

GERMAN AND RUSSIAN EMPERORS SEE GREAT BATTLE IN FAR EAST

William of Germany and Nicholas of Russia Face to Face on the Battle Front.

DESPERATE FIGHTING

Neither Side Gives Out Any Statement as to Outcome of Terrific Battle Known to be Raging With Unabated Fury.

London, Feb. 7. — With the German and Russian emperors as eyewitnesses, the armies of Russia and Germany are still contending for the positions that protect the Polish capital of Warsaw from the invaders. The Russian emperor has been at Russian headquarters for several days, and the German representative announces that the German emperor has actually visited troops in the trenches. Nothing has been disclosed as to the progress of the battle which when last reports were received was raging with unabated fury.

The Russians, according to Saturday's official statement, had strengthened their positions on the western bank of the Bzura, which they had crossed near its mouth, and captured another German advance point. They also captured a long line of German trenches near Borjowin, which has been the center of most desperate fighting.

Battle in East Prussia.

In East Prussia another big battle is developing. The Germans having sent reinforcements, apparently from their Bzura front to that region. In the Bzura region, while their right is advancing, the Russians are able only to report that their left has checked the German offensive.

"With regard to all this fighting the German official report says: 'No essential events have taken place.'"

Fighting in the West is a repetition of the preceding days. There have been heavy artillery duels and a few infantry attacks in which both sides claim to have gained some ground.

No further fighting in Egypt is reported. The Turkish account of that which already has occurred there refers to an encounter of vanguards and adds that the battles are still in progress. This probably is a delayed announcement.

The Italian report of the return of Baron Burián, the Austro-Hungarian foreign minister from his visit to the German emperor says the Austrian ambassador found the results satisfactory and was not inclined to give Trentino to Italy, and part of Transylvania to Romania as the price of continued neutrality on the part of those countries.

Turkey has given Italy satisfaction for the Hodeida incident. The British consul has been released and the Italian flag saluted.

English refugees from Constantinople declare the former German cruiser Goben, now owned by Turkey, was so damaged by striking a Turkish mine, that it will be impossible to repair her at Constantinople. This virtual loss of Goben reduces the Turkish fleet to a state of inferiority as a fleet based on the Russian Black sea fleet which is about to be strengthened by a new dreadnought constructed at Sevastopol. It is believed that when this ship joins the fleet Russia will attack the Bosphorus and the Black sea coast, while the Allied fleets attempt to force the Dardanelles.

Some Benedict's prayer for peace was read in all the Catholic churches in England and France today.

TURKEY SATISFIES ITALY.

British Consul Returned to Consulate and Italian Flag Saluted.

Paris, Feb. 7. — Friction between Italy and Turkey over the seizure by the Turks of George Alexander Richardson, British consul at Hodeida, Arabia, has been probably ended today, according to a Havas dispatch from Constantinople.

Richardson was brought before the Italian consulate in Hodeida, says the dispatch. The Italian flag was flying over the building and the Turks rendered him honors. Mr. Richardson then left on the auxiliary cruiser Empress of Austria.

The correspondent adds that relations between the Italian consulate and the local authorities of Hodeida again are cordial.

On December 11th the Turkish gendarmes attacked the British consulate at Hodeida and Consul Richardson fled to the Italian consulate. A demand was made for his return.

BAD CONGESTION AT LARGER PORTS

New York, Baltimore and Norfolk Report to McAdoo.

SHORTAGE OF VESSELS

Collector Hamilton at Norfolk States That Warehouses, Sheds and Cars Are Full of Both Foreign and Coastwise Goods.

Washington, Feb. 7.—Secretary McAdoo tonight made public telegrams from the New York, Baltimore and Norfolk customs collectors telling of great congestion of freight because of lack of ocean-going transportation. Dudley Field Malone, the New York collector, told of unusual congestion particularly with respect to grain. "Explanation of this congestion," he reported, "is that export movement cannot be effected because of shortage of tonnage."

The congestion applied to warehouse elevators as well as cars and lighters, he added, but no marked congestion of coastwise trade was discernible. Collector Ryan at Baltimore reported that the Pennsylvania railroad had placed an embargo on grain consigned for export there. The elevators, he said, "were loaded to capacity and there were 4,260,000 bushels of grain on railroad tracks awaiting removal. Otherwise conditions at Baltimore were normal," Mr. Ryan said.

Bad Conditions at Norfolk.

Collector Hamilton at Norfolk reported much congestion of merchandise consigned to both coastwise and foreign destinations. "There are in warehouse and under shed at Norfolk at the present time, he reported, 85,556 bales of cotton valued in Germany at \$5,476,150. There is great congestion in warehouses, under shed and on cars of general export merchandise freight, consisting principally of tobacco, lumber, flour, cotton seed oil, etc.

