

THE WEATHER.
Fair Tuesday, warmer east portion;
Wednesday fair, cooler interior.

THE MORNING STAR

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LOST! AN OPPORTUNITY!
The day a newspaper reader fails to glance through the advertising of a newspaper is probably a day of lost opportunity. The Want Ads especially are a mine of opportunities.

GERMAN LIEUTENANT'S PURPOSE WAS TO STOP SHIPMENTS TO ALLIES

Robert Fay Admits He Came to America Through Aid of German Officials

TO BLOW UP STEAMERS
Five Charged
With Conspiracy to Violate Federal Statute.

Fay Declares German Agents Are Not Implicated.

New York, Oct. 25.—Details of a plot to hamper the shipment of munitions of war to the Allies by placing clock-worked bombs on the rudders or propellers of ships, so timed that the ships would be disabled on their way across the Atlantic, were disclosed today in the confession of one of five men charged in a complaint filed with a United States commissioner with conspiracy to violate a Federal statute.

Following upon the confession of Robert Fay, a lieutenant of the Sixteenth Saxony infantry, who said he came to this country last April through an agreement with the German secret service to blow up or delay steamers laden with war supplies for the Allies, William J. Flynn, chief of the secret service, tonight filed before United States Commissioner Houghton a complaint, in which not only Fay but four other men are charged with promoting the conspiracy. The hearing on the Federal charge was set for November 4th.

Came Supplied With Money.
Fay confessed that while on the battlefield he was supplied with money by German officials about a device to blow up ships, that later his idea of coming to America and carrying his scheme through was well received by the German secret service, that he came well enough supplied with money to act on his own responsibility and that he talked with Captain Von Pappen, military attaché, Captain K. Boy-Ed, naval attaché of the German embassy, about the plan, but they had refused to have anything to do with it.

Three Others in Complaint.
Two other men charged today and another, making the fifth, was named in the complaint, but he had not been apprehended. The new arrests were:

Paul Daech, Jersey City, N. J., who said he was a graduate of Cologne University and came to the United States in 1912.

Herbert Kienitz, 28 years old, manager of a clock company, charged in the complaint with having aided in procuring explosive materials used by Fay in making the bombs for examination on November 4.

Max Breitung, about whose identity no details were disclosed also was named in the complaint as one of the conspirators.

13 PERISH IN FIRE IN A BOX FACTORY

Entrapped on Upper Floors of Four Story Building.

12 OF DEAD ARE WOMEN

Many Burned Almost Beyond Identification—Mayor of Pittsburgh Ordered Investigation—Some Heroic Rescues.

Pittsburgh, Oct. 25.—Thirteen persons were killed and eight injured by a fire in a four-story building, the two upper floors of which were occupied by the Union Paper Box Company, here today. Of the dead all were young women employed by the company except one. Many of the bodies were so badly burned as to make identification difficult. Mayor Joseph G. Armstrong at once ordered that the police, city council and the coroner make thorough investigation of the fire.

The flames started in a pile of straw in the rear of the first floor of the building. William C. Kimble, general manager of the box factory, at once warned the girls to get to the third and fourth floors to leave. The flames gained headway so rapidly, however, that escape by stairways and fire escapes was soon cut off. Some of the girls attempted to go to the dressing room for their hats and there frenziedly fought for a majority of the bodies.

Joseph L. Bash, aged 24, and A. J. Seagle, employed on the second floor of the building, were about to jump when they were attracted by the screams of girls in the window above. The men told the girls to jump. One by one as the girls leaped, Bash and Seagle caught them, lowered them as far as they could and then let them drop to the sidewalk.

C. R. Carlisle, driver of a transfer wagon, drove his wagon into an alley in the rear of the building and threw up a rope to girls in the window above. Making one end fast, they slid down the rope to safety.

Margaret Steigerwald, aged 17, who was injured by jumping from a third floor window, said she and five other girls were trapped in the building when somebody closed a door at the top of the stairway on the second floor. They had to jump to the ground. At attempt of a man to make moving pictures of the removal of bodies from the building was stopped by the police.

