

## AUSTRIAN EFFORT TO EXTEND FRONT AGAIN HALTED BY ITALIANS

Invaders Meet Defeat in Drive on Montello Plateau

LITTLE PROGRESS MADE

American Aviators Are Now Actively Engaged Along the Piave Front

BIG STRIKE IN VIENNA

Berlin Claims German Troops Penetrated the American Trenches at Seicheprey—Proven False

Stout Italian resistance has again stopped the Austrians in their efforts to extend their front on the Montello plateau, the keystone of the Italian defense on the Piave river.

Official announcement is made at Rome that the Austrians were defeated in a drive yesterday on the northeastern section of the plateau and that only on the south were they able to make any progress whatever. The enemy was able to cross the Monte Belluna-Susegana railway at several points near Urvessa station, but even at this point was promptly stopped.

Nervesa is a village on the west bank of the Piave on the extreme southeastern point of the Montello plateau. The railroad mentioned is not shown on military maps and probably has been built quite recently. On the north and west, the plateau slopes up steeply to wooded heights, while on the south are lowlands similar to those farther down, where the Austrians have been checked by the Italian defense. As the Austrians have some days held positions near Nervesa, the result of their last attack is apparently insignificant.

American aviators are now actively engaged on the Piave front. It was announced early in the week that they were on their way to the battle area and it is reported they have featured their arrival by participating in a bombing expedition against the bridges the Austrians have flung across the river. They were successful in damaging a bridge and their work satisfied the commander of the Italian aerial forces under whom they are fighting.

Raiding operations are reported on the British front, while the French have improved their positions on the front to the southwest of Soissons.

Heavy rains are reported in the mountains and these may add to the torrent in the Piave which already has washed away many bridges. With the flooded river behind the enemy the Italian counter attacks are gaining in strength in an effort to wipe out or capture the troops which have crossed the Piave and have been unable to advance into the Venetian plain.

Riots are reported in suburbs of Vienna and 100,000 workmen in important war manufacturing there are on strike. The situation apparently is growing beyond control of the civil authorities and martial law in the Austrian capital is not unlikely. The workmen continue to demand more bread and the agitation is spreading.

Advices received in neutral countries are to the effect that the present trouble is the most serious the Austrian government has faced and is causing grave apprehension. Germany appears unable to help because it is faced with a serious food situation itself.

Sub-normal fighting activity continues generally on the front in France and Belgium. The American troops appear to be the only ones who are busy and the actions which have occupied themselves have not been extensive.

West of Montdidier American troops in a short and desperate engagement have cleaned out German trenches and machine gun nests at Cantigny. Most of the Germans who remained to fight the Americans were killed while a number were made prisoner.

Berlin officially claims that German trenches have penetrated the American trenches at Seicheprey. The falsity of this report is shown by a dispatch from the American front which says that the "penetration" was only an attempt made by 60 Germans. Announcement is made of the torpedoing in the Mediterranean of the French transport Santa Anna with the loss of 638 lives. The vessel was sunk on May 10 and 1,512 of the soldiers and native workmen on board were saved.

## CONDEMN KAISER AND HIS METHOD

Semi-Annual Meeting Textile Association Convened

SESSIONS AT SEASHORE

Initial Session of Patriotic Nature—Annual Address by President Davis

WELCOMED BY MOORE

Southern Mill Men Willing to Give Their All Toward Winning War on Kaiserism

"For duplicity, hypocrisy, treachery and treason, the Germans stand pre-eminent among the animals of the world; as a cold-blooded bunch of murderers and a hot-blooded crowd of rascals they stand without equals in all the annals of mankind," declared President J. M. Davis, of Newberry, S. C., in his annual address before the opening session of the semi-annual meeting of the Southern Textile Association, convened in the assembly hall of the Seashore hotel, Wrightsville Beach, this morning at 10 o'clock, for a two-day session. Continuing, Mr. Davis said:

"The Hun, gentlemen, is a beast, a depraved human being, degenerated into a brute, and Germany stands today as the outlawed nation of the earth. Their principles, the doctrine taught their young from the cradle, is the pulsations of the black heart that forces putrid blood through the arteries of the German empire. Germany and the Kaiser have been condemned at the bar of public opinion and what a multitude of sins they stand charged with; what a legion of witnesses appear against them; ravished maidens and murdered babes, broken, bleeding slaves from France and thousands of Armenians, murdered for their faith, all cry out for justice. Out of the sea cold, clammy hands from the Lusitania stretch forth and demand justice," he continued, "and justice they shall have." His address was concluded with a recitation of F. D. Amburg's famous poem that was published in The Silent Partner.

