

OF NAVY CALLS HOWELL FROM POLITICS

Withdraws As Republican Candidate for Governor and to Devote Entire Attention To War.

The order from the Navy department last week, calling me into service, was a complete surprise as I had given up all hope of being allowed to participate in the war, it being more than a year since I had tendered my services and was commissioned as lieutenant in the navy fleet reserve.

Upon receiving my orders I at once put aside all thought of continuing my campaign, realizing that the time allowed me before reporting for duty was all too short for closing up my personal affairs and arranging for the transfer to other hands of the public business under my charge.

Many of my friends have implored me to defer making any further announcement respecting my candidacy for governor until after the republican state convention so as to give them an opportunity to carefully survey the situation. However, as I have definitely determined not to be a candidate, I feel that in justice to them, and to republicans in general throughout the state, that the matter should no longer be left in doubt.

While it is true that there is no legal obstacle to my candidacy, and that the Navy department would undoubtedly grant a leave of absence to a reserve officer elected to perform such important duties as fall to the governor of a state, yet I am unwilling to divide my attention in this emergency, or place upon friends the burden of a campaign in which I would be unable to participate.

I am not unmindful of the generous offers of support that have been tendered me in the canvass that has so unexpectedly come to a close and I wish to express my sincere thanks to the friends who have done so much for me, and who are so willing to go further in their efforts to forward my cause. To all of them I can only say that the great task before us is to win this war and that there is no service, of honor, greater than that which is implied by the Navy department's expression, "Your services are needed."

RESISTANCE OF FOE HAS BROKEN DOWN PERSHING REPORTS

(Continued From Page One.) treat of the Germans was greatly disorganized. The edge of the German salient to the east and southeast of Fereentardensis was ground down by the whirl of the allied troops and dulled to an extent that German weakness was indicated at many points. The first indication of this was seen Saturday when the enemy retreated so rapidly that the Franco-American troops entirely lost contact with him. In the battle of the woods, the stiffest resistance the Americans ever experienced in this kind of warfare was encountered. Franco-American troops were compelled to contend constantly with a rear guard action consisting principally of machine gunners, most of whom, dressed in green clothing, had nests in trees. Day after day during the fighting the allied troops buckled the German machine gunners, using artillery and machine guns and some gas against them.

Resort to Trickery. In the rear guard fighting, which was carried on to permit of the withdrawal of the heavier German guns, the enemy resorted to numerous tricks, such as carrying machine guns in stretchers when endeavoring to reach some points under the allied fire. When they realized that their stretcher trick had been discovered the Germans resorted to other means to deceive.

The Franco-American infantrymen had machine gunners were notified by their commanding officers to be on the alert for Germans wearing American or French uniforms, several instances having been reported where the Germans did this. On one occasion the soldiers were notified by field orders that Germans had appeared in the tunics of French and American soldiers. Rushing across an open place in the forest when the German nests had been discovered, one German, acting as a leader and speaking perfect English, yelled to the American machine gunner, "Don't shoot, there are Americans in that thicket."

The Americans were at the edge of the forest, peppering a wood. They ceased when a detachment appeared. The detachment entered a forest to the right of the Americans and in a few minutes a hail of machine gun bullets came from that direction. The Americans quickly realized they had been duped and turned their machine guns upon the impostors, wiping them out in short order. Many stories are told along the old lines of the deprecation in the German morale. Greatest significance is attached to a letter taken from an officer, written by his brother in Germany, giving it as his opinion a revolt was imminent unless the war was stopped.

Railway Survey Made At Denver Conference Denver, July 28.—Conditions affecting the railroads of the country, particularly those in the western states, were discussed at a conference here yesterday attended by Judge Robert S. Lovett of Washington, director of expenditures; Halde Holden of Chicago, regional director for the central division of the federal railway administration, and N. H. Loomis, railway attorney of Omaha. Judge Lovett said that nothing definite was done at the conference and that he had no statement to make regarding the results.

"We were merely making a general survey of railway conditions over the country and in the west," he said. "The Americans discussed measures for keeping all lines open and goods moving."

American Prisoners Excite Huns' Ire by Refusing Information

Geneva, July 28.—"Ask Pershing!" "Cable Wilson!" These are some of the answers given by American prisoners to German officers who question them on naval and military matters. The German officers are furious at the American prisoners for their refusal to divulge any information whatever and the coldly sarcastic manner in which the men almost invariably reply to those seeking information.

