

Market Review, Marine and Weather News

BRITISH WITHDRAW FROM POSITIONS ON THE YPRES SECTOR

(Continued from Page One).

peated attacks with terrific losses to the enemy in the Baillieu sector are reported.

The present attack in Flanders does not seem to have diverted material British reserves from the Somme battlefield as the Germans apparently expected, and such operations as are occurring to the Southwest from Arras reveal the British in strength on this, the battlefield, where the main German effort must inevitably be exerted. The British last night counter-attacked opposite Boyelles and drove out parties of Germans who had entered the British trenches yesterday, completely restoring the line.

The Somme battle appears likely to break out furiously again in the near future, judging from the reports that come from both the French and British war offices of the marked increase in the artillery fire South of the Somme.

Having driven the British from Baillieu and Wytchaele, the Germans are battling desperately to gain other points on the high ground South and Southwest of Ypres. After fighting with huge forces for eight days the Germans Tuesday got out of the lowlands, but to make their gains secure they must push on further. The British resisted every step of the way and are striking back doggedly.

The situation, it is admitted in London, is more serious than at any time since the German drive in the North began. Some British newspapers also ready advise the evacuation of the hard-won sector of Ypres and the Passchendaele ridge, which is a continuation of the Messines ridge.

Premier Lloyd-George told the House of Commons that he was hopeful of the situation, adding that General Plummer, the British commander of the Messines area, and General Foch, the Allied commander-in-chief, were both confident. Nothing vital, the Premier said, had been lost. The enemy, he added, had not yet wiped out the British army, which was his aim.

In capturing Wytchaele and the height of Spanbroekmolen, to the Southwest, the Germans drove the British from the high ground at the Southern tip of the Messines-Passchendaele ridge, which extends for 14 miles from Wulverghem to Passchendaele in a Northwest direction. From Wulverghem to Wytchaele is two and one-half miles. Ypres lies four miles directly North of Wytchaele and between the mare the heights of Klein Zillebeke and Observatory ridge, which are equal in height to Wytchaele, 60 metres.

To wipe out the Ypres salient the Germans must gain more of the long ridge and must cut the railroad from Hazebrouck to Ypres, which is one of the main supply lines to the British lines East and Northeast of Ypres. Apparently they are attempting to reach the railroad and are engaging the British heavily at Meteren. West of Baillieu, and four miles East of the railroad and six miles East-Northeast of Hazebrouck. Directly West from Wytchaele and North from Baillieu is the height of Mount Kemmel, 156 metres, which is the highest point in this area. But before the enemy can cut the railroad and gain additional heights the British may retire or an Allied counter attack may be hurled against the German lines.

On other parts of the front from Wytchaele to Givenchy the British have repulsed German efforts, especially around Merville, the center of the line. German attacks have broken out South of Arras. The British repulsed an attack there near Boyelles. To the South around Albert and across the Somme the German artillery fire has increased. The enemy bombardment is violent in the Mont-

NORTH CAROLINA GETS SMALL APPROPRIATION

Rivers and Harbors Bill Carries Only Amounts Recommended by Engineers

(By George H. Manning.)

Washington, D. C., April 17.—The rivers and harbors appropriation bill as it was passed by the House this afternoon carries an appropriation of \$40,000 for continuing the improvement of Cape Fear river above Wilmington and \$12,000 for maintenance, and \$30,000 for maintenance of Cape Fear river at and below Wilmington. Varying amounts were appropriated for maintaining the other North Carolina waterways as follows: Pamlico and Tar rivers, \$9,000; Neuse river, \$9,000; Contentnea Creek, \$1,200; Beaufort harbor, \$4,000; waterway connecting Core Sound and Beaufort harbor, \$2,000; waterway between Beaufort harbor and New River, \$4,500; Morehead City harbor, \$2,500. This is a great reduction from the amounts North Carolina received for waterways in former years, due to the fact that appropriations are confined strictly to what are termed war necessities. In making the appropriations the House stood firmly by the recommendations of the army engineers. The exact amounts recommended for improvement and maintenance of Cape Fear river by the engineers were appropriated by the House.

didier sector, but no infantry operations have developed.

On the American sector around St. Mihiel the weather has been unfavorable for three days, but the Germans have not repeated their attacks of last week. Near the Apremont forest, East of St. Mihiel, American patrols have crossed No Man's Land and reached the German barbed wire without molestation. East of the American sector near the Bois Le Pretre the French have repulsed German efforts.

