

WEATHER.
North and South Carolina: Partly cloudy tonight and Friday.

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SUITCASES WITH MESSAGES SEIZED

Postal Officials Arrest Agents of Western Union Co.

PRACTICE LONG TIME

Facts Discovered Will Be Presented to the Federal Grand Jury

SUMMONED TO EXPLAIN

Sent Night Letters by Train—Some Day Letters Reported to Have Been Sent the Same Way

Washington, June 20.—Postal inspectors today arrested a number of traveling agents of the Western Union Telegraph company on trains between Boston, New York, Philadelphia, Baltimore and Washington and seized suitcases they were carrying filled with messages filed for transmission by telegraph.

This practice, which is said to have been in operation by the telegraph company for some time, is considered a violation of postal laws forbidding persons not connected with the postal service from conducting a traffic in communications over regular post roads.

The facts discovered will be presented to grand juries and officials of the telegraph company will be summoned to explain the practice. The penalty for violation of the postal law is a fine of not more than \$500, or six months imprisonment.

Postal authorities for several weeks have been investigating reports that the telegraph company was sending night letters and other messages by train rather than by wire, and delivering them the following day with all the marks of telegraph transmission. The practice was reported to have extended even to some day messages, intended for immediate transmission.

Owing to the extreme rush of telegraph message business in recent months, the company found it impossible to transmit all messages offered to be sent, and resorted to the messenger system, using fast trains between eastern cities.

Disclosed by postal authorities, the system was not used extensively in other parts of the country, although investigation will be made to determine its extent.

The number of agents taken today was not announced by the postoffice department. It was intimated, however, that the men had been followed in their trips from city to city for some time, and their schedules of delivery had been carefully worked out.

The routes and schedules had been systematized, it is said, so that often the messages were delivered about as quickly as if they had been sent by wire, particularly considering the delay caused by rapid increase in telegraph traffic due to the war.

The raids on the train agents were planned for this morning and all were made simultaneously. Definite charges have not been made against some of the men, it was explained, pending determination of the extent of their knowledge of what they were about.

Whether any high officials of the Western Union company were familiar with the practice and sanctioned it, was not disclosed by postal authorities. It is certain, however, that they will be called on to explain.

Later the postoffice department announced that five men had been caught but that a number of others were engaged in the traffic.

Messages from Washington for New York were carried by a messenger leaving Washington on a midnight train. He was met at Baltimore by another agent, who turned over a briefcase or suitcase full of messages, and this also was done at Philadelphia, so that a batch of telegrams from each city was delivered in New York the next morning.

Messengers also came from New York in the same way. More than 1,500 messages were seized today. The postal inspectors immediately notified the Western Union offices at the cities where the messengers were taken and the company was permitted to copy the telegrams and to deliver these to the addressees.

The messages are said to have been typed on receiving blank forms at the originating offices, and bore fictitious marks, designating the hour when the telegrams were supposed to have been received by the operator at the destination and the operators' marks.

Information concerning the practice will be turned over to the department of justice to determine whether prosecution also should be made under other statutes, such as that punishing obtaining money under false pretenses. This action, however, would have to be undertaken by the states.

AUSTRIAN PRESSURE ON ITALIAN FRONT IS GROWING WEAKER

Since Sunday Enemy Held in Check on Piave Line

OVER 9,000 PRISONERS

Repeated Effort Debouch Are Repulsed Mainly by Italian

RIVER RISES SUDDENLY

Internal Condition in Austria, Over Food, Causing Trouble—Food at Lowest Ebb Since 1914

Austrian Pressure on the front from Lake Garda to the Adriatic is growing weaker, although the fighting is still strenuous along the Piave front from Montello to the sea.

Since Sunday the enemy has been held almost completely in check on the Piave line and has made no gains on the fountain front, while his loss in prisoners alone has risen to 9,000. Repeated efforts to debouch from the western bank of the river between Montello and San Dona Di Piave have been repulsed sanguinarily by the Italians and only around Capo Sile have the Austrians made any progress.

From Capo Sile the Austrians have advanced to the Fossette canal which parallels the lowlands along the sea-coast to Mestre, a suburb of Venice. Vienna claims that the canal has been crossed at some points southeast of Meolo but Rome reports that the enemy advances have been repulsed.

Heavy fighting continues around the Montello plateau. The Austrians apparently have not yet gained control of this dominating height nor have they apparently had any success in attempting to debouch onto the lower ground at Sovilla, south of Nervesa.

