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MONDAY MORNING JULY 9 1917 — FOURTEEN PAGES

VOL. XXXVII.—No. 13,389

RUSSIANS BEGIN NEW OFFENSIVE AGAINST HALICZ

TWO Heights and Villages on Narayuvka River Taken and Activity in Stanislaw Region Resumed--French Carry Three Salients in Verdun Region--Krupp Works Bombarded--Grave Political Crisis in Germany.

RUSSIAN OFFENSIVE SPREADS TO HALICZ, LEMBERG'S KEY

Muscovite Troops Capture Heights and Villages on the Galician Front--Press Back Enemy Also Northwest of Stanislaw, Taking One Town.

Berlin, July 8, via London.—In a renewal of their attack at Stanislaw, south of Halicz, the key to Lemberg, the Russian troops have gained ground. This is announced in the supplementary statement issued from German headquarters tonight. The statement also tells of German advance along the Aisne front in France. The text reads: "Eastern theatre: The Russians again attacked at Stanislaw and gained ground."

Petrograd, July 8.—Russian troops have occupied the heights northwest of Presovce, on the Galician front, the villages of Lavrivkove and Travoltok and the heights east of Godov. They have also occupied Dzinatich and pressed back the enemy in the Jannica-Pasechna sector northwest of the Stanislaw region. The war office made this announcement today.

According to semi-official reports, the Russian offensive is spreading to the north and south of Halicz, in eastern Galicia, which was virtually under the guns of Gen. Brusiloff when the advance of a year ago came to a standstill. Halicz is important as the key to Lemberg, the capital of Galicia, and is about 60 miles southeast of that city.

Three armies are now engaged on a front of more than 30 miles along the Narayuvka River. The enthusiasm among the troops is increasing. A train carrying 500 sailors from Revel who organized the "storming battalion" and wear shoulder ribbons inscribed "To the trenches," passed thru Petrograd today.

Release Polish Prisoners. Some activity is reported along the northern front. The government has ordered the release of Polish prisoners of war captured from the German ranks.

The war office communication of yesterday reads: "In the region of the Torna of Pinsk our naval flotilla destroyed mined barriers on the bank of the River Pina."

Council of War at Berlin

Amsterdam, July 8.—Official announcement is made in Berlin that Field Marshal Von Hindenburg and General Von Ludendorff have arrived there for a council of war with the emperor.

Last week Field Marshal Von Hindenburg and General Von Ludendorff made a visit to Austrian headquarters.

GERMANS FACE CONFLICT OVER REFORM ISSUE

Momentous Parliamentary Upheaval Is Prospect Faced By Empire. SESSION POSTPONED

Berlin, July 7, via London, July 8.—Unless all present indications fail, in the course of the next few days, the German Empire is on the eve of a momentous if not historical parliamentary upheaval. Developments under the gilded dome of the reichstag building in the last 48 hours point squarely to a significant realignment of various factions in favor of sweeping electoral and parliamentary reforms, in spite of the present stubborn attitude of the reactionary old guard.

Altho the sessions of the main committee and the constitutional committee have been strictly of an executive nature, the press comments in this morning's papers permit the inference that the discussions of vital subjects of governmental policy frequently reached the boiling point. That they have been of gravely significant import is indicated clearly by the sudden decision to postpone the Saturday plenary session which was to have marked the opening of the general debate and the expected speech of Chancellor Von Bethmann-Hollweg. The absence of the chairman from the sessions of the main committee has been strictly of an executive nature, the press comments in this morning's papers permit the inference that the discussions of vital subjects of governmental policy frequently reached the boiling point.

STREET RAILWAY MEN PRESENT ULTIMATUM

Mass Meeting Indignantly Refuses Company's Compromise Offer and Demands Acceptance of Union's Terms by Tomorrow Night or Strike Will Follow.