In Macedonia, Northeast of Saloniki, the Bulgarians have been driven from about 10 villages along a front of 15 miles from the left bank of the Struma Northwest from Lake Thessalonica. Greek and British troops participated in the operation. Prisoners were taken and severe losses inflicted on the enemy.

The government man-power bill with the Irish conscription clause included, passed the British House of Commons in third reading by a majority of 198 votes. An Irish home rule bill will be introduced soon by the government, and Premier Lloyd-George and his colleagues will insist on its passage or leave office. Nationalist opposition continues unbroken.

BRITISH PREMIER STRONGLY URGES MAN POWER BILL

(Continued from Page One).

land, but what had happened had shown that if the war was prolonged a continuation of the state of suspense was a matter of vital interest not merely to Ireland, but to the empire. In introducing the man-power bill, he said, the government had considered nothing but the best means for prosecuting the war. They were confronted with a need for more men because the Germans had just summoned to the colors another 550,000 men for training. Great Britain must be ready for them and, therefore, the government has had to introduce a measure of the most drastic character. Nobody would deny the great emergency and the government included Ireland reluctantly and only because they were convinced that there would be a great sense of injustice and resentment at the carrying out of this measure unless Ireland were included.

The Premier declared that no fair analogy could be drawn between the application of the present bill to Ireland and the attempt to tax the American colonies against their will, because in the latter case it was a matter of taxation without representation, and further, no measure of self-government was claimed by any responsible body representing Ireland in the House. He asked if it ever had been contended that questions bearing upon the organization of the army and navy and defense of the country and the Empire should be entrusted to any Parliament except the Imperial Parliament.

Regarding the claim that Irish consent should be obtained, the same argument, he said, could be applied to Wales or Scotland. He added that both conscription and the home rule bill must be taken on their merits.

Sir Edward Carson, the Ulster leader, said he would continue to support the man-power bill, adding: "Even if you put Ulster in a subordinate position to the rest of Ireland with which she is now threatened, and if you put me under a government of Nationalists or Sinn Féiners, I support it because no more detestable domination could be put over the world than that of the Germans."

Here Yesterday. Mr. Joseph P. King, general superintendent of the Atlantic Coast Line Railway Company, stationed at Atlanta since government operation of the roads became effective, was in the city yesterday on business.

Bolo Pasha, condemned to death for aiding German propaganda in France, whose activities extended to the United States was executed early today at Vincennes.

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UNION PASSENGER STATION

Arrival and Departure of Trains. February 1st, 1918.

SEABOARD AIR LINE

DEPART DAILY ARRIVE
3:35 P.M. Charlotte 12:30 P.M.
Foliar Car.
5:00 A.M. Charlotte 12:30 A.M.
Sleepers opened 10:00 P.M.
For Information Phone 178.

ATLANTIC COAST LINE

DEPART DAILY ARRIVE
5:45 A.M. South and West 12:45 A.M.
Sleepers to Columbia, (Open 10:00 P.M.)
7:45 A.M. North 6:05 P.M.
Foliar Car to Norfolk
8:45 A.M. Fayetteville 8:00 P.M.
3:05 P.M. New Bern 12:30 P.M.
3:30 P.M. South and West 1:00 P.M.
Sleepers to Augusta, Atlanta
6:45 P.M. North 10:15 A.M.
Sleepers to Washington, Norfolk
For Information Phone 160.

STEAMER WILMINGTON.



Schedule Effective March 16th, 1918.
Leave Wilmington Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, 9:30 A.M.
Leave Wilmington Saturdays 6:45 A.M. and 12:30 P.M.
Leave Wilmington Sundays 9 A.M.
Leave Southport and Fort Caswell Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, 2:30 P.M.
Leave Southport and Fort Caswell Saturdays 9:30 A.M. and 3:30 P.M.
Leave Fort Caswell 3:15 P.M. and Southport 3:30 P.M. on Sundays.
Leave Wilmington 6:00 P.M. Sundays. No stops between Wilmington and Fort Caswell.

NEOLIN SOLES.

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White House COFFEE. BEST GROCERS.

COTTON.

Wilmington spot 32 1-2
Charleston spot 33 1-2
Cotton spot 33 1-2
Savannah spot 33 1-2

NEW YORK COTTON.