The opening session found seven states represented and the spacious assembly hall filled to overflowing. The meeting was opened with prayer and the singing of the first stanza of the national anthem. The address of welcome was by Roger Moore, former president of the Rotary club, and the response by J. H. McDowell, of Greensboro, who said that the only objection in coming to Wilmington and the beach was the unusual amount of will power that must be attached to a railroad ticket to get the delegates back home again.

Mr. Moore assured the delegates that Wilmington was delighted to have them here; that the city and Wrightsville Beach felt honored in their decision to return here at last year's convention and he urged the mill men to bend every energy toward doing these things that tend toward an early victory against Prussianism. He spoke of the vast number of handbags that are being turned out by the mills of the south and he urged the importance of thrift and the sale of war savings stamps, urging the mill heads to bend their energies toward selling stamps to their employees. He concluded with a statement of pride as to what Wilmington is doing; building steel, concrete and wooden vessels here, something that is not being done in any other city in the country. His concluding plea was that Wilmington be made the annual meeting place of the convention.

In reply, Mr. McDowell pledged every member of the association to every night and day to load these ships that are being built in Wilmington, declaring that with God's help the Hun should never set his mailed heel on America's fair shores. Pointing toward the great American flag draped across the back of the hall and which moved slightly in the gentle breeze stirring, he declared that its folds should never trail the dust if it took every penny the mill men of the south possessed, and every drop of blood that flowed in their veins. "Our millions of spindles will be kept busy to prevent a Hunnish victory," he cried, "and when we realize that we can serve the nation better in another way than our spindles will cease to move and we will stand ready to give the service required of us." He stressed the fact that as a mill owner and controller is not seeking to make money today; that he is

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## GEN. FOCH SEEMS TO HAVE SOMETHING JUST AS GOOD

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## AMERICAN AIRMAN IN FRANCE MISSING

Lost After An Unequal Fight With 4 German Machines

THOUGHT HUNS BRITISH

Baylies Was Attacked by All Four German Planes at the Same Time

MACHINE CAUGHT FIRE

Member French Flying Corps Fell Six Miles Within German Lines and Fate Is Unknown

Paris, June 21.—The leading American ace in the French flying corps, First Lieutenant Frank L. Baylies, of New Bedford, Mass., is missing after an unequal fight with four German machines.

On June 17 Lieutenant Baylies, with Sergeants DuBouquet and Macari, of the Stork escadrille, had finished several hours' patrolling and were about to return at twilight when they sighted four single-seater airplanes. They paid little attention to the other machines, believing them to be British.

It turned out the machines were German and all of them attacked Baylies simultaneously.

The enemy had the advantage of position and number, but Baylies put up a game fight. He attempted to take the offensive, but his machine caught fire and fell after a few moments, about six miles within the German lines.

Sergeant Macari thinks that Lieutenant Baylies may have had a good landing if he escaped death in the flames of his burning machine.

From February 19, 1918, up to June 7, Lieutenant Baylies had gained 12 aerial victories. On June 1 he was awarded the cross of the legion of honor and he had been cited in French army orders several times. He was 22 years old.

Joining the American field ambulance in February, 1916, Baylies served in it in France, Serbia and Macedonia. Rejected for the American aviation corps because of defective vision he was accepted by the French army and rapidly gained a reputation as an intrepid and successful aviator.

Shorty Brown Confesses.

Moultrie, Ga., June 21.—"Shorty" Brown, the negro held in jail at Jacksonville, Fla., in connection with the recent killing of Hampton Smith, a farmer and the wounding of his wife, at Barney, in Brooks county, has confessed, according to the authorities here, and has implicated still another negro in the affair, Simon Shuman, of near Morven. Shuman has been arrested and lodged in the Brooks county jail at Quitman.

## BIG AMERICAN SEA AND AIRPLANES TO CROSS OCEAN SOON

AGREES TO CONFERENCE.

Washington, June 21.—Word reached the state department from the Spanish ambassador at Berlin that the German government has agreed in principle to a conference with representatives of the United States to discuss the treatment, welfare, and exchange of prisoners.

