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RAILROAD STRIKE IS AVERTED.

Railway Managers Advise President Wilson's Mediators That They Will Not Permit Possibility of Obstruction of Transportation in United States With National Crisis Precipitated and Leave Adjustment of Difficulty to Peace Makers. Trainmen Will Benefit Whether or Not Adamson Law is Declared Constitutional.

New York, March 19.—Shortly after 2 o'clock this morning Secretary Lane announced that the threatened strike of railway employees had been averted, confirming an announcement made by an official of the conference committee of railway managers that the strike had been declared off.

The conference committee of railway managers early this morning authorized President Wilson's mediators to make whatever arrangements were necessary with the railroad brotherhoods to call off the threatened strike.

The formal letter in which this authorization was made, signed by Elisha Lee, chairman of the managers' committee was as follows:

"In the national crisis precipitated by events of which we heard this afternoon the national conference committee of railroads join with you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operation of the railroads of the country will be hampered or impaired.

"Therefore you are authorized to assure the nation there will be no strike and as a basis for such assurance we hereby authorize the committee of the council of national defense to grant to the employees who are about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operations of the railroads as an indispensable arm of national defense."

The decision reached by the managers at their midnight conference means that the brotherhoods have won an important victory although it does not bring them all their original demands.

By the agreement it is assumed they will be awarded pro rata time for over time on the basis of an eight hour day which they have been assured.

Their original demands called for time and a half for over time on the same basic day.

The managers left the conference room at 2 o'clock but the brotherhood chiefs remained in conference with the mediators.

The managers headed by Elisha Lee, returned to the conference room at 2:20 and Secretary Lane sent for the newspaper men.

Secretary Lane issued this statement: "Regardless of the decision of the supreme court on the Adamson law the basic eight hour day will go into effect."

"The details are being worked upon by a joint committee which will have its negotiations completed by noon," Mr. Lane said.

The men will get their present ten hours pay for eight hours work under the agreement. These concessions on the part of the managers are virtually what the employees contended they would gain under the Adamson law if it were declared constitutional.

Immediately after Secretary Lane had made his announcement the brotherhood leaders sent telegrams to all the general chairmen informing them that the strike had been declared off.

The announcement of the managers that they had yielded apparently came as a surprise to the brotherhood chiefs for they were in bed when summoned again to the conference room.

Earlier in the evening there had been a distinctly pessimistic feeling as to the prospect for averting a strike. Up to that hour the railroads had refused to make the concessions granted and the brotherhoods had stood fast to their determination to strike unless they won their demand either by the supreme court declaring the Adamson law valid or by their employers granting them the eight hour day.—Associated Press.

The return to their fatherland of thousands of exiled Russian political suspects is expected to be of the immediate results of the Russian revolution. A large colony of refugees from the Russian Empire is in France, many of them serving in the foreign legion.

VIRTUALLY IN STATE OF WAR.

The Ruthless Destruction of American Vessels by German Submarines Has Brought About Such a State That War is the Only Solution.

For months and months the people of the United States have been hoping against hope that war with Germany might be avoided. That hope is at last wholly shattered and the breach between the two nations has grown wider and wider until it cannot be bridged over. The following paragraphs from a Washington dispatch in yesterday's papers tells the story:

"With the announcement of the ruthless destruction of three unarmed American merchant ships by the submarines, it was unofficially admitted here tonight that virtually a state of war exists between the United States and Germany.

"Technically the United States remains in a position of armed neutrality. Whether this shall be changed before April 16, the date fixed for a special session of Congress, the war-making branch of the government, President Wilson has not decided.

"One step the President is contemplating is a call for an immediate session of Congress to hear an address asking for authority to adopt aggressive measures against the submarine menace.

"Already American ships are being armed to defend themselves. The next move must be to send warships with orders to seek out submarines and clear the trans-Atlantic lanes.

"Some of the highest officials of the government hold that the executive has the power to declare that a state of war exists and to proceed with aggressive protective steps pending the assembling of Congress. There is no indication, however, that the President will follow that course.

"Of the three ships destroyed, two were unloaded and homeward bound and all were American built, American owned and officered and manned largely by American citizens. Meager dispatches indicate that all were sunk with complete disregard for the safety of those on board, and that many of the crew may have been lost."

Eldridge-Buttler.

Last night at 10 o'clock, at the home of the bride's parents, Mr. and Mrs. W. E. Butler, Miss Clara Buttler, was married to Mr. James Eldridge in the presence of a few intimate friends and relatives. The ceremony was performed by the bride's pastor, Rev. J. M. Waters, of the Christian church. The plans had been kept secret and only a few friends of the couple knew of their intentions and the announcement will come as a surprise to many. They left on the midnight train for Washington, Baltimore and other northern cities. After ten days they will be at home at Hopewell, Va., where Mr. Eldridge is manager of a garage.

