

North and South Carolina: Probably showers, east portion tonight: Friday, partly cloudy.

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# THE WILMINGTON DISPATCH

HOME EDITION

WILMINGTON, NORTH CAROLINA. THURSDAY EVENING, MAY 9, 1918.

FIVE CENTS

## GERMANS ATTEMPT TO DRIVE A WEDGE INTO ALLIED LINE

Heavy Fighting on a Narrow Front in Flanders  
Slight Gains Are Made  
Enemy Sustained Heavy Losses Without Materially Improving His Position  
500,000 NOW IN EUROPE  
Secretary Baker Announces That There Are More Than a Half Million American Troops Abroad.

Heavy fighting, although on a comparatively narrow front, is continuing in Flanders, where the Germans began yesterday another attempt to drive a wedge into the entente lines and outflank the hill positions southwest of Ypres.

This attempt failed and only a temporary success was secured by the enemy in gaining a foothold in the allied front line at points between Voormezele and LaClytte.

Last night the British and French drove back sharply at the Germans and ousted them from the small bits of territory they had won. Heavy casualties were inflicted on the two German divisions which were engaged in this operation.

Notwithstanding their heavy losses, the Germans seem reluctant to abandon the effort, and this morning found them renewing the attack to the north of Kemmel in the Vierstreet region.

A heavy machine gun fire forced the British line back at one point, but the recession was a slight one and the ground remained disputed territory. The fighting was continuing here when the day's report from British headquarters was dispatched.

The British are continuing to improve their positions in the Somme region on the high ground between the Somme and the Avre. Further progress was made there during the night. There was local fighting in the Bucquoy region, between Albert and Arras, and south of the Somme the heavy artillery fire that has been reported for some days past continued on the French front on both sides of the Avre.

Seemingly the Germans are attacking in the hope of driving the allied line back toward the Kemmelbeck river and its branches, or beyond Poperinghe and thus outflank the heights running west from Mont Kemmel. Very heavy losses were inflicted on the enemy in his previous strong effort to penetrate this line, and the line about Loree and its adjoining hills. It may be the attack is only a mask for stronger effort, although to break through the Voormezele-Loree line might be of marked advantage to the enemy.

Elsewhere in Flanders and in Picardy the infantry has been inactive. The big guns, however, are roaring without cessation, especially north and south of the Avre, east of Amiens.

### The Official Reports.

**BRITISH.**  
London, May 9.—By a counter-attack delivered last night by British troops the Germans were driven from the portion of the allied front line they had entered on the Flanders front in the LaClytte-Voormezele sector, the war office announced today.

Further progress was made last night by the British on the front east of Amiens between the Somme and Ancre rivers. A new German attack was made this morning on the Flanders front north of Kemmel. The enemy pressed back the British line slightly at one point.

**FRENCH.**  
Paris, May 9.—Heavy artillery fighting on both sides of the Avre river on the front below Amiens is reported in today's official communication.

## BOWERS CASE GIVEN THE JURY AT NOON

All Evidence Taken This Morning—Verdict Probable This Afternoon.

The entire morning in federal court was consumed in the taking of testimony in the case charging J. L. Bowers, Hampstead merchant, with violation of the espionage act, and the case was given the jury by Judge Connor just prior to the noon recess for lunch with instructions that they go to dinner and wait until afternoon for consideration. A verdict will very probably be handed down during the afternoon.

The evidence introduced was practically the same as that offered when Bowers, arrested by department of justice officials at Scott's Hill, was arraigned for a preliminary hearing several days ago, and held for the federal court. His arrest was made following complaint of Hampstead citizens that his utterances were seditious and that his efforts were, in their opinion and according to their way of thinking, being directed toward thwarting the draft.

The case of Norman George Beck, young white man, who was recently brought back here on swindling charges, and who is understood to be a deserter and who is alleged to have impersonated an officer, had not been disposed of early in the afternoon. He sat through the morning's session of court garbed in the uniform of a United States army officer.