"The congestion has become so great that in some instances foreign lines have been unable to load their general cargo ships within an immediate week for Glasgow, Liverpool and London and for any combined period of three months have been compelled to refuse offered shipments."

"There is a great and serious interruption to export coal business by reason of the fact that ships are not available. This being especially true in the case of export coal business to Mediterranean, South America and ports on the West coast of Africa. Freight rates out of Hampton Roads to the South American ports have lately been quoted as high as several dollars per ton on coal valued at \$2.70 per ton, making shipments absolutely prohibitive and destroying business."

ENGLAND MUCH INTERESTED IN CONDUCT OF LUSITANIA

Use of American Flag May Bring About an Early Understanding.

London, Feb. 7. — The use of the American flag by the British steamer Lusitania, of the Cunard Line, in its voyage across the Irish sea, has aroused great interest, and although it did not mention this instance specifically, the British foreign office issued a statement dealing in a general way with such usage. It argues that the only effect in the case of a merchantman flying a neutral flag would be to compel a belligerent ship to investigate the vessel's nationality and the character of her cargo before capturing her.

The statement points out also that the Lusitania, which is carrying 1,394 foreign vessels are permitted to use British colors for the purpose of escaping capture. From stories told by passengers on the Lusitania it would appear that the captain of the liner received his instructions to hoist the stars and stripes from the British admiralty. Already he has been warned of the presence of the German submarines.

A Birmingham magistrate, Joseph Sturge, who was returning from a trip to the United States aboard the Lusitania, said that the voyage had been uneventful until the steamer arrived off the Irish coast, on Friday morning. "Then on an intimation from the admiralty," said he, "we hoisted the American flag, which caused some sensation among the passengers. We proceeded under the American colors, but the English flag was hoisted before we reached the landing stage at Liverpool."

Officials here hold strongly to the view that in the use of a neutral flag British ships, bearing neutral passengers, particularly Americans, are fully justified in taking whatever measures are deemed necessary to save life.

London, Feb. 7.—The Swedish steamer William from Baltimore, Sweden, 15th for Trelleborg and Kalmars, Sweden, took refuge in Queenston harbor today from the storm. Several of her crew were injured, her boats were smashed and the bridge damaged.

JAPAN THREATENS MILITARY ACTION TOWARD CHINA TO FORCE DEMAND

Peking, China, Feb. 7.—Japan has threatened military action to force China to meet her recent demands, according to a cable message from the Chinese minister at Tokio. Officials say, however, the communication should not be taken too seriously.

Madrid, Madrid, Feb. 7.—The Spanish Chamber of Commerce has protested against the manner in which Spanish merchandise is handled at some United States ports, especially those of Porto Rico. Modification is asked or at least the same treatment United States merchandise is accorded in Spanish ports.

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Another bill has already been introduced in the Senate authorizing the City to issue bonds in the sum of \$100,000 to take up its present floating indebtedness. In this bill the Market street notes are also included. Why authorize the City to levy a tax to pay these notes and then authorize a bond issue to take them up? The notes and the bonds both carry a tax. Even if the notes bear six percent interest (contrary to my information) and the bonds only five percent interest, what assurance do you have that the holders of the notes will surrender them and take the bonds? Of course, I understand if these Market street notes do not interest you, would you exchange five per cent bonds for them.

Still another bill has been introduced by Senator Cooper authorizing the City to borrow \$100,000.00 and lend the same to citizens for the building of sidewalks and installing water and sewerage connections. Said loans to citizens are to be repaid as may be required by the City Council, but the act requires the citizens to use the funds thus repaid by the Citizens in discharging the City's debt incurred by borrowing the money which it proposes to lend to the citizens. The City's debt is to be covered by a tax. And I apprehend that the next Legislature will be called upon to bond this very indebtedness. Do you not think this conclusion altogether probable? Furthermore, as a business principle, do you think it wise for the Legislature to authorize elective officers to lend public funds to their constituents?

The Carranza agency issued at statement giving the list of original delegates to the Aguas Calientes convention, who either were dead, in hiding or missing, and those who were supporting the various chiefs. The Carranza list claims that out of the total number of more than 150 only 11 now support Villa, 55 are aligned with Carranza, 16 are with Fuallo Gutierrez 25 with Zapata, 27 are unaccounted for, the affiliations of eight are unknown, 4 were killed in battle, 4 assassinated, 2 are in prison, and 1—General Jesus Davila Sanchez—is neutral, though his whereabouts is not given.

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Llorente added that General Angeles had complete control of Monclova, Monterrey, Cullio and San Luis Potosi, and that the advance on Tampico was progressing rapidly.