Maximilian Harden Nails Untruths Told By Prussian Junkers

Amsterdam, July 28.—Maximilian Harden devotes practically the whole of today's Die Zukunft to proving that Chancellor von Hertling's charge against the allies that they want to annihilate Germany is untrue. Harden quotes President Wilson's Mount Vernon speech and A. G. Balfour's last House of Commons speech to show how bitter the entente nations are against militarism, but that they are ready to give the German people a fair chance.

He compares these speeches with those recently delivered either by the German chancellor or various junkers in the Prussian upper house, where the demand for unlimited annexations is continually heard, and concludes by saying: "Germany must begin to see clearly on which side the will to annihilation, Germany must begin to fight this power in her midst—a power with which Germany herself long ago became disgusted."

Closer Union With Germany Aim of New Premier of Austria

Amsterdam, July 28.—Baron von Hussarek, the new Austro-Hungarian premier, in unfolding his policy in the lower house of parliament, has said, according to advices from Vienna: "In firm union with Germany, with which we are united in unshakable friendship and loyalty, and with which we are about to be more closely united, it is now imperative to enforce a successful end to this terrible struggle. The Austrian government will contribute all in its power to the attainment of this ardently desired end."

"For the attainment of this aim the outward manifestation of power alone does not suffice. There must also be a development of internal strength. An absolute condition, therefore, is constitutional co-operation with parliament, to which the government will scrupulously adhere."

Labor Bodies Protest Mooney's Death Sentence

New York, July 28.—Protest against the death sentence imposed on Thomas J. Mooney was voiced in resolutions adopted at a mass meeting of the central labor union. Chicago, July 28.—Thousands of union workers paraded through the city and later held a mass meeting today in protest against the sentence of Thomas J. Mooney who has been condemned to death as the San Francisco preparedness parade bomber.

Railroad Heads Testing Automatic Stop Devices

Washington, July 28.—Spurred by recent wrecks near Chicago and Nashville, two of the worst in railroad history, with a loss of about 150 lives, the railroad administration is considering extensive installation of automatic stop devices which would apply air brakes to trains passing danger signals. It was announced today that experiments are under way on short stretches of tracks to determine the best types.

One Killed, 60 Hurt in Philadelphia Race Riot

Philadelphia, July 28.—One policeman was killed, another badly wounded and 60 other persons were injured in street fighting between whites and negroes in the southern section of the city. More than 50 persons were placed under arrest. The trouble started over the killing of a white man by a negro shortly after midnight and the wounding of two others.

Kaiser in Watch Tower Now May See Retreat Of His Beaten Troops

Amsterdam, July 28.—Emperor William, who, according to his favorite gossip, Karl Rosner, watched the battle of Rheims from a tower which gave him a good view of a wide sector of the front, sent his troops from this vantage point, Rosner reports, the following telegram: "His majesty informs his troops that he has arrived behind the front of the attack and shall watch the battle from a tower. His majesty's good wishes accompany his troops. His majesty's word to his troops is: 'With God for the emperor and the empire.'"

The Weather

Table with weather data: Comparative Local Record, 1918, 1917, 1916, 1915. Highest yesterday, Lowest yesterday, Mean temperature, Precipitation.

Soldiers Home Notes. Uncle David Rumbarger has returned from a court furlough spent at Ida and Wood River, where he visited with relatives. Comrade Ezra Pepper died Thursday morning. Funeral arrangements have not yet been made but the remains will very probably be interred beside those of his wife in the home cemetery. William Madden, who has been incapacitated the greater part of the year due to injuries sustained in a fall, has now recovered sufficiently to be able to resume his former duties as librarian.

U-BOAT RAIDS ON COAST SHOW NEED OF WATERWAYS

Departments of Washington Awakened to Importance of This Proposition by Last Week's Events.

By EDGAR C. SNYDER. Washington Bureau of Omaha Bee. Departments in Washington have been given a bump or two during the last few days that have emphasized the importance of agitation for inland waterways along the Atlantic coast. Western members of congress who have failed to appreciate the advantages of inland waterway transportation and have been inclined to knock the eastern propositions are beginning to sit up and take notice. When the German U-boats first made their appearance outside the coast line of the United States and began to shoot up American ships, whose passengers and crews subsequently put in an appearance at New Jersey and Virginia ports, the public began to realize that there was something to the insistent demands of waterway men for connecting canals along the Atlantic coast.

