 1, 1916: 121 men and 1448 officers, while the number of guns captured is given as 173 field guns, 189 heavy guns, 115 trench mortars and 251 machine guns. Of this total the French captured 49,786 men, 898 heavy guns, 17 field guns, 181 heavy guns, 164 trench mortars and 135 machine guns.

LONDON, Nov. 8.—Gains by British troops in the neighborhood of Buttes de Warcourt, on the Somme front, during operations Monday night were announced last night by the War Office.

BERLIN, Nov. 8.—The loss of the village of Fresnoir, on the Somme front, was admitted by the German War Office today.

In the sector of Ablaincourt the French advanced on two sides and forced the German to give way in the southern part of the village.

On the Somme River the fighting was of moderate intensity. The English say that the attacks between Fresnoir and Guendeville were repulsed.

Only artillery duels were reported from the Verdun front.

There have been no important developments on the eastern front, the War Office announced.

GERMANS REGAIN HEIGHTS  
LOST TO RUMANIANS IN THE  
TRANSYLVANIAN MOUNTAINS

BERLIN, Nov. 8.—Mountain positions in the sector of Bodza Pass, which had been taken by the Rumanians, have been regained by the Germans, says an official War Office statement today, detailing operations in the Rumanian and Moldavian theaters of war.

In the region of Stolgyra Pass the Russian forces have gained a slight advantage after lively fighting. The newly won positions of the Austro-German forces in the Spini district have been consolidated and more prisoners have been captured by the German allies.

A Serbian attack on the Tchernia river, in Moldavia, has been repulsed. Elsewhere there are only artillery duels.

RICHMOND, Nov. 8.—The Rumanian forces in Dobrudja, which recently assumed the offensive against Field Marshal Mackensen's army, are continuing their successes, the War Office announced last night. Progress for the Rumanians along the entire Dobrudja front is reported.

On the Transylvania front the Rumanians advanced slightly in the Buzau Valley. Violent fighting is under way in the region of the River Alt.

ITALIAN DESTROYERS ENTER  
ENEMY NAVAL STRONGHOLD;  
SINK AUSTRIAN STEAMSHIP

ROME, Nov. 8.—An Austrian submarine was sunk in the night of October 15, according to a statement issued by the Admiralty last night.

"That submarine," says the official statement, "attempted at night to torpedo a transport conveying troops, but was discovered and attacked by a convoying destroyer. The submarine and the destroyer sank, while the transport reached its destination safely. The majority of the crew of the destroyer were saved and taken to the crew of the submarine were made prisoners."

The Admiralty also reports that on the night of November 1 Italian destroyers entered the mine zone and other obstacles around the Fasana-Vola Canal and destroyed the anchorage of part of the Austro-German fleet, firing two torpedoes against one ship and reloaded two hours later a few hundred yards of the fort at Fola. On the night of November 2 an Italian destroyer sank a large Austro-German steamship anchored at Durazzo. Other Austrian destroyers were forced to retreat. On November 5 three Austrian destroyers appeared before Santa Fidiolanda and bombarded that part of the coast. An Italian armored train rushed up, and drove off the Austrians. Two destroyers were hit and one was seen with a heavy list.

Bulgarians Repulsed on Cerna  
PARIS, Nov. 8.—The War Office reported today that positions captured at Ablaincourt and Fresnoir yesterday were subjected to heavy artillery bombardment by the German last night.

The War Office reported today that the positions were repulsed in three desperate attacks on Serbian positions in the Bend of the Cerna. They finally retired to their own trenches, leaving many dead on the battlefield.

### UNA CORAZZATA NEMICA ATTACCATA NEL CANALE DI FASANA, NELL'ISTRIA

Cacciatorpediniere Italiano e Sottomarino Austriaco Afondati in un Duello in Alto Mare—Piroscifo Distrutto

IMPRESA AUDACISSIMA

ROMA, 8 Novembre.

Il Ministero della Marina, in un comunicato ufficiale pubblicato ieri sera annunciò che cacciatorpediniere italiani entrarono nel giorno scorsi nei fortificatissimi canali di Fasana, tra le isole Brioni e la costa dell'Istria, a brevissima distanza da Pola, e tentarono di silurare una grande corazzata nemica. Il comunicato annuncia pure altri episodi della guerra navale.

Nella notte del 16 ottobre un sottomarino austriaco tentò di silurare un grosso trasporto italiano che aveva a bordo truppe destinate alla Penisola Euboica. Il sottomarino fu però scoperto da un cacciatorpediniere italiano di scorta al trasporto. In breve tra il sottomarino ed il cacciatorpediniere si impegnò un vivacissimo combattimento e l'uno e l'altro affondarono, mentre il trasporto poteva giungere senza danni alla sua destinazione. La maggior parte dell'equipaggio del cacciatorpediniere fu salvata e tredici membri dell'equipaggio del sottomarino furono fatti prigionieri.