## FUNERAL DIRECTORS ARE COMING IN JUNE

Annual Convention to be Held at Wrightsville Beach—Three Days.  
This year's annual convention of the state organization of funeral directors and embalmers will be held at Wrightsville Beach, June 17-18-19, according to a wire received early this afternoon from W. E. Yopp, who is now in Greensboro. The message was meager, merely conveying the information that Wilmington and Wrightsville will be called upon to entertain the members of this organization for three days. It is not known at what hotel the delegates will be quartered nor where the sessions of the convention will be held at this time. The coming of the funeral directors gives Wrightsville 10 conventions for the season thus far.

## AMERICAN PATROL FALLS VICTIM OF A SILENT ENEMY

With the American Army in France, May 8.—An American patrol on the Toul sector fell victim to a silent enemy ambush sometime last night. The Germans evidently used bayonets and the butts of their rifles. The Americans went out early in the evening and nothing further was heard of them until another patrol happened to cross the spot where the others had been ambushed. Not one shot was fired during the encounter as far as was known.

## METHODISTS MAY RETAIN A PASTOR

General Conference Abolishes Four Year Limitation Period  
VOTE WAS APPLAUDED

Amendment Was Adopted by Vote of 155 to 131 After Two Days Debate.

## MORE LAY DELEGATES

Committee Recommends Increase Number of Lay Representatives to Annual Conference to Ten.

Atlanta, May 9.—Methodist ministers hereafter may retain a pastorate for a practically unlimited period. This is the result of the action of the conference of the Southern Methodist church today when, after a two days' discussion, a paragraph was inserted in the discipline qualifying the time limit by empowering bishops to continue a minister in a pastorate on the request of a quarterly conference, supported by a majority of the presiding elders in the bishop's cabinet at an annual conference. The law unchanged, requiring him to move at the expiration of four years' service.

The amended minority report of the committee on revisals was adopted by a vote of 155 to 131. The announcement of the ballot was received with cheers by the delegates. With the prospects of a final vote on elimination of the time limit on pastorates before them, delegates to the general conference of the Methodist Episcopal church, South met today for their seventh day's session with Bishop J. C. Kilgo, of North Carolina, presiding. The Rev. G. H. Lambeth, of Richmond, Va., led in the devotional exercises. Bishop W. B. Thirkield, of New Orleans, of the Methodist Episcopal church, occupied a seat on the platform with the college of bishops.

After much debate the committee on revisals agreed to recommend an increase in those memorials petitioning to increase the number of lay delegates to an annual conference from four to ten. Strong efforts were made to have one delegate from every church elected to an annual conference, but the argument was advanced that the number would be too large for the comfort of the communities entertaining the conference.

The action of the committee in voting for 10 lay delegates was unanimous. Another measure passed in the committee favored the election of stewards by the church conference instead of the quarterly conference. Members of the committee believe that the recommendation will meet the approval of the general conference.

## HITCHCOCK SUCCEEDS LATE SENATOR STONE

Nebraska Senator Becomes Chairman of the Foreign Relations Committee.

Washington, May 9.—Senator Hitchcock, of Nebraska, was made chairman today of the senate foreign relations committee. Mr. Hitchcock, who was senior democratic member of the committee, succeeds the late Senator Stone in a re-arrangement of democratic committee assignments caused by recent deaths of several senators.

The steering committee decided to increase the senate military committee by two members because of its importance during the war, and named Senator Smith, of Georgia, as a member. Senator Knox, of Pennsylvania, probably will become the new republican member.

## BRITISH FALL OFF IN SHIPBUILDING

London, May 9 (via Ottawa).—In April merchant ships with an aggregate gross tonnage of 111,533 were completed in yards in the United Kingdom and entered for service, compare with 161,674 in March, according to an admiralty statement. The total for the year ended April 30, was 1,273,337 tons. Last month's output was achieved, notwithstanding a large increase in the repairing of merchantmen.

## INCREASE WAGES FOR RAILROAD MEN

Recommendations of the Commission Have Suggestions.  
RAISE OF \$300,000,000

Director McAdoo is Expected to Announce Decision in Ten Days

## SOME DISSATISFACTION

Union Men are Heard to Express Opposition to the Proposed Adjustment.