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STACY WOULD KNOW OF CITY FINANCES

Addresses Open Letter to Councilman Chadwick

AS TO PROPOSED BONDS

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Washington, Feb. 7.—With 21 working bills ahead of the Sixty-Third Congress the fate of the government ship-purchase bill still remains uncertain. Whether it will be held before the Senate until passed or until the gavel ends the session March 4, must be determined by the President and administration leaders. Some definite understanding on this point probably will be reached in a few days. The President is expected to discuss the situation tomorrow with senators who have stood valiantly for the bill through the last week of party rebellion.

Suggestions that Republican senators eventually might yield their opposition in order to take up appropriation bills and let the measure come to a vote, are denied by minority leaders. They insist the bill cannot get to a vote. Democratic senators championing the bill admit the situation is desperate. They realize their insistence on keeping the bill before the Senate will cause a failure of the great appropriation bills. This would make an extra session inevitable.

If it is determined that an effort should be made to pass the appropriation bills by an extra session, the ship purchase bill, in the opinion of some of its staunchest friends, must be withdrawn. Even then there may not be time to pass all the great supply measures. There are fights ahead on the naval and military bills, and the river and harbor bills are certain to provoke a fight.

The Immediate Situation. What ever is decided as the program for the rest of the session, the immediate situation is the pending motion of Senator Clarke, of Arkansas, to recommit the ship bill without instructions. Democratic leaders probably will let the motion reach a vote tomorrow. A roll call is expected to show 48 votes in its favor to 47 against it, with Senator

Mr. D. N. Chadwick, Jr., Councilman of Accounts and Finance, Wilmington, N. C.

My dear Sir:— I wish to obtain some information in regard to the City's finances, in order that I may intelligently act upon the bills already introduced, and those which have been suggested, relating to bond issue.

In the first place, we have already passed an act at this session, validating the City's notes in the sum of \$40,000.00, which were issued for Market street improvement; and, in the same act, authority was given the City to levy a tax with which to pay these notes. It is my information that these notes are non-interest bearing and that they fall due four years after the date of their making. Such are their tenor by reason of the conditions under which they were issued. I should like to know if this information be correct.

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TWENTY ONE DAYS MORE FOR SENATE

Call for Extra Session of Congress is Probable.

SHIPPING BILL FIGHT

If Fight Continued, Appropriation Measures Must be Handled in Extra Session—If Appropriations Passed Fight Lost.

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RATIFY AGREEMENT AS TO COAST LINE

President Kenly and Governor Craig Write

AS TO UNDERSTANDING

Charge of Bad Faith as to Removal of Cases Disproved—Committee Commands Sense of Fairness in Meeting the Situation.

The full text of the correspondence under which the conference was recently held in Raleigh at which a full agreement as between the Atlantic Coast Line and the State in the matter of removal of cases to the Federal Court, detailed in the Raleigh dispatches to this paper, was made public in this city yesterday by Assistant General Counsel George B. Elliott, of the railroad company, together with the letter of Governor Craig to President Kenly, of the company, and the reply of Mr. Kenly to the Governor, ratifying the terms of the agreement.

The correspondence is explanatory within itself and opens with the letter of Mr. Elliott to the Governor, proposing to have the conference with a view to a full and fair settlement of the controversy; the details of the conference as made by the Governor to Mr. Elliott, giving the findings of the committee, and the letters of Mr. Elliott and Mr. Kenly, accepting the terms of the agreement, all of which become now a matter of public record. The letters follow in their order:

Wilmington, N. C., February 6th, 1915. (At Raleigh, N. C.) Honorable Locke Craig, Governor of North Carolina, Raleigh, N. C.

My dear Sir:—In order that the suggestion made by me on behalf of this company may be definitely and clearly submitted to you and the gentlemen who have kindly consented to meet with you in order to determine accurately the facts of the case, the statement of the Board of Directors of the Atlantic Coast Line, under which the Wilmington and Weldon was consolidated with the other roads now forming the Atlantic Coast Line Railroad Company, I beg leave to reduce to writing, in this letter, the statement I have heretofore made to you, and individually to certain of the other gentlemen mentioned.

I have asked, and you have very kindly consented to aid me in securing a meeting of the gentlemen who have the personal knowledge of the facts connected with the introduction and passage of this bill, the object being to ask them to consider the situation as they recall it, and to determine, after mutual discussion: (1) Whether or not a promise was made by any official of the Wilmington and Weldon or the Atlantic Coast Line that the consolidated company would not seek to remove a case to the Federal Court upon the ground of diverse citizenship, the statement I had introduced by Mr. Rountree was enacted into a law; (2) Whether such a promise was made by anyone else, having even apparent authority, on behalf of the Wilmington and Weldon or the Atlantic Coast Line; and (3) Whether the Legislature, in passing this bill, actually relied upon the faith of any such promise, either made or which was understood by the Legislature, to have been made.

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