## AMERICANS HOLDING 38 MILES OF FIGHTING FRONT

No Thought of Cutting Down Movement of Troops Across Sea

Washington, June 21.—American soldiers are now holding the fighting line for a distance of 38 miles on the western front, and according to information given members of the house military committee today at the weekly conference with Secretary Baker and General March, chief of staff.

This mileage is held by "all American" forces under command of American officers, located at six different places along the fighting line. Other Americans are at the front with British and French units.

Members of the committee were told again that there was no thought of diminishing the movement of troops across the Atlantic because of the operation of U-boats on the American coast.

After the conference Representative Caldwell, of New York, said as far as America is concerned "the war will begin next September," by that time materials now being manufactured will be ready in great abundance for making the presence of American troops felt by the enemy, and the great fighting planned for United States soldiers will have begun.

Fighting on the Italian front was discussed and military authorities declared it has not reached a stage to be considered serious for the allies.

Members of the committee said a sufficient number of rapid fire guns now is being manufactured here to and that the output will be increased to supply the needs of American troops as needed.

## DENTISTS TO ELECT OFFICERS TONIGHT

This morning's session of the sixty-fourth annual convention of the North Carolina Dental association, in session at the Harbor Island auditorium, with headquarters at the Oceanic hotel, Wrightsville Beach, was featured with chart and clinic work and the same nature of business is claiming the attention of the delegates this afternoon. The convention will be brought to a close this evening with the election of officers and selection of next year's convention city.

## FOOD CONDITIONS IN GERMANY WORSE

Great Discontent Owing to Reduction of Bread Ration

GRUMBLE MEANS FIGHT

"People Will Pay 100 Marks For Sick Dog to Eat," Popular Saying

RESENTMENT IN AUSTRIA

Food Situation in the Country Is Intolerable and Demand Aid at Once—Protests Are Raised

London, June 21.—Food conditions in Germany are becoming worse and there is great discontent there owing to reduction in the bread ration, according to a Dutchman interviewed by the correspondent of the Times at The Hague. The Dutchman had just returned from working in the Krupp's plant at Essen, which he left because of food conditions. The German people, he added, feared to grumble openly lest they be sent to the front.

The correspondent says that the testimony corroborates what he has heard from many other witnesses, and adds:

"One popular saying is that the people will pay 100 marks for a sick dog to eat."

"The war is becoming very unpopular among the workers, but the feeling ebbs and flows with the tide of Germany's success, and the English are equally cursed."

In Austria London, June 21.—Further information confirming reports of intense resentment and excitement in Austria over the reduction of the bread ration is quoted from Austrian newspapers by the correspondent of the Times at The Hague.

Among subsidiary causes of the anger is the fact that notification of the reduction was not made until noon Monday, although it had been enforced from early that morning, when food and other necessities were rationed. Premier Seydler is accused by the socialist Arbeiter Zeitung of Vienna of producing a disastrous situation by favoring the agrarians and traders. It says the situation could certainly have been prevented. The paper rails against Germany and Hungary and tells the authorities they must immediately draw the attention of those countries to the fact that food conditions in Austria are intolerable and demand necessary assistance. It adds:

"The Austrian population cannot starve while Germany and Hungary have tolerably adequate rations. The Austrian government must be placed under tutelage, even matters relating to the food supply. It has deserved to be subject to guardianship, but the population must not be punished with starvation for the failure of the government."

The weekly food ration in Austria, the Daily Mail correspondent at The Hague quotes the Arbeiter Zeitung of Vienna as reporting, is as follows:

"Twenty-two ounces of bread, one pound of potatoes, of which half cannot be eaten; one ounce of black bran mash, one ounce of another mill product; an ounce and a half fat, six and a half ounces of sugar, one egg, seven ounces of meat and a little jam and coffee substitutes."

The Vienna newspaper says that the meat allowance is obtained "if the applicant waits all night for it."

## TWO MECKLENBURG MEN ARE AMONG CASUALTIES

Large Number of Southern Men in Marine Corps Casualty List

Washington, June 21.—The marine casualty list issued today contained 127 names, divided as follows:

Killed in action . . . . . 10

Died of wounds . . . . . 10

Wounded severely . . . . . 198

Southern men in the marine corps casualty list are:

Killed in action: Privates Louis E. Lee, Nashville, Tenn.; Arthur B. Sawyer, Key West, Fla.

Died of wounds: Privates Joseph L. Orr, Matamoras, N. C.; Arthur D. Sims, Memphis; George R. Gerard, Nashville, Tenn.; Donald M. Blankenship, Rome, Ga.