Three Girls Missing.
Fire Chief Shanahan said tonight that it has been found that three other girls are missing. He said that a search of the hospitals and morgues had failed to furnish any trace of them. One of the heroes of the fire was Peter Vallon, who is among the dead. When the fire was discovered he was working in the building. He groped his way through the smoke to the street where he heard girls frantically shouting.

Several Employees Recently Have Been Discharged, and When They Were Not Reinstated, Several Others Walked Out.

Greenville, S. C., October 25.—The Judson mill, one of the largest of the fourteen in this locality, will be closed by order of the management November 5th, was the substance of a notice posted at the mill today by B. E. Geer, president and treasurer. Several weeks ago delegates of the United Textile Workers of America organized a local here and recently the management discovered its presence. Seventeen employees were summarily discharged, the management said, because they neglected their work in seeking new members for the union during working hours.

The men say it was because they joined the union. Some eighty employees of the weave room walked out, because the men were not reinstated.

FORCES TO UNITE ON DEFENSE PLANS

Mobilization of Full Strength of Administration Assured.

MR. HAY FOR ARMY PLAN

With His Co-operation Secretary Garrison Thinks Success in House is Assured—Senator Chamberlain Also in Harmony.

Washington, Oct. 25.—Mobilization of the full strength of administration forces in support of the national defense programme apparently was assured today when Representative Hay, of Virginia, chairman of the House military affairs committee, after a conference with President Wilson, announced himself in favor of the army increase plans.

Senator Chamberlain, chairman of the Senate military committee, has approved the proposal to build up a regular and continental army of more than a million men in six years. Formal publication of the plan will follow Senator Chamberlain's conference with the President next week. The navy's \$500,000,000 five-year building programme already has been approved by both House and Senate leaders.

The importance attached to Representative Hay's announcement was indicated by the fact that soon after it was made Secretary Garrison broke the silence he had maintained as to army plans ever since he received President Wilson's letter directing him to have prepared a comprehensive review of the Nation's military needs and recommendations for strengthening the national defense. Mr. Garrison issued this statement.

Garrison is Delighted.
"I am, of course, delighted. This will insure the best possible results. With the aid of Mr. Hay's experience and skill in formulating the measures and his powerful advocacy in support thereof, success in the House is assured. I understand that Senator Chamberlain, of the Senate military committee, takes a precisely similar attitude, so that there will be hearty co-operation and united effort all along the line. This situation should hearten and enthrall all those who are interested in seeing this vital subject properly considered and properly settled."

Representative Hay said he believed the necessary army bills to provide for the proposed increase of the regular establishment, the organization of the continental army and the increase of present coast defenses and building up of an adequate reserve of cannon, small arms and ammunition would pass the House without serious opposition. (Continued on Page Eight.)

WILSON WANTS TO TALK IT OVER WITH KITCHIN

Majority Leader Not in Line on National Defense.

Will be Invited to White House for Conference, at Which the President Hopes to Win His Support of Programme.

(Special Star Telegram.)
Washington, D. C., Oct. 25.—With practically all of the most prominent Democrats in the House pledged to the administration's National defense policy, with the exception of Majority Leader Claude Kitchin, the President will now make an effort to get the support of the North Carolinian on these measures. With this matter foremost in his mind, the President will ask Mr. Kitchin to visit him at the White House at his earliest convenience when he will appeal to Mr. Kitchin's patriotism and party loyalty in an effort to have him lead the administration's policy along this line.

Mr. Kitchin has always been a small navy man and in recent interviews he has expressed the hope that there would be no extensive building of battleships of the dreadnaught type at this time. He, like many others, considers submarines, torpedo boat destroyers, mines and cruisers of the lighter and faster type would be sufficient for defensive purposes.