System of Inland Canals. To connect up the Chesapeake and Delaware bays, a mere matter of the enlargement of an existing 13-mile canal would put navy yards at Philadelphia and Norfolk in direct inland waterway communication or a cut through from the Delaware river to New York, providing a modern waterway in place of the existing Delaware and Raritan canals would mean that practically all of the Atlantic coast navy yards would be thrown into communication without being compelled to go outside in times of stress or war.

When the San Diego, an American cruiser, went down within gunshot of the port of New York it created a stir along the Atlantic coast which has been re-echoing in the corridors of the Navy department ever since. The question naturally arose, "What are we to expect for commerce if the navy is unable to protect itself outside? We could go on with our inside business if the inland waterways were connected up whether the navy was patrolling outside or not." So much for the San Diego incident.

The very next day a tow of coal barges was shot up by a submarine in sight of the cottagers on Cape Cod and the situation was further aggravated.

Railroad Managers in the Way. Inland waterways men have been contending in season and out that the one business that could be carried safely inland is the coal business. They have always found obstacles in the railroad managers, who have been loath to yield up any part of the New England coal carrying trade. The dear people of New England have generally submitted, even though the freight charges for fuel were twice as much as the price of the coal at the mine.

The barges that went down on Sunday were carrying Pennsylvania coal from a point in northern New Jersey where it had been dumped and were obliged to go outside at the risk of bad weather or submarines because of the heavy coal charges on the Cape Cod canal, a privately-owned corporation.

Waterways men are asking the government how long they propose to sacrifice life and property in unnecessary hazard when the expenditure of ten millions will provide ample means of commerce, free of tolls, stress of weather or danger of submarines?

Pioneers for Inland Waterways. Two men in congress, diametrically opposite in politics, but together on the question of developing the inland waters of the country, are today more appreciated than ever in the fights they have waged in committee and on the floor for a comprehensive policy of waterway development, and these men are Representatives J. Hampton Moore of Pennsylvania and John H. Small of North Carolina.

Moore, who is president of the Atlantic Deep Waterways association, and has made the association what it is, has been an indefatigable worker in behalf of a system of inland canals from New England to Florida ever since he came to congress several years ago. He has traversed the Atlantic coast from Portland to Key West preaching the gospel of coastwise inland waterways and in this evangelizing he has been powerfully aided by Representative John Small, chairman of the rivers and harbors committee of the house and one of the very able men on the democratic side of the chamber.

Both Moore and Small, who have felt the potent opposition of the railroads both in committee and out, yet have gone on calling the attention of congress and the country to disasters that might happen to our shipping in time of war, in event a modern system of inland canals was not constructed, and they have seen their fears more than accentuated. Now that the Cape Cod canal has been taken over by the railroad administration and information given out that it will be deepened to 25 feet as it was originally, but has been allowed to silt up, other connecting links will follow undoubtedly and out of the war and shooting up of the coal barges and the sinking of the San Diego, substantial good will come and the dreams of Moore and Small will be realized, it is to be devoutly hoped.

Ukraine Expells Mullkoff

Amsterdam, July 28.—Paul N. Milukoff, leader of the constitutional democrats in Russia, has been expelled from Kiev by the Ukrainian government, according to the Vorwarts of Berlin, on the ground that his presence there hindered the conclusion of the peace treaty between Russia and the Ukraine.

Quits Race for Senate

Grand Rapids, Mich., July 28.—Senator William Alden Smith of this city announced today he would not be a candidate for renomination by the republican party. In a formal statement he declared he hoped to be succeeded by a republican.

American Casualty List

Washington, July 28.—The army casualty list today shows: Killed in action, 38; died of wounds, 11; died of disease, 13; died of accident and other causes, 8; wounded severely, 119; wounded, degree undetermined, 1; missing, 35; total, 225.

