

THE WEATHER.

Storm warnings are displayed on the Atlantic coast from Jacksonville to Eastport. Fair Saturday and Sunday; colder on the coast Saturday.

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WILMINGTON, N. C., SATURDAY MORNING, MARCH 4, 1916

STAR Business Locals have long been recognized as the ideal medium for the advertiser with a small appropriation or the person with a want of any kind unfulfilled

AMIDST A TURBULENT SCENE SENATE VOTES TO STAND BY WILSON

Gore Resolution to Warn Americans Off Armed Belligerent Ships Killed

BY VOTE OF 68 TO 14

McClemore Resolution in the House Will be Reported Unfavorably Today.

Sensational Debate Follows Vote in the Senate.

Washington, March 3.—By a vote of 68 to 14 the Senate today carried out President Wilson's wish and killed Senator Gore's resolution to warn Americans off armed belligerent ships. In a turbulent scene, such as is seldom witnessed in the Senate, the voting proceeded with Senators shouting objections, futilely demanding recognition to explain their positions and making hot retorts to each other, all of which were out of order. At one time so many Senators were shouting for the Vice President's recognition that the sergeant-at-arms was called to restore quiet.

Free Expressions of Opinions After having maneuvered for two days to get the resolution in such parliamentary position that it was disposed of without debate, the Senate then proceeded to a general discussion of the subject which continued all afternoon to the dismay of administration supporters. There were free expressions of opinion that the Senate's action because the vote actually was taken on a motion to table the Gore resolution with a correction by the author and a substitute by Senator McClemore, was in effect a "scotch verdict" and had not actually accomplished the purpose of the President. Such statements aroused the President's wrath who feared that would produce an effect exactly opposite to that intended—a notice to the world that the Senate stands behind the President in his demand on Germany for the rights of Americans traveling the seas.

House Resolution in the Foreground In the House, however, the Foreign Affairs committee, by a vote of 17 to 2, took a longer step toward meeting fully the President's demand. It voted to report the McClemore warning resolution with the recommendation that it be tabled. In the report the committee asserts that the constitution imposes the duty of diplomatic relations on the President, and "with this practice the committee does not feel it proper for the House of Representatives to interfere."

Probably will be voted on in the House tomorrow under a special rule. Administration forces are confident of a House victory. At the White House satisfaction was exhibited with the Senate action.

Debate is Sensational. The debate which followed the Senate vote was sensational. Senator Lewis, the Democratic whip, pleading with senators for moderation in their words, declared the Spanish war would have been averted by action in Congress similar to that taken today and that the war was brought on by a Democratic administration. Senator Clarke, Democrat of Arkansas, who voted with the administration forces, declared their action did not represent the real sentiment of the Senate. Senator Fall, Republican, said:

"By your action today you have sent to the Kaiser, if you have done anything, notice that the Senate of the United States will look upon his sinking of our merchant ships and the death of our citizens with a feeling of regret, but that no action would be taken against him."

Senator Borah, of Idaho, arraigned the Senate for what he characterized as executive action. He said he would rather have battleships sunk than to have the honor of this Nation compromised before the world.

On the other hand, Senator Kern, the majority leader, upheld the action, asserting that it would proclaim to all nations that the President in exercising his constitutional powers in the conduct of his negotiations with his party, but not for the people of his party, but for the people of the country, who are prepared to back him with their rights in an instance of American rights.

Emphatically asserting that there could be no confuting of the Senate because of technical parliamentary entanglements, Senator Lodge, of Massachusetts, ranking Republican member of the Foreign Relations committee, said the Senate had gone on record as "opposing a warning to Americans and against interference with the executive."

Action of Disposal Complex. The action which effectually disposed of the Gore resolution was a complex one. Senator Stone moved to bring the resolution before the Senate, and Senator Gore then obtained permission to change his resolution. Retaining the original preamble, he substituted the resolution with the following: "Resolved,—That the sinking by a

DENY JURISDICTION OF FEDERAL COURT

German Authorities Protest Suit Against Appam

ASK FOR ITS DISMISSAL

Answer to Libel Proceedings of British Owners Contends the Ship is Legally a German Prize. Filed at Norfolk.

Norfolk, Va., March 3.—The German Empire, through Lieutenant Hans Berg, commanding the former British liner Appam, and L. M. von Schilling, vice consul for the district comprising Norfolk, Newport News and Portsmouth, today denied the jurisdiction of the Federal Court in deciding the status of the ship, in answering libel proceedings instituted by the African Steam Navigation Company, Ltd., of Liverpool, for recovery of the vessel.

