

THE WEATHER.

Fair and warmer Tuesday; Wednesday fair.

WILMINGTON THE MORNING STAR

WILMINGTON, N. C., TUESDAY MORNING, FEBRUARY 22, 1916

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EARTHQUAKE SHOCKS FELT IN SIX STATES OF SOUTH ATLANTIC

Distinct Tremor in North Carolina and All Adjoining States Reported. FELT IN WILMINGTON. No Damage Reported, Though Buildings Were Abandoned in Several Places. Reports From Scores of Cities and Towns Similar.

An earth tremor of slight but of a distinct nature that made itself felt throughout North and South Carolina, Georgia, Virginia, portions of Eastern Tennessee and Alabama, was reported early last night as having been felt at about 5:45 P. M., Central time, or 6:45 Eastern time. It was felt in Wilmington and other North Carolina cities. In no case was any damage reported, and while in some instances persons hurriedly left buildings, there was nothing in the nature of a panic. The only seismograph known to be in the section affected by the tremor is at Mobile, Ala., where the instrument recorded brief shocks. Most reports agreed that the tremor passed from east to west and was felt only momentarily. In Augusta, Ga., and several other places, however, three distinct shocks were reported. At other points only one tremor was felt. The earth shock either did not reach Florida or was so slight as not to be felt there, according to reports.

ALL AROUND ATLANTA. Felt By Many in Central Georgia—Excitement at Gainesville. Atlanta, Ga., Feb. 21.—Many residents of Atlanta and for a radius of some 50 miles around reported early tonight that at 5:45 (Central time) they felt a slight earth tremor. At Gainesville, Ga., 40 miles northeast of here, many persons ran from buildings. No damage was reported.

The earth tremor passed from east to west and was only momentary, according to those who felt it. Many buildings were slightly shaken throughout the city, but in no case was there any panic or disorder. There is no seismograph in Atlanta or vicinity and C. F. Von Herrmann, section director in charge of the local weather bureau, who was at his home at the time that he did not know of the shock until persons began to call his home and inquire about it. The chief effect of the tremor appeared to be in the number of telephone inquiries it brought forth. Hundreds poured into newspaper offices and fire department headquarters as well as Mr. Von Herrmann's home, his office being closed for the day.

DISHES BROKEN AT ASHEVILLE. Two Distinct Shocks. Felt in N. C. Mountain Metropolis. Asheville, N. C., Feb. 21.—Two severe shocks were felt here at 6:41 o'clock tonight as the shocks lasting for about 15 seconds each. Dishes were knocked off shelves in several sections of the city, but so far no material damage has been reported. From Skyland, six miles away, comes a report that three houses were wrecked, but this has not been confirmed.

SHOCK IN WILMINGTON. Many Felt Vibration But Few Knew That It Was an Earthquake. While many Wilmingtonians reported having felt a distinct vibration last night at 6:45 o'clock, there were but few people who were quite sure that it was an earthquake. The shock was felt but it was distinct enough for those who were in the city to realize that something out of the ordinary had happened. According to those who observed closely, there were two shocks, one following the other quickly, the entire time not being more than 30 or 40 seconds. The first report of the earthquake came to The Star from the E. S. Marine Hospital. This was before the reports had begun to pour in from all parts of the South that there had been an earthquake. The shock was not perceptible to those in The Star office for they are more or less used to explosions of various kinds, verbal and otherwise. There were others who reported that they had felt a tremor but they were not quite sure as to what it was. Mr. P. L. Easterling, who was on the fifth floor of the Y. M. C. A., felt a shock and observed the water in a glass jump about. When he made report of the shock to some of his companions (Continued from Page Eight)

\$600,000,000 FOR BETTER WATERWAYS

10-Year Appropriation Proposed by Senator Newlands. OFFERED AS AMENDMENT. Proposes to Include River and Harbor Appropriation in Water Power Bill and Do Away With Waterways Bills.