Mrs. Eldridge is the youngest daughter of Mr. and Mrs. W. E. Butler and has many friends here who wish for her much happiness. The groom is native of Johnston County and is well known in Dunn.—Dunn Dispatch.

The Sunday School Campaign.

It is to be hoped that all those interested in the Sunday school work will attend the Sunday school meetings to be conducted this week by Mr. E. L. Middleton, the State Sunday School Secretary for the Baptists. He begins Wednesday night at Clayton and will be at Baptist Center Thursday, at Smithfield Thursday night, at Blackman's Grove Friday and at Benson Friday night; Saturday and Saturday night at Micro. The program for next Sunday has been changed. He will deliver an address on the Sunday school work at 11 o'clock at Hephzibah church and at Sardis church at 3:30 o'clock. He is an interesting speaker and one of the best informed Sunday school men of the State. Those interested in Sunday schools of all denominations are cordially invited.

The Charlotte Knitting Company, a new concern, has been incorporated by J. H. Cutter, George B. Hiss and R. J. Walker. They are the sole stockholders and will be the officers to be selected at a later meeting. Authorized capital is 125,000, with ample monies paid in to purchase property and inaugurate operations.

THREE AMERICAN SHIPS SUNK.

German Submarines Get In Deadly Work. City of Memphis, The Illinois and the Vigilancia, All Merchant Vessels Victims of Germany's Ruthless Warfare. The City of Memphis Sunk by Shell Fire, Vigilancia Was Sunk Without Warning.

Three steamships flying the American flag have been sunk in Germany's unrestricted submarine warfare, says a New York dispatch published in Monday's Baltimore Sun. Their total gross tonnage was 14,587.

Cable dispatches from London indicate 22 men of the crew are unaccounted for.

The freighter City of Memphis, with about 50 Americans and 9 others, was sunk by gunfire. Fifty-nine have been landed and the other eight are missing.

From the freighter Vigilancia 14 men are missing, the others having been saved. She was sunk without warning.

The tank steamship Illinois was sunk and her crew saved.

The City of Memphis and the Illinois were on their way to America, carrying no cargoes. A patrol boat has gone in search of the missing members of the City of Memphis's crew.

The City of Memphis, valued at \$600,000, weathered safely many adventures in European waters on previous voyages since the war began.

Owned by the Ocean Steamship Company, commonly known as the Savannah Line, the City of Memphis, of 5,252 tons gross, sailed from New York January 23, carrying 9,653 bales of cotton valued at \$600,000. This she delivered at Havre, France, and was on her way home in ballast when sunk.

Her captain was L. P. Borum, of Norfolk, Va., where he was born of American parents.

The Vigilancia sailed from New York February 28, for the Azores and Havre. The ship was plainly marked as an American vessel with flags painted on port and starboard bows and with her name and hailing port of New York on both sides in letters five feet high.

It is understood that the cargo, consisting in part of provisions, was valued at nearly \$750,000 and the ship at more than \$1,000,000.

The Vigilancia registered 4,115 tons gross. She was 329 feet long, 45 feet of beam and was built at Chester, Pa.

The Illinois was a tank steamship owned by the Texas Company of New York. She sailed from Port Arthur, Texas, February 17 for London. Marine records do not chronicle her arrival at or departure from London.

The Illinois was of 5,225 tons gross. She was 390 feet long, 52 feet of beam and was built in Newport News, Va., in 1913. Her master was Captain Iversen.

The City of Memphis had the stars and stripes painted on both sides. She encountered a submarine about 5 o'clock Saturday evening. The German commander ordered the captain to leave his ship within 15 minutes.

The entire crew entered five boats and the submarine the submarine then shelled the ship and fired a torpedo, which struck the vessel on the side, tearing a great hole through which the sea poured. The steamer settled down quickly and foundered within a few minutes.

During the night the boats became separated and at 4 o'clock Sunday morning three boat crews were picked up by a patrol vessel and landed. These boats contained 33 men, mostly Americans. All the officers were Americans. The officers believe that the other boats will be reached.

Third Engineer Thompson in an interview with the Central News, said that the submarine fired a warning shot for the steamer to slow down and subsequently signalled for her to stop and for the crew to abandon the ship.

Ten or 11 shells were fired at the vessel, which began to sink. Then followed a terrific explosion, which caused the vessel to tremble all over and within 20 minutes she sank, stern first. The crew suffered a great deal from exposure during the night.