Washington, May 9.—In recommending wage increases of \$300,000,000 annually for all railroad employees whose wages were less than \$250 a month in December, 1915, the railroad wage commission made several original and far-reaching suggestions on the problem of railroad labor which attracted the close attention today of Director General McAdoo and other government officials.

Mr. McAdoo is expected to announce his decision on the recommendations in about 10 days. There are indications that he will not accept them in their entirety. Some union officials already have expressed dissatisfaction with the amounts recommended for the men of their organizations, the increases ranging from 43 to 4.6 per cent., the highest paid men receiving the lowest increases and the average being 15.021 per cent. advance over the 1917 payroll.

Perhaps the provision of the recommendations likely to encounter most strenuous objection is the one that all wage increases allowed by the roads in 1916 and 1917 shall be deducted from the amounts now to be given.

The commission declared that its conclusions were based on a principle which was that the men were entitled to recompense for the increased cost of living, and in basing its recommendations on the pay rolls of December, 1915, in comparison with present prices of necessities, decided that it would be unfair to allow certain employees, who already had received wage increases, to benefit twice.

The commission declared in its report that reductions in hours are not to be regarded as increases in pay, while on the other hand, high railroad officials, who during the hearings, asserted that the Adamson eight-hour law was in effect an increase in pay, because the over-time resulting was inevitable and amounted to many millions.

Requests for an eight-hour day for all railroad employees and for time and a half for over-time were not acted on by the commission.

## PRELIMINARY STEPS FOR AIRCRAFT PROBE

Department of Justice and Senate Set Machinery in Motion.

Washington, May 9.—While the department of justice was starting today its investigation of aircraft production, Chairman Chamberlain, of the senate military committee, opened the way for his committee investigation by offering a resolution authorizing it. The resolution was referred without debate to the contingent expenses committee.

Sharp criticism of delays in production were heard again in the senate, Senator Thomas, of Colorado, a democratic member of the military committee, declaring there was evidence that a monopoly of production had been planned.

William L. Frierson, assistant attorney general in charge of the department of justice's investigation into airplane production, today started work by gathering all reports and documents of previous investigators for preliminary inspection. These included the report of Gutzon Borglum, to President Wilson, the preliminary report of the investigating committee headed by H. Snowden Marshall, and a number of letters from individuals who believe they have discovered evidence of graft or incompetency in connection with airplane manufacture.

Mr. Frierson probably will spend a week studying these documents before outlining the full scope of the inquiry.

## BRITISH MINISTRY EXPECTED TO WIN

London Newspapers Speculate on the Probable Outcome.  
DEBATE OPENS TODAY

General Maurice's Charges Will be Discussed by House of Commons.

## DIFFER IN OPINION

Some Believe Vote Will Vindicate Government and Crush Opponents; Others Say it Proves Nothing.

London, May 9.—The intense interest in the crisis brought about by the letter of Major General Maurice is reflected in the morning newspapers. They give much prominence to the prospects of today's doings in the house of commons and the attitude of political parties toward the government, and General Maurice respectively, and speculate upon the probable outcome.

Opinion is general that if former Premier Asquith forces his motion to have a select committee investigate the charges made against the government by General Maurice, to a division, the government will obtain a majority which some commentators believe will be substantial. However, views differ as to how far this will satisfy the public.

Some hold that a verdict by the house of commons, in support of the government, will simply vindicate the government and crush what they call the intrigue of the Asquithian opponents. Others say that such a verdict will prove nothing except reluctance to oust the government at a critical moment.

The latter view is voiced by The Daily Chronicle, which, while predicting a parliamentary victory for the government, says this would indicate nothing more than reluctance by the commons at a moment of national peril to overthrow the ministry, while no definite and acceptable alternative exists. The charges, it declares, ought to be disproved conclusively or the affected ministers ought to leave office.

The Daily Telegraph has no doubt that the ministerial reply will be complete and crushing, and says that if no vote of censure is passed it will be a salutary warning to the spirit of personal facetiousness and partisan bitterness.