Washington, Feb. 21.—An amendment to the Shields waterpower bill submitted today by Senator Newlands would appropriate \$600,000,000 annually for ten years for improvement of waterways. In an address in support of his measure, the Nevada senator said it would do away with the annual river and harbor appropriation bill, prevent flood, co-ordinate railway and water transportation, develop waterpower and promote agriculture. Development of the Mississippi river and its tributaries was urged by the senator as an essential part of military and industrial preparedness. He also declared that lack of success in developing water commerce so far had been due to "the railroads being allowed to sand-bag the river routes." Of the \$600,000,000 provided for in the amendment, \$100,000,000 would go to the Appalachian and Atlantic division; \$500,000,000 to the Ohio river division; \$50,000,000 to the Upper Mississippi, and the Great Lakes; \$100,000,000 to the Lower Mississippi and \$100,000,000 to the Mississippi river, Great Plains and Gulf. The measure would give the government the right to carry out plans to control source stream fisheries and the use of surplus water in promotion of agriculture; for confining rivers to the channels by levees and bank protection; for the relief of streams by controlled outlets, and for hydro-electric development. A vote was not reached on the amendment.

BREAK IN LEVEE THREATENED.

Special Train Loaded With Materials and Men Rushed to Scene. New Orleans, Feb. 21.—Reports received here tonight state that the Mississippi river levee at Southwood, 18 miles below Baton Rouge, had been found to be in a weakened condition. A special train was loaded at Baton Rouge with piling and dirt and sent with a large force of men to the scene of the threatened break. Reports here tonight from the levees along the lower coast from New Orleans to the Gulf River with piling and dirt and sent with a large force of men to the scene of the threatened break. Reports here tonight from the levees along the lower coast from New Orleans to the Gulf River with piling and dirt and sent with a large force of men to the scene of the threatened break.

LENGTHY CONFERENCE ON FOREIGN AFFAIRS

With President Wilson at the White House Last Night.

Senator Kern and Chairman of Foreign Relations Committee Take Part. Nothing Given Out to Public Afterwards.

Washington, Feb. 21.—President Wilson held a long conference on foreign affairs at the White House tonight with Senator Stone and Representative Flood, chairman of the congressional Foreign Affairs committee, and Senator Kern, majority leader of the Senate. When the callers left after a stay of more than an hour, they declined to talk, and White House officials were equally reticent.

Unusual interest attaches to the conference because of the admitted gravity of the situation between the United States and Germany and Austria-Hungary resulting from the recent treaty of the Teutonic Allies that after March 1 all armed enemy merchantmen would be attacked without warning. Senator Stone requested the meeting. While he was at the White House, Secretary Lansing's secretary delivered to him a letter understood to contain information to be embodied in a speech on foreign relations Senator Stone plans to deliver in the Senate later this week. After leaving the President, Senator Stone was a guest at a reception given by Vice President Marshall, and there had a long talk with Secretary Lansing. One member of the Senate Foreign Relations committee stated tonight that many senators favored the passage of a resolution warning Americans to keep off armed ships, but Senator Stone mentioned at the conference.

Word is expected from Berlin tomorrow or Wednesday indicating Germany's reception of the attitude of the United States toward the arming of merchantmen.

PROBE INTO ARMY AVIATION SERVICE IS RECOMMENDED

Military Committee Reports Favorably Senator Robinson's Resolution.

CHARGES SENSATIONAL

Fifteen Officers Killed in Attempting Flights in "Defective" Biplanes.

Washington, Feb. 21.—A congressional investigation into the army aviation service was recommended to the Senate today by the Military committee which reported favorably Senator Robinson's joint resolution for appointment of a special investigating committee of two senators and three representatives with an appropriation of \$10,000 for expenses. The resolution was voted out of committee after Senator Robinson had added a further statement to the sensational charges against the service made by him. All of the data given to the committee by the Arkansas senator was attached to the favorable report brought into the Senate and will be turned over to the investigators of the resolution passes.

Senator Robinson produced before the committee last week photographic copies of letters alleged to have passed between Lieutenant Colonel Samuel Reber, head of the aviation service, and Captain Arthur S. Cowan, in charge of the San Diego station, which the senator said revealed that the service was contemptibly inefficient. Too Many Fatalities. In his supplementary statement today he declared that of about 24 officers who had qualified as flyers, 15 had been killed, several losing their lives "because they were required to attempt flights in antiquated biplanes known to be defective."