The waters of the Piave have come to the aid of the strongly resisting

Italians and the British official statement on the fighting says that the river had risen suddenly. The rise has been sufficient to carry away many of the bridges the Austrians had thrown across the stream.

Emperor Charles, fearful that the Austrians by themselves will not be able to emulate the Austro-German success of last fall on the Isonzo line, personally is urging his troops forward. The emperor is said to desire still greater efforts before calling on Germany for help.

Meanwhile, internal conditions in Austria, especially as regards food, are causing trouble. The city council of Vienna has protested against reduction of the bread ration and the labor organizations in the Austrian capital for "the speediest general peace." The food supplies in Austria are reported at the lowest ebb since 1914.

The German crown prince has not repeated his attacks against the defenses of Rheims, before which 40,000 of his troops were repulsed with heavy losses in a fight Tuesday. The front there again is quiet and the French maintain their positions. Berlin says the effort was more an artillery and mine thrower bombardment than an infantry attack, but all other accounts agree that the effort was in great force and that it was broken up in desperate fighting in front of the French line.

Elsewhere on the western front there has been only minor raiding activity. East of Chateau Thierry, American patrols have crossed the Marne in boats and bested enemy patrol encounters. In addition to killing a large number of Germans the raiders brought back prisoners. American bombing airplanes again have bombed Comfians, a railroad junction midway between Verdun and Metz, dropping 38 bombs.

German aggression in the Ukraine is beginning to reap the whirlwind, according to reports from Moscow. A revolt on a large scale has broken out in Kiev, the Ukrainian capital, and there has been much street fighting. Forty thousand armed peasants have risen and the revolt has spread to the province of Tchernigov and Poltava.

U-BOATS NOT EQUAL TO WARFARE AGAINST THEM

Persius, Berlin Naval Critic, Admits Effectiveness of Allies on Increase

London, June 20.—The German U-boats are unequal to the warfare against them is the virtual admission of Captain Persius, the naval critic of the Berliner Tageblatt, says a Rotterdam dispatch to the Daily Telegraph. Captain Persius writes:

"Every layman knows that U-boat losses are unavoidable owing to the continually increasing sharpness and effectiveness of the defense measures of the enemy which, perhaps, will further increase as the war progresses. It is scarcely to be denied that our enemies are both carrying on the war and living and that it will be possible for them to defend themselves against tonnage needs for a long time at any rate."

"From the beginning of the U-boat war, it was a mistake, often committed amongst us to underestimate the resources of our enemies."

BOTH EXPLAIN REPORT OF ANOTHER CABINET

Bonar Law Tells the House of Commons Mistake Has Been Made

London, Wednesday, June 19.—Chancellor Bonar Law in the house of commons and Earl Curzon in the house of lords today gave explanations of a report that another cabinet for home affairs was to be created.

Mr. Bonar Law said the report was a simple mistake. It was simply intended to appoint a committee to deal with definite sets of questions and the ultimate authority would be the war cabinet.

Earl Curzon was more explicit. He said a committee on home affairs would be appointed. It would consist of members connected with the principal home departments and would meet under the presidency of the home secretary at least once a week. All domestic questions requiring the co-operation of more than one department would be referred to the committee which would be empowered to reach decisions on behalf of the cabinet. But the larger questions of policy, he added, would be referred, at the chairman's direction, to the war cabinet.

FLAGRANT EXAMPLE OF GERMAN SUB BARBARITY

Crew of Sunk British Steamer Are Cast Adrift in Row Boats

London, June 20.—A new and flagrant example of German submarine barbarity is reported by the newspapers.

A U-boat first torpedoed without warning and then shelled a British steamer. When the officers and crew of the damaged vessel took to the boats they were ordered alongside the submarine and forced to go on its deck, the captain being taken below as a prisoner. As the steamer had not sunk the captain ordered some of the British to row one of their two boats back to her with a German prize crew, which rifled the steamer systematically and then sunk her with three bombs.

After having been employed for nearly five hours in the work the British were given some provisions and cast adrift. The same treatment was dealt out to the others of the crew, numbering 28.

Of the 28 men in the second boat only five survived until she was picked up four days later. The occupants of the first boat were picked up in a very critical condition on the fifth day by an American steamer.