Rev. Jno. A. Wray, of Oklahoma, has been called to the pastorate of the First Baptist church at Monroe. Mr. Wray is a native North Carolinian and was educated at Wake Forest.

STRIKE WOULD MEAN BIG LOSS.

Would Cost \$60,000,000 To \$75,000,000 a Day, Is Estimate, Should Railroad Strike Go On, Also Entail Great Suffering. Fuel Problem Even More Serious Than Food Question. Paralysis of Industries One Result.

The people of the United States are rejoicing greatly over the averting of the railroad strike which was ordered for Saturday. In order that one may get some realization of what a great railroad strike would mean to the country, we are giving herewith an article sent from Washington and published in Saturday's Baltimore Sun:

American industries, business and labor would suffer the appalling loss of between \$60,000,000 and \$75,000,000 a day should the railroad trainmen carry out their threatened strike and completely tie up the nation's transportation system for any length of time, according to an estimate of a member of the Joint Congressional Committee named last summer to investigate the country's railroad problems.

The inauguration of a nation-wide railroad strike at this time, it was pointed out, would cause more suffering than it would have brought last August and September. Every city is now confronted with a shortage in the coal supply, and coal is needed to heat the homes of millions of people living in the cities. Last September the fuel situation would not have been so critical on account of weather conditions and because numerous cities then had on hand a considerable surplus of fuel.

There are many who declare the fuel shortage is pregnant with more danger than a possible food shortage. There are today practically no cities in the country which have a supply of fuel to carry them more than four or five days. The discontinuance of the coal supply would mean the cutting off of gas and light for cooking purposes. This time of the year is known as the "grippy season," and the people in the Northern States would be confronted with epidemics of colds which would likely develop into pneumonia and cause thousands of deaths and intense suffering. In addition, many cities depend upon coal to operate their water systems, and a breaking down of a community's water supply means stagnation of the sewerage systems, carrying with it the possibilities of typhoid epidemics. A prolonged strike, it is declared, will force thousands of American factories to shut down because they could not get fuel and raw material. The closing of industries throughout the country would throw out of employment America's army of workers, running into millions, with the loss of their wages. Limited supplies of food, it was pointed out, cannot be collected in the adjacent country districts and brought to the cities in auto trucks, but fuel must be transported long distances.

When the railroad strike was threatened last August and September, Chicago had only three days' supply of coal to run its water pumping stations. The big packing industries of that city, which carried in their cold-storage warehouses meats to the value of more than \$100,000,000, only had one week's supply of coal to operate their cold-storage plants. In nine days, it was estimated, this \$100,000,000 worth of meat would have spoiled. It was calculated that California had on hand last September more than \$150,000,000 worth of fruits, which would have been lost for lack of cold storage facilities and want of an immediate market.

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GENERAL NEWS.

When the North Dakota Legislature passed the bill granting presidential suffrage to women, President Wilson sent a congratulatory letter to Governor Frazier, a part of which was: "My interest in the extension of suffrage to women, as you know, is very great, and I feel that every step in this direction should receive the most cordial endorsement and recognition."

The new firms of British dye manufacturers have made enormous profits since the beginning of the war. The report of one of them shows that the value of its shares has risen from eight shillings to 60 pounds. The value of the stock held by one stockholder who was declared bankrupt before the war, he owning 2,500 pounds, jumped to 85,000 pounds. Before the war the stock was worth about 700 pounds.

A woman is to be prosecuting attorney against another woman, charged with murder, for the first time in the history of Ohio and perhaps of the United States. Miss Antin, of Toledo, is the attorney and will try Mrs. Evelyn Marleau, charged with shooting a man said to have insulted her. Miss Antin is 22, a graduate of Ohio Northern University and is one of the first women prosecuting attorneys in the country.

It is reported that on Sunday, March 11, the Germans brought down 16 allied aeroplanes. Lieut. von Richthofen disabled his twenty-sixth plane near Vimy, Lieut. Baldamus his twelfth east of Rouvrou and Lieut. Pfeiffer his ninth east of Bersieus. Boelcke's air squadron on the same day brought down its hundredth machine, which, the press bureau observes, "proves that the spirit of this famous flier still survives among his comrades."

The special Senate session, which began March 5, adjourned sine die Friday after Democratic leaders had secured confirmation of most of the 1,400 nominations which failed at the last session and had despaired of attaining ratification of the \$25,000,000 Colombian treaty. The treaty, despite repeated urgent requests from President Wilson that it be ratified, was unexpectedly withdrawn on motion of Chairman Stone, of the Foreign Relations Committee.