Fear is expressed by a section of the press most hostile to Mr. Asquith that if the government fall the "old gang" will regain power. The Morning Post voices the fear editorially. The Post also makes the suggestion that the unionist party might use its entire influence to force upon what- ever party to take office should Lloyd-George fall, the best men, without thought of party or politics. This suggestion is significant of the feeling growing among the conservatives that the time has come to supplant Lloyd-George with a unionist premier.

The Daily Mail, which strongly supports Mr. Lloyd-George, says it is rumored that a considerable number of members are growing uneasy under the rule of the premier. They maintain that what is practically a unionist government should have a unionist leader.

The Daily Mail says the government have themselves partly to thank for the position in which they stand, having repeatedly shown timidity and weakness in dealing with high military and naval officers who have failed at their posts. It adds that the government might explain why General Maurice was removed from the war office and whether he had a grudge to avenge.

## FORM CORPORATION TOMORROW CERTAIN

Enough Money in Hand to Insure Organization.  
RESPONSES GRATIFYING

Report of Canvassing Committee, Made This Morning Very Pleasing.

## MANY MAKE SACRIFICES

Real Estate Offered by Those Not in Position to Pay Cash—Take Stock In Exchange.

With enough money subscribed to insure organization of the proposed million dollar corporation, the sole object of which is to provide adequate housing facilities for the vast army of industrial workers and laborers that are being attracted here because of government shipyard activities, a call has been made upon the recently elected board of directors to meet at the court house tomorrow at noon for complete organization, following which the corporation will be chartered and plans perfected for actual building operations. It is hoped to start these within the coming two weeks. The report of the canvassing committee, appointed by the chair at the Tuesday morning mass meeting, made at this morning's adjourned session, showed that approximately a quarter of a million dollars had been subscribed. This is sufficient to start operations but a great deal more money will be needed, as the undertaking is of a gigantic nature, and all Wilmington will be expected to lend a hand and participate in the proposed project.

The morning session of Tuesday's adjourned meeting was called to order by Chairman J. A. Taylor and was of a very interesting nature. Several subscriptions were made, the chair calling on individuals, many of whom responded. It was announced that the desired 25 five thousand dollar subscribers had been secured but this does not mean that others cannot come into this class. Chairman Taylor advised what was needed in order to insure the success of the undertaking and Wilmington assured him that it would be provided for.

In addressing the meeting Mr. Taylor stated that any subscriber was privileged to dispose of any of his stock but urged that a policy of this nature not be pursued unless one had actually loaded up with more than one could carry. In stressing the soundness of the venture he called attention to the city council's resolution to extend streets and water mains and provide the houses to be built with sewer accommodations.

Mr. Taylor is of the opinion that the company to be organized should be called the Liberty corporation. However, action of this nature was not taken and the name under which the company will be chartered will be determined at a later date—possibly tomorrow.

The sacrifices that are being made by many in an effort to help in what they believe is a patriotic duty was manifested during the meeting when one gentleman agreed to mortgage property that he owns in order to subscribe to the fund. C. C. Chadbourn was roundly applauded when he subscribed for two of his nephews who are in the aviation service—already on the other side of the Atlantic engaged in the solemn duty of exterminating Germans. C. W. Polvogt was applauded when he agreed to deed the corporation one of two lots that he owns in the southern section of the city and build a house on it. He provided the company will build on the property that he gives. In several instances citizens agreed to put their real estate in and accept stock in the company. There was a spirit of self sacrifice evident that bodes ill for the kaiser and shows that the war is being brought to the realization of all.

Another feature of the meeting was a motion by C. C. Chadbourn that a part of the stock be set aside and disposed of in \$10 shares to the laboring men who will come here and any others who are not in position to contribute to the success of the undertaking in a more substantial manner. Chairman Taylor made it plain that all were wanted as partners in the corporation and that the little man would receive the same consideration as the man of means.

The motion to appoint a committee to visit Southport and solicit subscriptions died a natural death. Morris Lipinsky killed the motion almost before its birth by saying that he thought it would be an everlasting shame to go outside the corporate limits of the city for old i many undertaking of this nature.

The names of the subscribers to the corporation will be published at a later date, the directorate not deeming such wise at the present.