WILSON DECLINES TO OPPOSE DRY NATION

Senate Leaders Predict Jones Amendment Will Be Favorably Reported

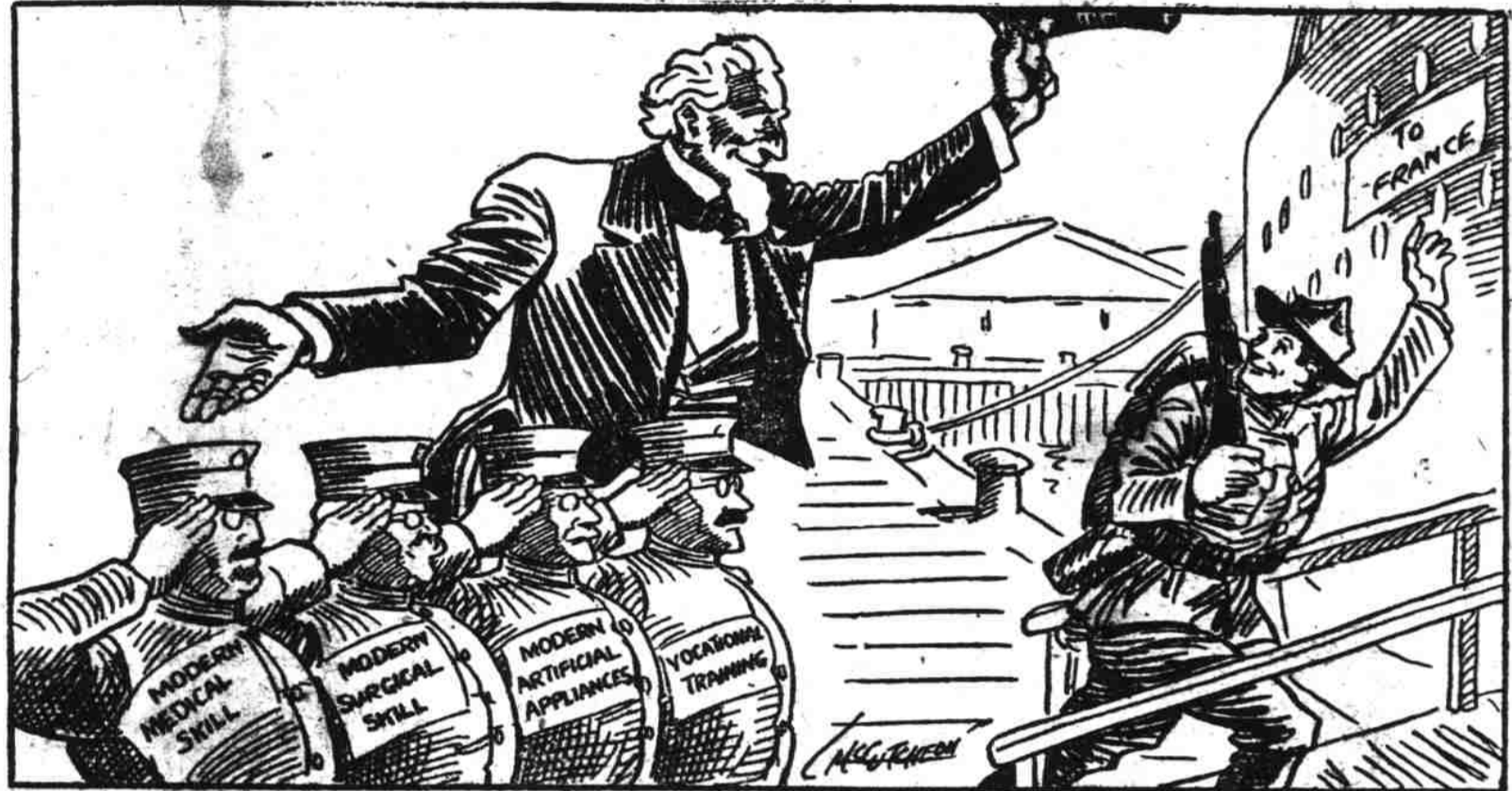
Washington, June 20.—Refusal of President Wilson to oppose actively, for the present, at least, the Jones amendment to the 11,000,000 emergency agricultural appropriation bill providing for a "bone dry" nation for the period of the war caused senate leaders today to predict that the amendment would be favorably reported by the senate agriculture committee, which hoped to complete the hearings on the amendment and reach a vote late today.

Few senators would express an opinion as to the probability of the amendments being passed by the senate for the reason that President Wilson is understood to have told Senator Smith of South Carolina, acting chairman of the agriculture committee, yesterday, his declination to oppose the amendment depended on whether discussion of it holds up important legislation.

RECONSTRUCTING OUR DISABLED SOLDIERS



After the civil war the government gave the disabled soldiers a pension, said "Thanks and Good-By," and then let them worry along through life the best way they could.