New York, April 17.—While there was much less excitement and fluctuations were less violent, the cotton market showed continued nervousness early today. First prices were 13 points lower on May, but from 4 to 22 points lower on later months with the general list selling about 7 to 22 points higher during the first few minutes. May rallied from 28.80 to 29.08, while July sold at 28.66 and October at 27.72; but this was much better than due to the showing of Liverpool and prices soon turned easier under realizing. Some of the early buyers also turned sellers as prices eased and before the end of the first hour sold off to 28.40 and October to 27.38, or 12 to 20 points net lower. The opening advance was encouraged by bullish overnight spot advices, but the unsettled ruling of Liverpool and favorable crop news led to a renewal of pressure on the rally of 110, or 172 points from yesterday's low level. Cotton closed barely steady.

	High	Low	Mid
May	29.10	28.70	28.90
July	29.65	28.41	29.47
October	28.50	27.38	28.25
December	28.20	27.08	27.95
January	28.02	26.95	27.80

NEW YORK SPOT COTTON.

New York, April 17.—Cotton spot steady; middling 31.50.

NEW ORLEANS COTTON.

New Orleans, April 17.—Irregularity prevailed in cotton in the early trading here today. War news was considered unfavorable, but sellers feared unfavorable weekly crop reports from the government. After a fall of about 10 points there was a recovery and a net advance of two points on October, but at the end of the first hour the market was off to a net decline of 16 to 31 points. Cotton closed steady at an advance of \$6 to 91 points.

	High	Low	Mid
May	29.34	28.12	29.34
July	28.50	27.25	28.43
October	27.38	26.27	27.30
December	27.08	26.05	27.00
January	27.00	26.05	26.99

NEW ORLEANS SPOT COTTON.

New Orleans, April 17.—Spot cotton nominal and unchanged. Sales on the spot, none; to arrive, 300. Low middling, 31.00; good ordinary, 33.00; good middling, 34.25. Receipts, 3,935; stock, 451,772.

LIVERPOOL COTTON.

Liverpool, April 17.—Cotton: Spot in fair request; prices steady middling 23.29; middling 22.76; low middling 22.24; good ordinary 21.24; oratory 20.72. Sales 5,000 bales including 3,500 American. No receipts. Futures closed unsettled. New contracts: April 22.78; May 22.41; June 22.13; July 21.88; August 21.60. Old contracts, fixed prices: April 21.61; April-May 21.53; May-June 21.45; June-July 21.37.

COTTON SEED OIL.

New York, April 17.—Cotton seed market; no quotation.

CHICAGO LIVE STOCK.

Chicago, April 17.—Hogs—Receipts 21,000. Strong. Bulk 17.60 at 17.95; light 17.50 at 18.50; mixed 17.35 at 18.00; heavy 16.50 at 17.85; rough 16.50 at 16.90; pigs 13.25 at 17.25. Cattle—Receipts 7,000. Native steers 11.00 at 16.80; stockers and feeders 8.75 at 12.75; cows and heifers 7.60 at 13.85; calves 9.00 at 14.50. Sheep—Receipts 9,000. Firm. Sheep 13.00 at 17.85; lambs 16.50 at 21.50.

SAVANNAH MARKET.

Savannah, April 17.—Turpentine, firm 38 1-2; sales 54; receipts 49; shipments, (—); stocks 25,555. Rosin firm, sales 193; receipts 707; shipments, (—); stocks, 97,955. Quote: B, D, E, F, G, H, I, 5.30; K, 5.55; M, 5.75; N, 6.30; WG, 6.70; WW, 7.00.

The Germans have made almost 100 aeroplane raids over London during the three and one-half years of the war.

New York, April 17.—Indications of a more definite crisis in the war resulted in further price concessions of the opening of today's market. United States Steel led the decline on a sale of 4,000 shares at a maximum loss of 13.8. Other equipments and munitions reacted a point, with shipments, coppers, Reading and specialties. Fractional rallies were recorded before the end of the first half hour. Liberty bonds were irregular, one block of \$350,000 second 4s selling at 96.30.