An inquiry into the aviation service, which will proceed independent of congressional action, already has been ordered by the War Department. "While the statement was made before the House committee on military affairs that there are now 46 officers who are qualified as flyers, and who have been flying since the war," said the senator, before the committee today, "I believe that an investigation will disclose that there are only about 24." "Very few of the so-called 'qualified flyers' have ever done military work or even seen from an aeroplane a field gun fired. Only one or two have maneuvered in an aeroplane with bombs attached to it for use. The service has not bombs, no bomb-sighting devices, no practice of mounting a gun on an aeroplane, nor has a gun ever been fired from an aeroplane. We have no armored aeroplane, and the machines on hand are not efficient enough for flying duty.

"During the eight years which have netted only about 25 qualified flyers, there have occurred 17 deaths in connection with military aviation, 15 officers having been killed. The other two cases embrace the death of one soldier and one civilian. Thus approximately 55 per cent of the flyers have been killed as there are now officer pilots on aviation duty." List of Officers Killed. "Of the above mentioned 15 officers who have been killed, eight of them have died in flights at the North Island station, near San Diego, as follows: 'Lieutenant Rex Chandler, April 8, 1913; Lieutenant J. D. Park, May 9, 1913; Lieutenant Moss Love, September 4, 1913; Lieutenant H. M. Kelly and Lieutenant E. L. Ellington, November 24, 1913; Lieutenant H. B. Post, February 9, 1914; Lieutenant J. Gerstner, December 21, 1914, and Lieutenant Walter R. Tallaferra, October 11, 1915.

"Kelly and Ellington were drowned. Their aeroplanes became unmanageable at a height of 900 feet and fell into San Diego bay. Gerstner was drowned when he attempted to swim ashore when the aeroplane in which he was riding capsized during a violent wind storm. It is claimed that Tallaferra became unconscious while in mid air. "Six of these aviators were killed within ten months, and it is believed that an investigation will disclose that their deaths were due to the fact that they were required to attempt flights in antiquated biplanes known to be defective and dangerous. Following the death of Lieutenant Post, four of these machines were burned. It is believed that an investigation will disclose that other injuries were due to the use of unsafe machines, and that in some cases where warnings had been given that the machines were unsafe, officers who were required to fly in them were in some instances injured and others killed.

"What Beatty Said. "It is a well known fact that a short time before Lincoln Beatty was killed he visited the staff and pronounced it outrageously defective in equipment and management, and that he communicated his opinion in a bitter protest which came to the knowledge of the War Department. "The first company, second aeroplane squadron, now in the Philippines, prior to February 1, 1916, had no aeroplanes. There are no other field organizations. There are two qualified officer-pilots instructing students at the aviation (Continued on Page Two)

FRENCH GUNS BRING DOWN BIG ZEPPELIN AIRSHIP IN FRANCE

German Forces Near Lihons Meet With Repulse in an Intended Attack.

ARTILLERY VERY ACTIVE

Numerous Fights in the Air Between French and German Craft Reported.

Another of Germany's big Zeppelin airships has come to grief and it is probable that some, if not all, of its crew perished, as it was enveloped in flames as it fell to earth a victim of an incendiary shell fired from a French anti-aircraft gun. The Paris official communication reports that the airship was southward bound from the region of St. Menehould, when the French guns at Revinny began shelling it. At least one of the missiles found its mark and the huge aircraft took fire and fell in the vicinity of Brabant-Le-Roi. The Germans near Lihons, to the south of the Somme river, have met with repulse at the hands of the French in an intended attack extending over about 41-2 miles. The offensive movement was preceded by a heavy bombardment and clouds of asphyxiating gas. When the German infantry endeavored to come out of their trenches for the attack, however, the barrier fire and the fire of the French riflemen stopped them in their tracks. The Germans in reprisal were prevented from occupying the crater of a mine by a strong counter offensive of the French. In Champagne, the forest of the Argonne and in the entire region of Verdun there has been much artillery activity, in which Paris claims that considerable destruction was accomplished by the French guns. The German report additional repulses of British seaman attacks against captured positions along the Yser canal, and also the pushing down of an entire allied offensive along the Lens-Arras road. Numerous fights in the air between German and French aviators have been reported. Several German aeroplanes, notably on the German aviation field at Habsheim, at Mulhausen and on a munitions factory at Ingul-Sur-Moselle, were reported to be bombed by the town of Don, southwest of Lille.