The present program is more enlightened. The men who now go to fight for their country know that if they come home disabled the government will employ every means known to modern science and surgery to reconstruct them physically, as well as train them in some useful vocation suited to their capabilities. They will be equipped to become useful citizens, instead of helpless pensioners.

ITALIAN SPIRIT IS AT HIGH PITCH

Failure of Austrian Drive Is Spurring Allies On

ON MONTELO PLATEAU

French People See Defeat Certain For Teuton Armies on Italian Front

GREAT DOUBLE VICTORY

Emperor Charles and von Hoetzendorf Assured von Hindenburg the Drive Would Be Success

Italian Headquarters, Wednesday, June 19.—Realization that the Austrian offensive has failed is spurring the Italian troops to a desperate resistance along the Piave. Heavy fighting continued today around the Montello plateau on the north and near San Dona Di Piave on the south.

On Montello, which is hilly and wooded, the opposing forces frequently stumbled upon each other unexpectedly. Such meetings always result in sharp encounters.

The spirit of the Italian troops is at high pitch despite wounds, loss of sleep and constant movements made necessary by the conditions of the terrain at several points.

Defeat Is Certain. Paris, June 20.—The splendid resistance of the Italians and their Franco-British allies leads the French press to conclude that the Austrians cannot avoid defeat, especially as well directed counter attacks have resulted in the capture of thousands of prisoners and much war material. A Havas dispatch from Rome says that Italy has achieved a great double victory, referring to the recent naval exploit in the Adriatic and the present checking of the Austrians.

Late in March, says the Echo de Paris, Field Marshal von Hindenburg demanded that Austrian divisions be sent to the French front. Field Marshal Conrad von Koetzendorf, supported by Emperor Charles, assured the German leader that an Austrian offensive against Italy would have a great chance of success and would be received joyfully by the dual monarchy.

This point of view was finally accepted by the German supreme command.

BELLAMY WANTS TO BE U. S. MARSHAL

Friends Predict His Appointment—Maxwell and Dunn Are Also in Race

George A. Bellamy, "The Duke of Brunswick," who is in the city today looking after matters pertaining to the internal revenue bureau, says he is very much in the race for the position of United States marshal to succeed Col. W. T. Dortch of Goldsboro, should the latter decide to resign.

Colonel Dortch appears to have been nominated for congress from the third congressional district, but he has not yet tendered his resignation, so far as any one here knows, but he may do so between now and March 4, 1919, unless the congressional inquiry decides against him.

The duke says he has been endorsed by hundreds of people in the state and he confidently expects to be appointed, if, as said before, Colonel Dortch resigns. Senators Simmons and Overman and Representative Godwin have been asked by some of the most prominent democrats in Eastern North Carolina to give the place to Bellamy and many Wilmington people believe he has a good chance of being appointed.

The question of selecting a man to succeed Colonel Dortch will rest with Senators Simmons and Representative Godwin. In fact the place is senatorial patronage but, of course, Senator Simmons will not name a man to the place who is objectionable to Mr. Godwin. It is understood that Godwin favors Bellamy's appointment and if his friends can get the senior senator in the same frame of mind there appears to be little question about the place being given to the sixth congressional district.

While the duke has rendered valuable service to the democratic party, he told The Dispatch today that the democratic party does not owe him a thing and that he is making his campaign solely upon his ability to fill the job to the entire satisfaction of the state and the Washington government. Bellamy is at present employed by the commissioner of internal revenue as a special agent. He has made a remarkable record in this work and his friends in eastern Carolina say he will, if appointed, serve his country well as United States marshal.

A. J. Maxwell, who for the past year or more has been filling the position as member of the corporation commission, and Owen Dunn, of North Bern, are said to be in the race for Dortch's job. It is not believed, however, that Maxwell wants the place, so it appears that the real contest is between Bellamy and Dunn.

MERCHANTS FINISH UP ALL BUSINESS

Concluding Session of Convention Held Today

OLD OFFICERS ELECTED

Vote Was by Acclamation, As Organization Is Pleased With Work Done

BARRING PRO-GERMANS

Adopt a Resolution Agreeing Not to Buy From Firms Not One Hundred Per Cent American

Suspension of the rules and re-election of all old officers by acclamation, adoption of a resolution looking toward complete ostracization of all firms whose loyalty is questioned and decision to discontinue business relations with all persons who are not 100 per cent American, together with decision to leave the selection of next year's convention city and date of meeting with the officers, featured the concluding session of the sixteenth annual convention of the North Carolina Merchants association, which was adjourned with the singing of "God Be With You 'Til We Meet Again," this afternoon at 1 o'clock in the assembly hall of the Seashore hotel, Wrightsville Beach. The concluding session was perhaps the most interesting of the several held and because of the vast amount of work machinery convention was kept on the high gear throughout the morning.