## ASKS REMOVAL OF PORTO RICO HEAD.

Washington, May 9.—Removal of Arthur Yager as governor of Porto Rico was asked of President Wilson today by Samuel Gompers, president of the American Federation of Labor. Mr. Gompers charged the governor with incompetence in handling the labor situation in Porto Rico.

## RECASTING OF PORT TRAFFIC FORECAST

New Arrangements Discussed at Tuesday's Meeting of the Commission.

## WILMINGTON INCLUDED

Trans-Atlantic Traffic Will be Diverted From Eastern to Southern Ports.

## IMPORT AND EXPORT

The Plans Provide For Both Outgoing and Incoming Freight—Coal and Oil Will be Constructed

(By FRANK P. MORSE.)  
Washington, May 9.—A recasting of the entire port, terminal and traffic system of the United States is foreshadowed by the establishment of the port commission of the shipping board, which had its first meeting here Tuesday.

Although all the important government departments are represented on the port commission, particularly active parts will be played by Benjamin Winchell, of the railway administration, and Samuel Felton, director general of military railroads, who will act for the war department. These two men will be actively associated with Edward F. Carry, the chairman, who resigned his position of director of operations for the shipping board to head the port commission.

It will be the duty of the new organization to inaugurate a scheme of transportation which is essential during the period of war and which will have tremendous effects on the nation's commerce in the future. The complete revolution of all American enterprises by war makes possible the most radical readjustments of business in which the government is interested and the opening of changes that would have been fought and undoubtedly defeat a few years ago.

Although the port commission is just beginning a consideration of various plans for a rearrangement of traffic and transformation of Atlantic port activities, it is possible to forecast some of the improvements that will be put into effect. It is obvious that the first big problem to be attacked is the unnecessary and dangerous congestion that has long existed in New York.

Through close co-operation between the representatives of the railway administrator and his commission associates, it will be possible to switch a great deal of traffic from New York to Philadelphia, Newport News, Wilmington, North Carolina; Charleston, Savannah, Mobile, New Orleans and Galveston. This shift will be carried out with a clear view of the adaptability of the various ports for trans-Atlantic shipments of specific commodities.

Philadelphia, for example, is the logical port for steel and other important products of Pennsylvania and nearby states. A great percentage of coal will be shipped via Newport News. Cotton that has been going north will be diverted to Galveston, Mobile, Savannah, Charleston and Wilmington, North Carolina. The Wilmington administration is now making preparations to rearrange schedules and equipment to meet the new plan of direct shipments to the nearest port terminals.

It is practically certain that the port commission will arrange entirely new ocean routes between the United States and France. Trans-Atlantic vessels will sail direct from various eastern ports to designated French destinations, pick up their cargoes and return without stop to the American ports to which they are so-called. In this way, certain ships will be cotton carriers, others will handle steel and coal carriers will make regular runs to and from designated coal distribution points.

In order to carry out the new arrangement it will be necessary to construct coal bunkers and oil tanks at all important Atlantic ports as a means of eliminating useless coast trips by trans-Atlantic liners to pick up fuel before loading for France. For the same reason, the railway administration is sure to arrange distribution of imports from France through whatever port the ship with incoming cargoes uses regularly as a point of departure for European harbors.

The consequences are absolutely incalculable. Just as the organization of the federal reserve banking system has diverted vast sums of money from New York, so will the work of the port commission switch commerce from New York harbor to Philadelphia and all important ports on the South Atlantic coast. The advantages of time and money saving are so apparent that there is no possibility of a return after the war to the crude system that made New York the biggest shipping point, regardless of the palpable superiority of Philadelphia, Newport News and other further south for commerce arbitrarily forced into the New York district.

## BRUNSWICK BACK IN THE HARBOR BILL

Washington, May 9.—The senate commerce committee adopted a resolution today authorizing Chairman Fletcher to restore to the river and harbor bill an item appropriating \$12,000 for improvement of the Brunswick, Ga., harbor, providing Brunswick interests establish necessity of the appropriation.

Senators Hoke Smith and Hardwick today protested to the committee against elimination of the Brunswick item, as had been recommended by the army engineer corps.