Little Doing in West. There has been little fighting on the western and central fronts. The heaviest fighting for the Teutons, are reported to have reached the Adriatic sea west of Kavaya. This would indicate that the Austro-Hungarians and their allies have completely surrounded Durazzo. In Asia Minor the Russians are persistently following the Turks who fled from Erzerum, and also are pushing their way northward from the captured fortress of the Black sea, with the purpose of establishing a base there for their warships and transports. Bitlis, on Lake Van, has been captured by the Russians. A Turkish power station on the Ottoman front east of the Suez canal has been blown up by a British aviator. Again Constantinople has been thrown into a state of consternation over the presence of an entente allied submarine in the Bosphorus, according to an unofficial report. The underwater boat is said to have torpedoed and sunk a tug loaded with munitions and one tug.

AUSTRIAN AEROPLANES BUSY. Kill Four Persons in Raids Over Parts of Italy. Rome, Feb. 21.—In raids over the province of Brescia and toward Milan Austrian aeroplanes today killed four persons and wounded five. Only slight material damage was done. Two persons were killed at Desenzano, one wounded at Salo, and two killed and four wounded at Trezzo Sull'Ada. The victims were all civilians.

ZEPPELIN BROUGHT DOWN. Struck by French Incendiary Shell, Falls to Ground in Flanders. Paris, Feb. 21.—A Zeppelin airship was brought down by French guns in the vicinity of Brabant-Le-Roi in the (Continued on Page Two)

THE DAY IN CONGRESS

Met at noon. Inter-state Commerce committee continued hearings on child labor bill. Indian Affairs committee considered appropriation bill. Military committee resumed work on army bill and considered resolution to investigate the army aviation service. Resumed debate on Shields waterpower bill. Military committee voted to report favorably Senator Robinson's resolution for investigation of the army aviation service. Resumed at 6 p. m. to Tuesday noon. HOUSE. Met at noon. Military and naval committees continued hearings on national defense. Debate on postoffice appropriation bill was resumed. Adjourned at 5:13 p. m., until noon Tuesday.

NEITHER THREATS NOR SLANDER WILL DETER MR. LANSING

States Position of Department as to Prosecution of Thomas E. Watson.

IN LETTER TO M'CRORY

Will Not Hesitate to Institute Proceedings Outside the State of Georgia.

Washington, Feb. 21.—Attorney General Gregory tonight made public a letter to Charles R. McCrory, of Ellenville, Ga., stating the position of the Department of Justice in regard to prosecution of Thomas E. Watson, of that state, for alleged sending through the mails of obscene and indecent matter. The letter refers to protests of Georgia members of Congress against reported plans of the department to prosecute Mr. Watson outside the state of Georgia on the ground that a fair trial could not be had in that state.

Mr. Gregory makes it plain that he will not hesitate to institute criminal proceedings against Mr. Watson in some other jurisdiction if he is convinced that Federal statutes have been violated outside of Georgia, or that a fair trial could not be had there. He says the Department of Justice has data to show that Mr. Watson has violated the section of the criminal code by imposing upon the mails with obscene matter and that neither threats nor slanders which he has mailed to a public official in the case. The letter follows: Mr. Lansing's Letter. "Hon. Charles R. McCrory, Ellenville, Va. "Dear Sir: I acknowledge receipt of yours of the 17th.