	High	Low	Mid
American Beet Sugar	71 1-2		
American Can	43		
American Car & Foundry	77 1-4		
American Locomotive	61 7-8		
American Linseed	32 1-2		
Amer. Smelt & Ref.	75 1-4		
American Sugar	101		
American T. & T.	100 1-2		
Anaconda Copper	65		
Atchafalpa	83 1-2		
Atl. Gulf & W. Indies	109		
Baldwin Locomotive	76 1-4		
Baltimore & Ohio	51 5-8		
Bethlehem Steel "B"	77		
Canadian Pacific	137		
Central Leather	65 1-2		
Chesapeake & Ohio	55 3-8		
Chl. Mil. and St. Paul	38 3-4		
Chl. R. I. & Pac.	18 3-8		
Chino Copper	40 3-4		
Colorado Fuel & Iron	37		
Corn Products	36 5-8		
Cruible Steel	62 1-2		
Cuba Cane Sugar	28		
Erie	14 1-8		
General Electric	139		
General Motors	118 1-4		
Great Northern Pfd.	88 1-4		
Great North. Ore Cfs.	87 1-2		
Illinois Central (bid)	95		
Inspiration Copper	47 1-4		
Int. Mer. Marine	24 1-4		
Int. Mer. Marine Pfd.	93		
International Paper	38 1-4		
Kennecott Copper	31 5-8		
Louisville & Nashville (bid)	111 1-4		
Maxwell Motors (bid)	26		
Mexican Petroleum	93 3-8		
Miami Copper	29		
Midvale Steel	45 3-8		
Missouri Pacific	20 1-8		
New York Central	68 3-8		
Norfolk & Western	103 1-8		
Northern Pacific	83 1-2		
Ohio Cities Gas	37		
Pennsylvania	48 7-8		
Pittsburgh Coal	52		
Ray Consolidated Copper	74 7-8		
Reading	79 7-8		
Rep. Iron & Steel	79 7-8		
Sinclair Oil & Refining	82 1-4		
Southern Pacific	82 1-4		
Southern Railway	20 1-2		
Studebaker Corporation	38 3-4		
Tennessee Copper	17 1-8		
Texas Co.	143		
Tobacco Products	53 3-4		
Union Pacific	118		
United Cigar Stores	88 1-4		
U. S. Industrial Alcohol	122 3-4		
United States Rubber	53		
United States Steel	91 3-4		
Utah Copper	78 1-8		
Wabash Pfd. "A"	39 1-4		
Westinghouse Electric	39 1-2		
Wills-Overland	17 3-8		
American Tobacco (bid)	160		
Atlantic Coast Line	87		
Gulf States Steel (bid)	7 1-4		
Seaboard Air Line	50		
Sloss, Shef. Steel & Iron (bid)	50		
United Fruit	120		
Virginia Caro. Chem.	42		

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Cruible Steel 62 1-2
Cuba Cane Sugar 28
Erie 14 1-8
General Electric 139
General Motors 118 1-4
Great Northern Pfd. 88 1-4
Great North. Ore Cfs. 87 1-2
Illinois Central (bid) 95
Inspiration Copper 47 1-4
Int. Mer. Marine 24 1-4
Int. Mer. Marine Pfd. 93
International Paper 38 1-4
Kennecott Copper 31 5-8
Louisville & Nashville (bid) 111 1-4
Maxwell Motors (bid) 26
Mexican Petroleum 93 3-8
Miami Copper 29
Midvale Steel 45 3-8
Missouri Pacific 20 1-8
New York Central 68 3-8
Norfolk & Western 103 1-8
Northern Pacific 83 1-2
Ohio Cities Gas 37
Pennsylvania 48 7-8
Pittsburgh Coal 52
Ray Consolidated Copper 74 7-8
Reading 79 7-8
Rep. Iron & Steel 79 7-8
Sinclair Oil & Refining 82 1-4
Southern Pacific 82 1-4
Southern Railway 20 1-2
Studebaker Corporation 38 3-4
Tennessee Copper 17 1-8
Texas Co. 143
Tobacco Products 53 3-4
Union Pacific 118
United Cigar Stores 88 1-4
U. S. Industrial Alcohol 122 3-4
United States Rubber 53
United States Steel 91 3-4
Utah Copper 78 1-8
Wabash Pfd. "A" 39 1-4
Westinghouse Electric 39 1-2
Wills-Overland 17 3-8
American Tobacco (bid) 160
Atlantic Coast Line 87
Gulf States Steel (bid) 7 1-4
Seaboard Air Line 50
Sloss, Shef. Steel & Iron (bid) 50
United Fruit 120
Virginia Caro. Chem. 42

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LOCAL MARKETS.

(Wholesale Prices.)