After many months of hammering at the German lines in the Somme sector, the British armies at last have captured Bapaume, considered the first and perhaps the main objective in the long British advance in that sector. At the same time the towns of Le Transloy and Achiet-le-Petit and several other villages also were taken. General Haig's troops entered Bapaume Saturday morning after severe fighting and found the town in flames, the Germans having fired it.

The annual report of the Bethlehem Steel Corporation for 1916 has been published showing a total income of \$61,717,309, an increase of \$36,845,901 over last year. The net income amounted to \$43,593,968, which was an increase of \$25,831,155. The balance available for the common stock after all charges were paid was equivalent to 286.30 per cent. The company ended the year with orders on its books valued at \$193,374,248, which compares with \$175,432,895 on December 31, 1915. Bonus payments in 1916 amounted to \$5,000,000, or 7.57 of net earnings, compared with \$2,000,000 in 1915.

Frightfulness Fails.

The British Board of Trade's announcement that during the month of February the value of Britain's imports increased by \$18,060,000 and her exports by \$4,760,000 does not speak very well for the efficiency of unrestricted U-boat frightfulness. It becomes more and more evident that Berlin is resorting to the old expedient of trying to convince itself of the success of its latest drive to win the war by repeating over and over again the boast that it is succeeding. The boast, unfortunately for Berlin, does not jibe with the facts.—New York Evening Sun.

Thomas Thomas, former cashier of the Bank of Beaufort, has been sentenced to the penitentiary for a term of two years. Thomas had submitted to the charge of making false entries in his accounts. He had used much of the bank's money but his friends and relatives had made good the shortage. An effort will be made to get Governor Bickett to pardon him.

THE MAKING OF A CAREER.

President E. K. Graham Before a Large Audience in Charlotte Advises Hearers to Seek a Great Career, but Consider Its Nature Before Entering Upon It.

(Charlotte Observer.)

In one of the most inspiring and helpful addresses ever delivered before a Charlotte audience, Dr. Edward Kidder Graham, president of the University of North Carolina, spoke to a large gathering of men at the Y. M. C. A. Sunday afternoon, on "The Making of a Career."

"Men, seek to make a great career for three reasons; first, for practical reasons, to obtain bread and money, and other things necessary to life; second to obtain power and position in things pertaining to the world, and third, to liberate things in nature."

These he remarked can be applied to men in all professions. Lawyers seek a great career, first, to obtain money as a means to an end; second to obtain political power, and third to justice, as protection to the innocent. Men seek a great career in medicine, first, as a quack, to obtain bread and money, for undeserved service; second for science, and third in order to render service looking after the health of his fellowman. Men seek a great career in business, first to get riches, from a selfish nature; second to gain power and master the laws of business, and third for the economic health of the world.

In education men seek a great career, first to obtain a degree; second in order to obtain power and position, and third to learn the nature of things. Men seek a great career in Government, first to become kings, by heredity; second to become kings by the power of the conqueror, and third to let the Government rest on the people, which was the discovery of the fathers of our Nation.

Referring his hearers to the passage in the Bible, of the temptation of Christ by the devil, he advised his audience to follow the example of Christ in making a great career. As Christ listened to the proposition offered by the devil, weighing it and ascertaining the principle of it, he declared that when propositions which offered great careers, were offered men of today, that they be weighed out, and the principle considered before accepting, and if, as in the case of Christ, evil must be done to accomplish that great career, follow His example.

"It is not the question of what that proposition will do, but what is its nature," continued the speaker. "It is not the position that makes a great career, but what is made of the position. Columbus discovered America by sailing across the Atlantic; a great career made, by a large position; but a man may sit in his study and discover a universe, a greater career, made by a small position. A great many people in America were unconscious of the human, breathing people in England and Europe until the war brought the knowledge to them."

"The careers which many men are satisfied with, reminds me of the parcel post map," he continued, "the map is divided into several sections surrounded by circles. Men are placed in the smallest circle, all trying to jump out of that circle. Some jump to the outer end of the farthest circle. Some jump to the half-way circle, and many remain in the center of the smallest circle." He advised his hearers to be satisfied with their present careers, but to always seek something greater, not to remain in the center of the smallest circle, nor jump to the outer edge of the largest circle.

"There are only three things in the world," said Doctor Graham; "first, God; second, nature, and third, the individual soul of man."

He declared that men should observe Christian ways, because they are the sons of God. To the question of how man has come to realize that sonship, he asked as the answer, "How do men come to realize they are the son of an earthly father?" "To obtain a truly great career, the leadership of Christ should be judged," he said. "To judge Christ man must consider; the men He has mastered, the truths He has liberated, the sorrows He has allayed, and the civilization He has strengthened."

The public schools of Morganton have closed for a few days on account of coal famine.