Wounded severely: Privates Charles H. Woodbury, Norfolk, Va.; George M. Cortez, New Orleans; Charles E. Dill, Elton, Ga.; Clarence E. Curtis, Round Lake, Fla.; William E. West, West Station, Tenn.; Corporal Oliver Parker, Centerville, Ala.; Privates Leslie C. Daniels, Waverly, Tenn.; Lee H. Crawford, R. F. D. No. 2, Macon, Ga.; Sergeant Harvey C. Graves, Blacksburg, Va.; Gunner Sergeant Oscar E. Jordan, Ore Hill, N. C.; Private David E. Brown, Chamblee, Ga.; Corporal Eugene McCord, Charlotte, N. C.

## NO COAL FAMINE FOR NEXT WINTER

Shipping Board to Supply Fuel to Eastern Cities

RECEIVE WOODEN SHIPS

New Plan Will Release Thousands of Railway Cars Each Month

WILL USE MISSISSIPPI

Great Era of Prosperity Ahead For Cities on South Atlantic Coast—Growth and Prosperity

By FRANK P. MORSE.

Washington, D. C., June 21.—Notwithstanding the gloomy reports of another disastrous coal famine predicted for next winter by the mine operators there is good reason to believe that the shortage will not seriously affect cities on the Atlantic coast. The Washington government, through the United States shipping board, is arranging to put into operation before the end of the present summer an emergency relief measure that, eventually, will become a permanent means of supplying fuel to the big manufacturing centers in eastern and southeastern states.

In response to an appeal from Director General McAdoo, the railway administration will receive the entire output of the wooden shipyards this year and next. The first fleet of these emergency ships will be assigned to regular runs between the tidewater district of Virginia and ports in New England that are within motor-truck distance of the big munition plants.

The first result of this arrangement will be an elimination of the diversion of coal from Baltimore, Philadelphia and New York to the war factory districts of New England. Last winter a great many industries in the big Atlantic coast cities were crippled by the fuel famine, although trainloads after trainloads of coal from Pennsylvania, Virginia and West Virginia passed through en route to New England, where the coal shortage was most disastrous to the war program.

The new arrangement for the transportation of coal to New England by coastwise vessels will release thousands of railway cars each month. Short runs will be made between Norfolk, Newport News and the nearest coal fields, and a large percentage of the car surplus thus brought into existence will be utilized to carry coal to factories in Philadelphia, New York and Baltimore that are now seriously alarmed by their inability to obtain an adequate supply of fuel for the coming winter.

Although the requisition of wooden ships by the railway administration is now discussed merely as an emergency relief measure to avert a coal famine along the Atlantic coast, it is, in reality, the beginning of an era of great prosperity for every port city in the United States. The shipping board is prepared to release to the railway administration the entire fleet of 400 wooden ships now building throughout the country and to supplement these more fragile carriers with steel and concrete boats as soon as the government's requirements for trans-Atlantic service are satisfied.

It is entirely within the facts to say that the day of heavy freight shipments between the heart of the United States and the cities on the Atlantic coast is rapidly nearing an end. The government is making arrangements to utilize New Orleans as a tapping point for non-perishable freight from all points in the Mississippi valley. These shipments will be handled down the Mississippi river in barges and transferred to steamers for re-shipment to Boston, New York, Philadelphia, Baltimore, Norfolk, Wilmington, Charleston and Savannah. Unless the time element is imperative the railway administration will refuse to handle heavy freight by rail if it is possible to provide coast boat service.

As a result of this new view of the transportation question all important port cities on the Atlantic and Pacific coasts will enter upon a new period of rapid growth and increasing prosperity. In addition to the domestic commerce it is not the aim of the railway administration to divert a big percentage of overseas shipping that has gone by long rail hauls to New York and Boston and reroute it via Philadelphia, Hampton Roads, Wilmington, Charleston and Savannah to European and South American ports. The determination of the railway administration to put an end to railroad congestion in the United States will make tremendous additions to the business activities of southern coast cities.

Jap Aviator Killed.

Paris, June 21.—Sergeant Kobayashi, the Japanese aviator in the French service, has been killed in an aerial battle. He was fighting against a number of enemies when his machine was set on fire by an incendiary bullet. He jumped from his airplane at the height of about 3,000 feet and fell behind the French lines. Lieutenant De Turanne has brought down his tenth enemy plane. Lieutenant Madon has brought down his 34th.