The answer was filed in the Federal Court, but no date was set for hearing the case. This will probably be decided tomorrow. Lieutenant Berg, Prince Hatzfeldt, secretary to the German embassy at Washington; John W. Clifton, of Washington, and Norman R. Lindheim were in court when the paper was filed. It reads in part as follows:

"The claim, plea and answer of Hans Berg, master in charge of the prize ship 'Appam', and L. M. von Schilling, vice consul of the German Empire for the district comprising Newport News, Norfolk, Portsmouth and all waters contiguous thereto, hereby claim the said 'Appam' and aver that she is the property of the said German Empire, and no other person is the owner thereof; and they further severally aver that they are duly authorized hereto by said owner, and that the said Hans Berg is the master of said prize ship 'Appam' and the circumstances hereinafter described and that she is now at the port of Newport News, Va.

"And further answering these respondents state that the said steamer 'Appam' while in British waters, was captured on the high seas on January 15th, 1916, during the existence of a state of war between Great Britain and the German Empire, by the Moeve, a man-of-war of the German Empire and became a lawful prize of the said empire and was placed by the commander of said captor vessel in charge of Hans Berg, a lieutenant in the naval forces of said German Empire, and a prize crew composed of men in the naval service of said empire, and was brought into the port of Newport News, Va., and is now held by the said Hans Berg and his said prize crew as a lawful prize of war belonging to and the property of the said German Empire.

"And these respondents further aver that by the law of nations the title of said German Empire to the said prize cannot be inquired into in these proceedings, and that by the treaties now in force between the said German Empire and the United States of America and also by the said law of nations, the said prize was entitled to enter the harbor of Newport News and is exempt from any legal process or arrest, search or otherwise, by the said United States, and by authority of said German Empire they respectfully protest against any action of this court and pray that the said libel be dismissed."

NOTIFY AGENTS TO SUSPEND BUSINESS IN SOUTH CAROLINA

Action Taken by Foreign and American Fire Insurance Companies.

New York, March 3.—Various foreign and American fire insurance companies that have been doing business in South Carolina, are preparing circulars notifying their agents in that state to suspend operations there, it was said here today, and those companies that have not renewed their South Carolina licenses which expire April 1, are planning to allow them to lapse.

This action is understood to be in pursuance of an informal decision reached at a gathering of representatives of these companies in this city on Tuesday, at which consideration was given to the proposed circulars and to anti-compact bills then pending in South Carolina and which have since been signed by Governor Manning. This decision by the companies located here is declared to be a virtual abandonment of their fire insurance operations in South Carolina.

Boston, Mass., March 3.—Five men were reported lost tonight in the wreck of a barge of Scituate at the northern entrance of this harbor. A blizzard was raging and two other barges, part of a tow of three were reported drifting ashore.

BATTLE IS RAGING AROUND DOUAMONT

Germans Forced to Give Ground to the French

FIGHTING IS UNABATED

Russians Capture Town of Bitlis in Turkish Armenia—British Recapture Sidi Barani—German Seaplane Captured.

Around the village of Douaumont, which is in the hands of the Germans, is raging a battle of great intensity. Having captured the village and extended their lines west and south, the Germans were forced to give ground before vicious attacks of the French, who regained part of the terrain they had lost. The fighting here is proceeding unabated.

From the region of Malancourt, west of the Meuse, to the Woivre region, east of Verdun, the bombardment has of a violent character, the Germans endeavoring to force their way closer to the fortress of Verdun and the French tenaciously striving to hold them back. Several assembling points of the Germans have been vigorously shelled by the French, especially in the vicinity of Beaumont.

The Germans admit that in the region of Ypres, the British have taken the positions the Germans took from them February 14, but say that the British were immediately driven out of most of them. The British, however, declare that they have consolidated these positions.

There has been considerable artillery activity in the Argonne forest and in upper Alsace an infantry engagement in which elements of German trenches were taken by the French.

Comparative quiet prevails on the Russian front. Along the line in the Alps and on the Isonzo river sector the Austrians and Italians continue their bombardments and attacks at various points by infantry, but without materially changing their positions.

The Russians have captured the important town of Bitlis in the Lake Van district of Turkish Armenia, and elsewhere in the Caucasus region and in Persia are keeping up their vigorous offensive against the Ottoman forces.