The British and French ambassadors recently made similar inquiries and it is believed many of the European powers will in the near future recognize the Carranza government. The State Department issued tonight what was generally regarded as the most hopeful summary of conditions yet received from consuls and special agents throughout Mexico. It said: "Advices, dated October 23, from Monterey, state that through Pullman service has been established from Laredo to Mexico City for the first time in a year and a half. It is stated that there is also improved train service to Tampico and Matamoros, and that telegraph lines are operating between most cities and towns. A more peaceful feeling is said to prevail, and the friendly feeling toward Americans is more manifest than for a long time. The statement adds that conditions in territory controlled by General Villa also is improving."

ROUTE TO TURKEY IS ABOUT OPENED BY TEUTON FORCES

Armies of Austro-Germans and Bulgarians in Serbia Only Few Miles Apart.

FRENCH JOIN SERBIANS

Severely Defeat the Bulgars at Krivolak, who Retire Towards Strumitsa

London, Oct. 25.—While the Austro-German and Bulgarian campaigns in northern and eastern Serbia are being carried out according to the plan, despite fierce Serbian resistance, and the Bulgars who crossed the Timok and held the town of Prakhovo are separated from the Germans who crossed the Danube near Orsova, by only a few miles on the south, things are not going well for the invaders in the latter region. The French troops have joined with the Serbs, and, according to French accounts, have inflicted a severe defeat on the Bulgarians at Krivolak, forty miles north of the point where the Saloniki-Nish railway crosses the Serbo-Greek frontier.

This success places the Bulgarians who reached Istip, Veles and Uskup in rather an awkward position, for the French troops are closing in on them from the north, and are seriously threatening their flank. In fact, official reports state that the advance of the French, who are being closely followed by the British, has already caused the retirement of the Bulgars toward Strumitsa.

Opening Route to Turkey.
The first desire of the Germans, however, is to open a route through northern Serbia and Bulgaria to Turkey, and this is on the eye of being accomplished.

On the other hand, military writers here do not believe that the position of Serbia is so desperate as has been painted. It is serious, of course, but they claim the Serbians can hold out for weeks in the many natural defensive positions in the mountains, that with the quadruple power carry out their determination to help Serbia, rushing reinforcements to Saloniki and other points, the Bulgars will have an extremely warm reception, and that the Bulgars, who are being closely occupied elsewhere, will not be able to send them much help.

British correspondents in France have disclosed the fact made known to them by the British staff, that even after the Anglo-French offensive in September the Germans had the greatest difficulty in securing new reinforcements to meet that adventure and had to utilize men just returned from Russia for rest to fill the gaps in their western lines. From this, it is argued that the Germans cannot spare a great many men for the Balkans, especially as the Russians are keeping them fairly busy from the Baltic to the Rumanian border.

The Italian offensive is compelling the Austrians to strengthen their lines. (Continued on Page Eight.)

CHARLTON IS GIVEN A TERM IN PRISON

American Tried in Italy For Murdering His Wife

TO BE GIVEN AMNESTY

Although Sentenced to Six Years and Eight Months, He Will Serve Only 20 Days in Prison—History of the Case.

Como, Italy, via Paris, Oct. 25.—Porter Charlton, the American who has been on trial here charged with murdering his wife in 1910, today was sentenced to six years and eight months imprisonment. Baron Sciacca, the presiding judge, before the case went to the jury, asked Charlton whether he had anything to add to the defense. With tears in his eyes, Charlton exclaimed:

"I trust entirely in Italian justice. I can only say that I am a most unfortunate man."

Both the prosecutor and the counsel for the defense made stirring pleas for Charlton, the former for a heavy sentence and the latter, composed of Signors Gananeo and Michelli Picardi, for acquittal on the ground that the crime was committed. Signor Picardi declared that no man in Charlton's condition could be responsible for his actions under any law.

The jury found Charlton only partially responsible and that there were extenuating circumstances. Owing to the sentence under the amnesty for all offenses committed before Italy entered the war.

Charlton, under the verdict, benefits by the time he has been under restraint and in addition a year is taken off the sentence under the amnesty for all offenses committed before Italy entered the war.