Nella notte del 19 novembre cacciatorpediniere italiani riuscirono ad ancorarsi nella zona minata che sbarra il canale di Fasana, tra le isole Brioni e la costa dell'Istria, superando anche altri ostacoli posti a difesa del canale stesso dove è ancorata parte della flotta austriaca. I cacciatorpediniere lanciarono due siluri contro una grande dreadnought austriaca e stettero per due ore in posizione nel canale, a poche centinaia di metri dalla opera di fortificazione delle isole e della fortezza di Pola.

Nella notte del 1 novembre alcuni cacciatorpediniere italiani entrarono nel porto di Durazzo, sulla costa albanese, e vi affondarono un grosso piroscafo austriaco che era ancorato, e costrinsero alcuni cacciatorpediniere austriaci a ritirarsi.

Il 5 Novembre tre cacciatorpediniere austriaci comparvero al largo della costa italiana a Santa Fida al Mare (?) e la bombardarono. Un treno corazzato italiano si recò immediatamente sul posto e bombardò le navi nemiche costringendole a ritirarsi in fretta. Due di queste navi nemiche furono colpite dai cannoni italiani ed una vista allontanarsi con una larga falla.

Il Ministero della Guerra pubblicava ieri sera il seguente rapporto del generale Cadorna circa la situazione alla fronte di battaglia Italo-austriaca:

Nella valle del Travignolo gli austriaci hanno continuato ad attaccare invano le posizioni italiane.

Nessun mutamento di importanza si è verificato sulla fronte tra Gorizia ed il Mare Adriatico dove si è svolta la recente nostra offensiva. Si sono avuti soltanto duelli di artiglieria e gli italiani hanno disperso colonne nemiche ed hanno continuato a rafforzare le loro nuove linee. Il cattivo tempo è tornato ed impedisce che si svolgano operazioni di importanza.

Nella zona tra Loppio e Mori gli austriaci hanno tentato un attacco di sorpresa contro le nostre linee nella notte di domenica. Il nemico è stato immediatamente respinto.

Illinois Women Stand by Parties  
CHICAGO, Nov. 8.—A heavy women's vote was cast in yesterday's election, the Republican candidates receiving approximately the same proportion of the women's vote as of the men's.

### VILLA AND CARRANZA TROOPS IN BATTLE

Five Thousand Rebels and Equal Number of Loyalists Engaged Near Escalon

EL PASO, TEX., Nov. 8.—Five thousand Villistas and an equal number of Carranza soldiers are engaged in a battle near Escalon, fifty miles south of Jimenez, according to reports received here today.

The Carranzistas are made up of General Herrera's former garrison at Parral and the commands of Generals Arista, Maxcotte and Murillo, who have joined him.

The battle may decide the fate of Torreon. A message from that city says that the city still is held by the de facto troops.

A Mexican refugee from Chihuahua City, who arrived here, brought confirmation of reports that Villa bandits had looted the hair of two Mexican women in oil and had burned them at Santa Rosalia on October 28. The refugees claimed to have talked with an ex-convict of that tragedy. He also reported General Uribe, Villa commander, had declared at Santa Rosalia that he intended to kill all Americans and Chinese caught by his forces.

General Francisco Murguía, commanding the reorganized Carranza division south of Jimenez, is proceeding northward against the Villa bandits in the Santa Rosalia and Jimenez districts, according to a message received late today from General Jacinto B. Treviño, by Mexican Consul Eduardo Soriano Bravo. General Treviño also denied the report that Villa troops had taken Torreon.

WASHINGTON, Nov. 8.—The State Department is still without information regarding the fate of the Americans reported murdered by Villista bandits in the Parral and Santa Rosalia districts. A number of letters were received at the department from relatives in the United States of those persons, asking information as to their safety.

Officials said they expected to receive reports tomorrow from Mexico City and from British and French consuls on the ground, throwing light on the situation.

### FIREMAN HURT IN CRASH Driver of Engine Seriously Injured in Collision With Trolley Car

Returning to the engine house after answering a false alarm, an engine of Company No. 42 was struck by an east-bound Somerset street car and completely demolished. John Mawhinney, the driver, was thrown to the street and sustained a fractured skull. Enginemmen John Haines and George Korn escaped injury by jumping. Mawhinney was sent to the Episcopal Hospital.

The firemen said the car was running at an unnecessary rate of speed.

The crew and the passengers in the car were unhurt.

### PANIC IN NEW YORK SUBWAY 2500 Election-Night Celebrators Carried Out of Central Park Tunnel

NEW YORK, Nov. 8.—Following probably the most serious panic the subway has had since it began operation, 2500 passengers, hundreds of whom were overcome by smoke and heat, were carried out of the tunnel that runs sixty feet under Central Park on the Lenox avenue branch last night when two trains, jammed full of election night celebrators, became stalled at a fire.