"Among a number of letters and other communications received by me from Georgia during the last few weeks in regard to the matter to which you refer, yours is unique in being almost the only one which is not insulting in language or insulting in tone. For this reason, I gladly reply. "In order that there may be no the slightest misapprehension as to my position, I will first repeat the request in your letter which is as follows: 'It is reported in the press that you stated publicly that you know that Tom Watson was guilty of sending obscene matter through the mails, and you were satisfied that you could get a jury in Georgia to convict. I write to ask if you made either or both of the statements. I hope you will not consider me presumptuous, as the statement seems to be an official one and I would like to also know if the statement had or has the endorsement of President Wilson.' "I have never made either of these statements. "Not having made either of them, I can safely say that neither of them had or to the government could be made by President Wilson, but in order to make my answer still more comprehensive I will state further that I have never had a conference with President Wilson in connection with the matter, and have not the slightest idea of his views in regard to the party, in case he entertains any. "I have expressed the opinion, and expressed it now to the effect that Editor Watson has been guilty of violating Section 211 of the Criminal Code of the United States prohibiting the sending of obscene, filthy and indecent matter through the mails, and this opinion is based upon data in the possession of my department which I have reason to believe is accurate. "I have been giving some consideration to the problem of whether Editor Watson has violated the statutes of the United States outside of the state of Georgia and whether a trial, fair to him and to the government, could be had within the limits of that state. "The first question is not without difficulty, as a proposition of law, and I have not up to this time reached a definite conclusion as to the answer. "Prosecution Outside of Georgia. "Most of the persons who have discussed the matter with me have been of the opinion that he could be fairly tried in Georgia, but there has been some expression of the opinion to the contrary. "If I should at any time conclude that Editor Watson has violated the statutes of the United States outside of the state of Georgia and that he could not be punished for so doing within that state, and that vindication of the law requires that he should be tried elsewhere that a trial, fair to him, could be secured elsewhere, I should not hesitate to take steps intended to bring about that result. "Hence, false statements and threats such as are being indulged in have not in the past, and will not in the future, affect my duty as a public official. The only effect they can conceivably have is, in some sense, to indicate that possibly the Federal government might be substantially impeded in enforcing its criminal laws within the limits of the state of Georgia. I have not yet convinced myself that the expressions referred to are more than the talk of irresponsible and reckless individuals and I still believe that the reputable and right-minded people of your state respect the laws of the Union and stand for their enforcement. "I have not at any time made any public statement of any character in regard to Editor Watson or his prosecution, but in order that the people of (Continued on Page Two)

LEGISLATION TOWARD PREPAREDNESS TAKES LONG STEP FORWARD

GERMANY OBJECTS TO NEW PROCEDURE

Presence of Deputy Marshals on Board the Appam. MARSHAL TAKES HAND

Prince Von Hatzfeldt Discusses the Whole Subject With Counselor Polk—Embarrassing Incident Occurs.

Washington, Feb. 21.—Representations against the presence of United States deputy marshals on the captured British liner Appam, a German prize in Hampton Roads, were made to the State Department by the German embassy today. Prince von Hatzfeldt, counselor of the embassy, discussed the whole subject with Counselor Polk. It was said that while the embassy realized that feature was out of the hands of the State Department and in the courts, it was anxious to know when some decision might be expected. The presence of the marshals was objected to, it was said, because it was feared some friction might develop. Counselor Barclay, of the British embassy, to the great dismay of officials, was shown by mistake into the room where Prince Hatzfeldt was waiting for the British counselor and the German prince recognized one another as they sat on opposite sides of the room, neither betrayed that he felt he was in the presence of an enemy, and the situation was relieved by the departure of Counselor Barclay to Mr. Polk's office.

MARSHAL SAUNDERS IN CHARGE.

Lieutenant Berg Opposes, But is Given a "Gentle Hint."

Norfolk, Va., Feb. 21.—United States Marshal John C. Saunders, of the eastern district of Virginia, has gone to Newport News from Richmond and taken personal charge of the situation growing out of the Federal court libel proceedings instituted against the steamship Appam by the owners of the vessel, which on February 1 was brought into Hampton Roads by a German naval prize crew. Marshal Saunders arrived yesterday and found Lieutenant Berg, commander of the Appam, in opposition to practically his every move and asked the assistance of Collector of the Port Hamilton, the only official Lieutenant Berg recognizes as having authority over the Appam. Collector Hamilton took the position that the jurisdiction was outside his jurisdiction, but he explained to Lieutenant Berg (Continued on Page Two)

THREE BARGES LADEN WITH COAL ABANDONED

Because Tug Richard F. Young Became Disabled.

Four Men Aboard One of the Barges, According to Report of Captain Thebold, of the Tug, Which Nearly Foundered.