Even though he was greatly pleased over the verdict of the court, and viewed with pleasure his approaching liberation from custody, Charlton maintained his usual restrained and almost passive attitude.

Porter Charlton killed his wife in their villa on Lake Como June 9, 1910. He was 20 years old and she many years his senior. (Continued on Page Eight.)

BANDIT CONFESSES TO TRAM HOLD-UP

Gives Information Which May Cause Arrest of Others.

EIGHT MEN NOW HELD

Prisoner Says Prime Object of Raids is "to Secure Liberty and Independence for Mexicans in Texas"—Moore Dies.

Brownsville, Texas, Oct. 25.—Chano Flores, a Mexican arrested in connection with the recent holdup of a St. Louis, Brownsville & Mexico passenger train near this city and the killing of several Americans, has confessed, according to a statement given out by the sheriff here tonight, and has given information which may lead to the arrest of the leaders of the outlaw band operating along the Texas-Mexican border. So far eight men have been taken into custody and possess are searching for others said to have been implicated by Flores.

The prime object of the series of raids, Flores is quoted as saying, "has been to secure liberty and independence for Mexicans in Texas," with robbery of secondary importance. Flores is said to have described the "Texas revolutionary army" as a force of about 500 men under Luis De La Rosa and Aniceto Uliano, who maintain headquarters at Brownsville, Mexico.

According to the alleged confession, a band of about fifty men, thirty of whom crossed from Mexico and the other recruits on the Texas side of the Rio Grande, wrecked and robbed the train near here last week, and killed two of the passengers. After the robbery the bandits scattered on horses and on foot, the majority recrossing into Mexico.

Flores is also said to have confessed that he participated in a raid at Seaboard, Texas, several weeks ago in which four ranchmen were killed. Luciano Chapa, who was arrested at the same time Flores was taken into custody, denied that he was implicated in the raids. Flores is a resident of Texas. Chapa's home is on the Mexican side of the Rio Grande.

It also was stated that a sheriff's posse had found a diary containing the names of one of the bands of raiders. The book was found in the road and is believed to have been dropped by a man the posse was pursuing. Up to a late hour tonight, no trace had been found of the bandits who attacked a detachment of United States troops several miles north of this city last week. Sheriff E. H. Moore, of Crystal, Ind., who was wounded in the skirmish, died today.

PRIVATE MOORE DIES

From Wounds Received in Fight With Bandits Sunday.

Brownsville, Texas, Oct. 25.—Private Herman E. Moore, of the Fourth Infantry, died today from wounds received in the engagement with Mexican bandits last night. His home is in French Lick, Ind. Moore was the eleventh soldier killed in fights with bandits since last July.

It is believed today that Mexicans arrested on suspicion in connection with the train wreck last Monday gave the names of several well known men, according to officers of the local post. It is what connection these names were used was not made public. Sheriff Vann said today he expected to make several arrests.

WILL HOLD UP GERMAN OWNED SHIPS ON SEAS

British Order Abrogates Declaration of London

Action Taken to Arrest Proceeding of Number of Vessels Under Neutral Flags But Owned Wholly or in Part by Germans.

London, Oct. 25.—An order in council was gazetted today abrogating from Wednesday last observance of article 57 of the declaration of London, which provides that the neutral or enemy character of a vessel was determined by the flag she is entitled to fly. In lieu of this article British prize courts henceforth will apply the rules and principles formerly observed by them. The reason given in the order for this change is that "it is no longer expedient to adopt said article."

The order in council was gazetted, according to official information, in order to arrest the proceedings of a large number of vessels trading under neutral flags, but in reality owned wholly or in part by Germans. The Anglo-American doctrine now reinstated considers the nationality of owners and permits the condemnation of a vessel in which an enemy subject may hold part interest. The vessel may be disposed of either by the sale of the enemy subjects' share to the neutral co-owners or the sale of the entire vessel and the appropriation of the interest of the enemy subject.

WRITTEN EVIDENCE OF METHODS USED BY THE NEW HAVEN

Letters Reveal Steps Taken to Crush New York and New England Railroad.