Killed in Action. Lieutenants Earl Granville Anderson, Des Moines, Iowa; Vincent Flood, New York; Arthur Benedict McCormick, Mount Carmel, Conn.; Sergeant Frank H. Bernier, Austin, Ill.; Raleigh Frank, Morris, Ala.; Penko Kianerman, Chicago; George S. Koonce, Evansville, Ind.; Alexander M. McMillan, Everett, Wash.; Lawrence H. McComb, Allentown Pa.; Christ A. Meleto, Mogrova, Pa.; Harold Ralph Teverell, Virden, Ill.; Aris M. Sheliman, Palmer, Mass.; Charles D. Stark, Chicago; Corporal Thomas L. Campbell, Chester, Pa.; Louis A. Hartz, Chicago; Martin Heller, Chicago; Harold H. Healy, Sanford, Mass.; Jacob Kouch, Oakville, Pa.; Harold S. Manner, Morris, Ill.; Ralph E. Miller, Burlington, Pa.; Joseph P. Monihan, Wilmington, Pa.; Orlando Newcomer, Bolling Springs, Pa.; Walter J. Ruddy, Aurora, Ill.; Abe Shofsky, Wrentham, Mass.; Clarence E. Todd, Ironport, O.; Wag-ner Frank Rower, Williamsport, Pa.; Meckan Lunce C. Ward, Effington, Pa.; Mack Theodore F. Provenal, Edgar, Miss.; Emil Arthur Wende, Chicago; Private Frank Acchuto, Chardon, Neb.; Dexter Allen, Statesboro, Mich.; Stanley E. Anstie, Erie, Pa.; Herman Beck, New York; Granville Beed, Vincetown, N. J.; Lindsey E. Belknap, Bellevue Falls, Va.; Frederick Bell, Bismarck, N. D.; James Barrowman, Chicago; Kemp Biglow Ashland, Wis.; Harley Bromwich, Charleroi, Pa.; George E. Brown, Chicago; William C. Brown, New York; William J. Dan, N. Y.; Daniel W. Brunst, Pottstown, Pa.; Private Erwin Adolph Brown, Catskill, N. Y.; John Henry Buchfield, Rockwood, Tenn.; John Verne Caldwell, Montauk, Ia.; Dowell Caudell Newport, Ky.; Clinton Vincent Clark, Smithport, Pa.; William C. Clifton, New York; Orlando Crocker, Wollaston, Mass.; Frank Deange-lik, Boston; Paul A. Dee, Rochelle, Ill.; Frank W. Dullarty, Spokane, Wash.; Charles W. Dyer, Chester Springs, Pa.; Joe Feldman, Chicago; Frank G. Fellman, Cleveland, Ill.; Henry J. Gilvin, Cambridge, Mass.; William C. Gray, New York; Arthur E. Gutz, Waco, Minn.; Peter J. Gnacknick, Chicago; Clarence B. Goldway, Rosbury, Mass.; Michael Britton Brockton, Mass.; Charles A. Hall Bellevue, Pa.; Ell William Haslam, Carlisle, Pa.; Robert Adam Hason, Westville, Pa.; George Adair Hill, New York; George W. Holley, Mt. Vernon, New York; Fritz Hornik, Rice Lake, Wis.; Edwin J. Howley, Philadelphia, Pa.; Harold W. Hubert, Yorkers, N. Y.; Frank C. Jacobs, Chicago; Robert Paul Johnson, Bradford, Pa.; John R. Kaitley, Lawrence, Neb.; Edwin Ketter, Carlisle, Pa.; Dan H. Kennan, North Tazewell, N. Y.; Joseph F. Kenney, New Britain, Conn.; Steven Laitner, Chicago; James D. Maggett, Rodney, Ia.; John Bernard Lindsay, Chicago; Ivan E. Little, Rosage, Wis.; Gottlieb W. Lowe, Chicago; Joseph William Malicki, Clymer, N. Y.; Roy F. Mellett, Davis, Ill.; Arthur S. Meyer, Lebanon, Ill.; Daniel A. Miller, Allentown, Pa.; Oquon A. Moore, Dixon, Ill.; Norman T. Olson, Crystal Falls, Mich.; Columbus O.; Bert M. St. Clair, Freyburg, Mo.; Daniel W. Schneck, Chicago; Henry W. Schulman, Brooklyn; Hyman Schwartz, New York; Steve Siedlecki, Milwaukee; Stanley Smith, Chicago; John Sterlock, Audubon, Pa.; John Stutzman, Duryspa, Pa.; James H. Smith, Burlington, Wis.

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