The officers re-elected are: J. Frank Morris, Winston-Salem, president; B. F. Roark, Charlotte, vice-president; J. Paul Leonard, Statesville, secretary; J. L. Davis, Concord, treasurer; A. B. Justice, Charlotte, attorney. The directors, of course, will be elected by the officers and the committees named by the president.

In adopting a resolution looking toward ostracization of pro-German firms and business houses, the association made it plain that it did not mean to give aid and comfort to the enemy in any manner. Considerable time was consumed in drafting the proper resolution and a number were rejected before one that appealed to all was finally drawn. The resolution adopted reads:

"The North Carolina Merchants association hereby goes on record against the sale of made in Germany articles as well as goods manufactured by pro-German firms, and further requests its members not to patronize them."

CAROLINA FARMERS DEALT HEAVY BLOW

Ship With Cargo of Nitrate of Soda Sunk by Sub

REPORTED TOTAL LOSS

Godwin, Small and Robinson Untiring in Their Efforts For the Farmers

A SERIOUS HANDICAP

Will Urge North Carolina Coast When Aerial Coast Patrol Stations Are Being Located

(Special to The Dispatch.)

Washington, June 20.—North Carolina farmers, especially those in the eastern section of the state, were hit hard today when the department of agriculture notified Senators Simmons and Overman and Representative Godwin that the ship Redondo, loaded with nitrate of soda for southern farmers, had been sunk off the coast of Cuba and that the vessel and cargo is a total loss.

Members of congress, especially Congressmen Godwin, Small and Robinson, have been untiring in their efforts to secure the nitrate of soda for Carolina farmers. They were ably assisted in this work by Representative Lever, of South Carolina. The loss of the vessel and cargo is a serious handicap to the farmers of the state, because in many instances they will be unable to secure the fertilizer from private concerns even at a higher price than the government had contracted to supply their demands.

Both Representatives John H. Small and Hannibal L. Godwin announced today their intention to urge upon the war department the strategic importance of the coast section of North Carolina when the department begins the location of additional aerial coast patrol and aviation stations on the Atlantic seaboard.

Secretary Baker in a recent communication to the house committee on appropriations, disclosed the purpose of the war department to construct 13 new aviation patrol stations on the Atlantic coast. The visit of German U-boats was partly responsible for this plan, and hereafter the war and navy departments intend to co-operate in a patrol that will embrace the aid and the water.

With a shipbuilding plant at Wilmington the coast of North Carolina becomes doubly important from the standpoint of protection. Representative Small said today that the coast line of the state is of sufficient importance and length to justify the location of two of the new stations in North Carolina and that one at least should be located there. Representative Godwin, whose district also comprises coast territory, will apply to the war department for consideration of North Carolina claims, and Representative Hood, now ill, will probably present the claims of his district by letter.

The new patrols will cost more than \$1,000,000 each, but only about six to eight weeks is required for construction.

(Continued on Page Nine.)

ANOTHER SUBMARINE IS REPORTED OFF COAST

Steamer Claims She Was Chased Off Sandy Hook by a U-Boat

An Atlantic Port, June 20.—An American steamer arriving here today from a Central American port, reported that at 4 p. m. yesterday afternoon 180 to 200 miles south of Sandy Hook she sighted a submarine and was pursued by the U-boat.

The captain said that he put on full speed, zigzagged and escaped by out-distancing the U-boat. His ship carried 57 passengers.

This is the first report of the appearance of a German raider so far north since ships were sunk by submarine attacks off the Jersey coast in the latter part of May.

Off South Carolina. "A Gulf Port, June 20.—A coastwise passenger steamer which arrived here late yesterday, encountered a German submarine at 1:35 p. m. last Saturday off the coast of South Carolina. It was warned today, but made good her escape because of superior speed and her wireless calls for help, which apparently forced the submarine to give up the chase. Officers of the steamer sighted the submarine as it came to the surface less than a mile off the port bow. It started full speed for the ship, at the same time diving. The steamer immediately was put on a zigzag course and when the submarine came to the surface again it was near, but for some reason did not fire. Wireless calls for help were being sent out rapidly and the U-boat quickly gave up the chase, apparently fearing the appearance of patrol vessels. Only two passages were aboard the steamer.