IDENTIFIED BY MELLE

New England Trunk Lines Induced to Route Shipments Over New Haven.

New York, Oct. 25.—Letters to and from Charles S. Mellen, which he identified for the jury today in the trial of the 11 New York, New Haven & Hartford directors on the charge of monopolizing New England's transportation traffic, furnished written evidence of the steps taken by the New Haven road to crush its principal competitor, the New York & New England Railroad Company. The letters, dating back to 1893 and 1894, set forth the action taken by the New Haven to require the prepayment of freight charges by the New England on traffic interchanged between the two roads at connecting points, and the steps taken to induce the trunk line railroads outside of New England to route their traffic over the New Haven instead of over the New England road.

"Bitterest Antagonist."
"Our bitterest antagonist" was the appellation given to the New England in one letter from Mr. Mellen to Charles P. Clark, president of the New Haven, in discussing the question of the business the New England was getting from trunk lines entering New York. Mr. Mellen then was second vice president of the New Haven.

"Your whole intention seems to be to drive us out of business, if you can," wrote H. C. Randolph, then general traffic manager of the New England, to Mr. Mellen. "In protesting against the requirement for the prepayment of freight charges."

Mr. Mellen wrote back that "no railroad is bound under existing laws to make joint rate bills, or to share with any other railroad, unless it finds it is for its interest to do so. What you aim at is to continue taking business to or from our local points by absorbing our arbitrary (rate) and then expect us to furnish the necessary capital or credit to help you deprive our stockholders of their earnings. You ask us to draw money in cash, as expenses, your earnings on business to local points on our line, well knowing that we must give two or three cents credit before we can make a collect."

Was Told to "Wait and See."
Randolph replied protesting that his road was being discriminated against, to which the New Haven vice president replied that he might "wait and see" whether the New Haven was not applied to other roads with which the New Haven connected.

"Was that rule applied to other roads?" asked Frank Swacker, the examining attorney for the government.

"Well that was so long ago that I don't remember," replied the witness. The government attorneys said the rule was devised for the sole purpose of injuring the New England. To prove that the New Haven officials had no other purpose in mind, the government attorneys introduced letters, apparently satirical, exchanged between Mr. Mellen and C. Peter Clark, general freight agent of the Old Colony. The Old Colony, one of the lines the New Haven had absorbed, connected with the New England at Walpole, Mass. Mr. Mellen wrote that he had doubts that Clark could "fix up a good letter to the directors of the Old Colony to get them to draw the eyes of those who receive it, letting them know that we are only driven to this by 'dire necessity'."

To this Clark replied that to write a letter "would make too much evidence" but that he would send an employee to see the New England people, who "will reflect our grief at the cruel situation."

Clark explained that this man had just come to the Old Colony at a lower salary than he had been receiving at a time when he was just about to be discharged. "And the poor fellow has been waiting, waiting, waiting ever since. I think his mournful appearance will enable him to do ample justice to the sad side of this unfortunate business."

Laughs at the Letters.
There was a broad smile on Mr. Mellen's face while the letters were being read, and he joined in the laughter that followed.

The New Haven, subsequent letters revealed, had a traffic arrangement to make the Pennsylvania railroad for its through freight in and out of New England and began negotiations with the Lehigh Valley, the Jersey Central, the Reading, and the Baltimore & Ohio to get the same business, but only on condition that they should cease sending it by the New England road's route.

To this, it was apparent in one letter to the Pennsylvania protested, whereupon Mr. Mellen wrote to Charles P. Clark on January 25, 1894: "This business is coming in by the lines of our bitterest antagonist. The Pennsylvania is our favored connection, first, last, and all the time, but we should not be obliged to forego business that helps us, weakens our antagonist and does no harm to them (the Pennsylvania)."

"The business referred to," explained Mr. Mellen in his testimony, "was the New England's business up their Foughkeppie Bridge route and that by arrangements were made for Long Island sound steamship connections. It was, trying to get business to our line. That was what was paid for (Continued on Page Eight.)"