An ultimatum that a general walk-out, involving the strike of 2,000 employees and the complete tie-up of the city street car system, will become effective at midnight tomorrow, unless the Toronto Street Railway Co. meets the demands for increased wages and better working conditions presented by the Toronto Street Railwaymen's Union, will be served on the board of directors of the company by a committee of the union this morning.

The decision for a forty-eight hours' notice was reached at the conclusion of a three hours' mass meeting of motormen, conductors and other car company employees in the Star Theatre at midnight Saturday, after the company's compromise offer of a wage bonus of two cents an hour had been rejected as an insult.

It was with difficulty that the leaders of the union restrained the members from voting favorably for an immediate strike Saturday night. To persuade the members to permit of one last effort to make the company grant the proposed conditions, the leaders cited the position of the traveling public, the mayor and civic authorities generally.

Men Are Determined. That the men are serious in their intention to obtain the adoption of the new wage scale or quit work, is indicated by the unanimity of Saturday night's meeting, and the statements of the leaders of the men to the effect that a walkout is not a possibility but an imminent probability. They fully understand the seriousness of their step and what it involves, but are determined to have more generous recognition of their work.

Approximately 1,200 members of the union were present at the midnight meeting Saturday, at which President James Scott presided. The speakers included Ald. Joseph Gibbons, business agent of the union and spokesman for the committee which conferred with the company's board of directors in the negotiations; Ald. William D. Robbins, financial secretary of the union, and Motorman A. Kahn, besides several extemporaneous speakers, who spoke from their seats in the audience.

U. S. CONTROL OF SHIPMENTS PUT IN FORCE

President Wilson Signs Proclamation Requiring Licensing of Exports.

Washington, July 8.—Government control of American exports, authorized by President Wilson tonight with the issuance of a proclamation requiring the licensing of shipments to all countries of the most important export commodities.

The commodities named in the list put under control are coal, coke, fuel, oils, kerosene and gasoline, including bunkers, food grains, four and meal, fodder and feeds, meats and fats, pig iron, steel billets, ship plates and structural shapes, scrap iron and scrap steel, manganese, fertilizers, arms, ammunition and explosives.

The inclusion of foodstuffs in the proclamation tends to state that the administration is considering the advisability of a complete embargo for 60 days on all food shipments to give the country time to ascertain the amount of its supplies every kind of American food supplies. The president in his statement said the government was trying first to ameliorate present food conditions and conditions that are expected to arise between now and the next harvest.

Control of Shipping. Thru control of coal and fuels the government intends to take a firm grasp on shipping. An arrangement under negotiation will give the American flag a monopoly in the control of not only all allied tonnage, but of neutral vessels as well. Ships now on runs not regarded as necessary to a successful conduct of the war will be forced into trade considered more essential, and vessels now held in port thru fear of submarine attack will be required to go into service.

Control of Iron and Steel. Necessary by war demands on the iron and steel industries. A shortage of steel in this country is threatened because of the large amount that is being diverted to munitions manufacture and the construction of the government's merchant fleet. Japan's purchases of steel plates for merchant ship building made necessary that plates be put under control. At the same time this action gives the government a weapon with which to force Japanese tonnage into the transatlantic trades.

Draw Up Program. Specific regulations governing food exports and shipments of other commodities named in today's list are expected to be issued by the president within a few days. Even if a complete embargo is not placed on food exports for a time, it is known many restrictions will be made. The exports council, comprising three cabinet members and the food administrator, are drawing up a program to be submitted to the president immediately.

SEVEN FRENCH VESSELS ARE SUNK IN A WEEK

Four of Victims Are of More Than Sixteen Hundred Tons.

Paris, July 8.—The losses among the French merchant vessels, due to submarines (or mines), during the week ended July 7, included four vessels of this country in tons, according to the official statement issued today. The list of ships sunk 1,600 tons is given likewise as four, with one rightfully belonging to the preceding week's report.

Submarines unsuccessfully attacked three merchantmen, it is announced, and no fishing boats were sunk.