Newport News, Va., Feb. 21.—Captain Thomas Thebold, master of the tug Richard F. Young, tonight stated that he was forced to abandon the coal laden barges J. C. Hudson, Rockland No. 7 and Shamokin, from Norfolk to New England ports, because his own vessel was disabled and was saved from foundering only by the liberal use of oil. Captain Thebold said the Hudson went down with four men aboard. The Shamokin and Rockland were towed into Hampton Roads Sunday by the coast guard cutter Onondaga. The Shamokin was so badly damaged that she went down today in Lynn Haven Bay. The Richard F. Young now is in the shipyard for repairs and has been libeled by the owners of the Hudson, who asked for \$20,000 for the loss of the barge and four men and \$4,500 for the loss of coal carried by the barge. Captain Thebold said that the Young encountered a heavy storm about 3 o'clock Saturday afternoon while en route to Hog Island. "The tiller rope snapped, the quadrant chain jammed and we were helpless," said the captain. "I blew six sets of signals, warning the Hudson, nearest us, to cast off. The signal was unheeded and we finally were compelled to cast off the tow line to save ourselves. "It was so rough that we could not live on deck. For three hours we were expelled in the trough of the seas waiting to go down every minute. The liberal use of oil was all that saved us. When the wind abated somewhat we were able to fix a jury rig with the aid of which we made this port."

On his arrival here Captain Thebold sent a message to the coast guard service headquarters asking that a cutter be sent after the barges. The Onondaga found and took in town the Rockland and Shamokin. Complete Federation of National Guard Takes Continental Army's Place. COMMITTEE HAS AGREED. Chairman Hay to Frame Measure as Compromise for Plan of Garrison. President Wilson's Approval is Expected. Washington, Feb. 21.—National preparedness legislation took a long step forward in Congress today, when the House military committee reached a practical agreement on the outline of the army bill it will unanimously present for passage. Chairman Hay was authorized to frame the measure, which is a compromise for the continental army plan advocated by former Secretary Garrison and President Wilson. Complete federalization of the National Guard will be substituted for the proposed Continentals, and the White House was informed during the day that the committee was a unit in supporting the plan. Even Further Than Garrison. The measure will grant virtually the entire programme mapped out by Secretary Garrison for the regular army and go even farther than he recommended in providing for reserve military companies. A total peace strength of 575,000 men in the standing army and the guard combined will be provided for, with reserve systems to more than double the force in war. The expense of the whole establishment this year is roughly estimated at \$174,000,000. This is exclusive of Panama defense, proposals for additional military schools in all states established by the McKellar bill, favorably reported today with an appropriation of \$3,840,000, and whatever sum may later be decided upon to foster one fixation of atmospheric nitrogen in the United States and give this country its own supply of ingredients for explosives. The first year of the Garrison plan would have called for a total expenditure of \$182,000,000. Whether the new bill will be acceptable to President Wilson has not been indicated, but the committee believes its plan will override every objection to the McKellar bill by the National Guard for the continentals and that Congress has full legal authority for its accomplishment. Increase Regular Army. To complete the committee's compromise with the President on the continental army, the bill will authorize the increase of the regular army to a total strength of 147,000 by adding ten regiments of 75,000 reservists to the regular artillery, 52 companies of coast artillery, 15 companies of engineers and four aero squadrons. This is the exact regular army program mapped out by former Secretary Garrison before the unfavorable reception of the continental army scheme led to his resignation. It represents also a concession by Chairman Hay, who urged previously reaching to the same total strength by recruiting present regiments up to full war strength and adding to the field artillery arm. Under the tentative bill, the regular army would have an organization capable of being expanded to 275,000 men in war time, and a reserve provision will be included designed to produce annually 75,000 reservists to be returned to the colors under call. It will provide also for doubling the cadet corps at West Point and creation of 30 cadet companies to be attached to regular regiments to be trained for entry into an officer reserve corps. Senate Committee Busy. While the House committee was busy with this plan, the Senate Military committee was working on its proposals for the regular army, framing its measure on the basis of the Chamberlain bill, which provides for an army of approximately 300,000 men on the basis of the War College plan of 1912. It is understood the committee plans to make its bill authorize a thorough reorganization of the army with a peace strength of from 160,000 to 200,000 men. It is understood that the House committee will accept the regular army plan of the Senate provided its scheme for federalizing the National Guard is adopted by the upper house. The House measure will undertake the task of federalization on the unanimous opinion of the committee that Congress has power under the constitution to take full control of the National Guard in peace as well as war. Under that authority the bill will authorize the maximum strength for the National Guard of 425,000 on a basis of 800 men for each member of Congress, will specifically prohibit the disbanding of any organization by the State authorities and remove present limitations on the use of force outside the country. Where Bills Differ. The National Guard Association's tentative bill proposed only 500 men to a district. The House committee bill will add provision for a National Guard reserve and for recruiting regiments (Continued on Page Six)