### INEZ MILHOLLAND BOISSEVAIN Noted Suffragist who is reported from Los Angeles to be at the point of death

FIFTY LOSE LIVES WHEN BOSTON CAR FALLS INTO RIVER THROUGH DRAW

Motorman Failed to See Open Bridge and Coach With Passengers Plunges Into Channel  
MANY PINNED INSIDE

BOSTON, Nov. 8.—Fifty persons lost their lives when a surface trolley car of the Boston Elevated Railway Company plunged through an open draw at the Summer street bridge last night.

The car is believed to have carried sixty persons, a few of whom, probably not more than ten in all, escaped by jumping. The remainder, imprisoned in the closed car, went to their death at the bottom of Fort Point Canal.

The cause of the accident had not been determined at a late hour. The motorman, George Walsh, who, with the conductor, George McKen, saved himself by jumping, asserted that the bridge was not properly lighted, and that he saw no signals indicating that the draw was open.

Forty-four bodies had been recovered by

divers and by the police with grappling irons at a late hour. Although early reports said the passengers included a number of women and children, all the bodies recovered were those of men.

Mayor James M. Curley ordered an investigation of the accident to begin tomorrow morning.

Most of the passengers were employes of the Western Electric Company's factory in South Boston and were returning from work. Many women and children were included in the number. The car was of the closed type, with a narrow door at each end, so that escape was impossible except for those who happened to be standing on the platforms.

The first assistant draw tender, Timothy J. Shea, who was in charge of the bridge, disputed the statement of the motorman that there was no light at the draw. Shea said the usual red signal lights were on the gates. He was not sure, he said, whether the arc lamp of the bridge was lighted.

The draw tender said that he received a signal about 1.25 from the trolley William G. Williams, which was going up stream with a lighter in tow.

"I was in the controlling house," said Shea, "and I took all the usual precautions. There were red lights on the gate. I opened the draw and the tugboat started to come through. Suddenly my attention was attracted by a crash and screams."

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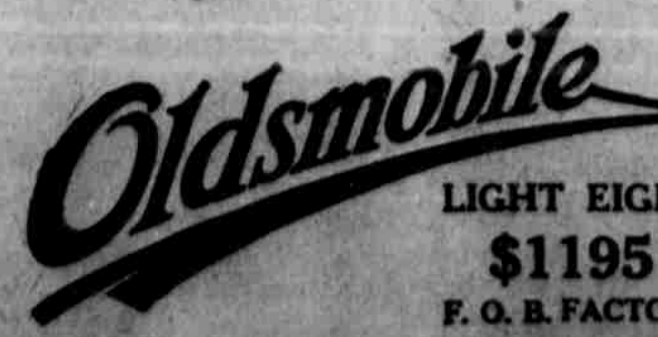
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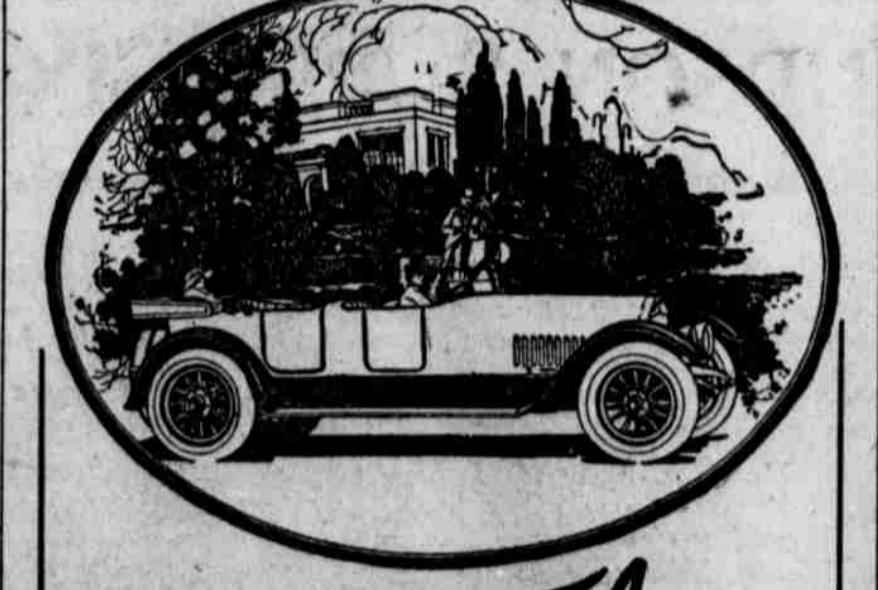
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