Last week's report announced the loss of two vessels of more than 1,600 tons, and three of a less tonnage.

FRENCH BOMB KRUPP WORKS MANY GERMAN TOWNS RAIDED

BRITISH BRING DOWN MANY ENEMY PLANES

Number of German Aerodromes and Depots Bombed and Raids and Counter-Raids Are Reported --Fine Exploits at Dunkirk.

London, July 8.—Royal naval airplanes carried out a raid last night on the Ghislennes airdrome, according to official announcement by the admiralty today. Although heavily attacked by an enemy formation, bombs were successfully dropped on objectives and all the British machines returned safely.

The official report issued Saturday and Sunday nights tell of great aerial activity on the western front while an admiralty report gives details of the manner in which Dunkirk aviators disposed of seven German machines.

The official report from British headquarters in France tonight reads: "Yesterday the enemy again displayed the greatest activity in air fighting, which continued throughout the day. Hostile aircraft worked in large formations which were frequently broken up by our pilots."

"Our airmen carried out a number of successful raids, in the course of which the enemy's airdromes, depots and troops were attacked with bombs and machine gun fire and considerable damage caused. Six enemy machines were brought down in combat and ten more driven down out of control. Eight of our machines are missing."

"Except for artillery activity on both sides at several points along the front, there is nothing further to report."

German Machines Numerous. The official report from British headquarters in France Saturday night reads: "After a heavy bombardment of the Ruhr region, the home of the great Krupp Works on Friday night, a correspondent of The Telegraph says bombs were dropped on the Krupp Works and that reports of damage inflicted are conflicting. Estimates of the number of attackers vary between 15 and 40 (the official French statement of Saturday night said one French aeroplane raided Essen, dropping bombs on the Krupp factory.)"

A semi-official German statement received here from Muenster, Westphalia, says: "Enemy aeroplanes raided the industrial district, dropping eight bombs and causing damage to the extent of 2,000 marks. No industrial works were hit and there were no casualties."

DEMAND REPRISALS FOR AIR RAID UPON LONDON

British Newspapers Clamor for Much Greater Production of Aeroplanes to Meet Insolent Invaders --Intense Bitterness Shown by Public.

London, July 8.—An intensified demand for reprisals has followed the air raid of yesterday. All the Sunday newspapers declare the people of London are furious at the inadequacy of the city's defenses as it was revealed yesterday.

The Sunday Times says the crying need of 1917 is for aeroplanes as it was for shells in 1915, and declares the government must be compelled to realize that the aeroplanes will be the ultimate and deciding factor of the war. It insists that thousands must be built with the help of America to carry the war into enemy territory.

An aviation expert says in an article in The Times: "There is a huge output to be had from America if our new ally will consent to accept ready-made designs from Europe and not insist on wanting to do her own experimenting."

Bombed at Leisur. Lloyd's News, also demanding greater airplane production, says: "The raiders yesterday came at their leisure and bombed at their leisure."

The Observer asserts that most of the enemy machines were comparatively slow biplanes, and that the few British machines made rings around them. It is held that the low altitude maintained by the Germans showed their contempt for our defenses.

Bitter Public Feeling. The Journal quotes the lord mayor as saying that the case of reprisals has been enormously strengthened by yesterday's happenings.

Reynolds' Newspaper suggests it would have been well if members of the war cabinet and the government had gone among the people and heard their comments on the defenceless state of the capital.

"The man who would attempt to justify yesterday's defensive operations, their flight over London was so slow that it looked like a parade. They seemed to despise the importance of our defenses."

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"The night of July 11, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 12, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 13, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 14, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 15, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 16, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 17, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 18, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 19, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 20, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 21, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

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"The night of July 27, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 28, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 29, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 30, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of July 31, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

"The night of August 1, eighty-four machines took the air. Several of these were shot down and several were wounded at Epernay."

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