An official communication from the Turkish army headquarters says the east and west coast districts of Aden have come under Ottoman rule as the result of the submission of the tribesmen. The Turks also report a defeat recently of the British near Dafuch, in the neighborhood of Aden, but the British official press bureau denies that an engagement took place here.

The British have re-occupied Sidi Barani in western Egypt which had been in the hands of Senussi tribesmen, commanded by Turkish officers. The town was occupied without resistance. A German seaplane has been captured off the Belgian coast while returning from England, one of its occupants had been drowned. The other was taken prisoner. It is thought probable that this craft is the one that bombarded the coast of England Wednesday night.

INDICATION OF STRENGTH German Successes Believed to Confirm Predictions of Experts.

Berlin, March 3.—(By wireless to Saxon.)—The capture of the town of Douaumont and the steady successes of the Germans in the region of Verdun seemingly confirm the repeated

THROUGHS VIEW BODY OF DAVE EVANS IN STREET

On Pavement in Front of Greenville Court House

Negro Convict Who Had Killed Two Officers Within Two Weeks, is Himself Killed in His Home in Pitt County.

(Special Star Telegram.) Greenville, N. C., March 3.—It is estimated that fully a thousand people this afternoon viewed the dead body of Dave Evans, the negro convict, and desperado, who within two weeks killed two county officials, and had himself been shot to death in his own home earlier in the day by W. L. House, a member of a large posse that had been searching for him for several days and nights. The body was first taken to Ayden, where it lay on the pavement and was viewed by hundreds. Tonight the body is in the basement of the court house.

This morning W. L. House went to the negro's home, a few miles southeast of Ayden, and found the negro was in the house. Opening the door, Evans fired at House but missed him and slammed the door shut. House fired through the door, when Evans went to a window, through which House shot again. Evans fell. House broke in. Evans, lying on the floor, again attempted to use his pistol on the posseman, but the latter emptied his pistol into the body of the prostrate negro, killing him.

The body was then taken to Ayden and later brought to Greenville in an automobile.

Evans was discovered in his home yesterday by W. J. Smith and Ronald Harrington, of Ayden, after a posse

STEAMER FIRED ON 600 MILES AT SEA

British Ship Chased by a Mysterious Craft

TWO SHOTS WERE FIRED

Captain of the Steamer Swift Wings at Newport News Tells of Sighting Two Other Mysterious Ships Off Bermuda.

UNIDENTIFIED STEAMER PASSES INTO THE CAPE

Norfolk, Va., March 3.—An unidentified steamer with two funnels, passed in the Virginia capes this afternoon during a northwest gale and heavy snow storm. The observer aboard the Swift Wings saw her only for a few minutes when she disappeared in the snow. He says he saw only her outlines and her two funnels. Captain Wood of the Virginia Pilots Association is reported to have boarded the vessel off the capes and was at the wheel when she passed in.

Newport News, Va., March 3.—Captain D. W. Griffiths, master of the British steamer Swift Wings, tonight stated that he was fired on twice by a mysterious ship about 600 miles off the Virginia Capes, about 12 days ago.

"It was about 5 o'clock in the afternoon, a week ago yesterday when it was started by seeing the spray leap into the air about 300 yards from us," said Captain Griffiths. "At first I paid no attention to it, thinking a whale was spouting."

"A few minutes later I sighted the steamer Lady Plymouth," says he, "and was able to see the dim outline of a ship about five miles away. I think she had two funnels. Then there came a second shot. The spray again leaped into the air, this time a little further away from us."

"We were then making our best possible speed. The smoke from the steamer became darker. We kept seeing it until nearly dark. I suppose she gave chase but decided that it was useless when light came on."

Captain Griffiths told of sighting two other mysterious craft off Bermuda. He said that they made no move to molest him and that he did not take the time to investigate.

Captain Johnson, master of the British steamer Lady Plymouth, says he was chased for 36 hours by a mysterious craft when about midway of the Atlantic. The pursuer did not get close enough to fire on the Lady Plymouth, according to Captain Johnson. "Darkness and a storm came on about the same time and we lost the craft after she had been after us for 36 hours," the captain is quoted as saying.

Neither of the skippers were able to

DAMAGE TO SHIPPING BY STORM IS FEARED

Wind Reaches Velocity of 58 Miles at Hatteras

Gas Boat is Sunk During Gale in Albemarle Sound and the Captain and Mate Are Believed to Have Been Drowned.

Norfolk, Va., March 3.—One of the worst storms of the winter is sweeping the Virginia capes tonight and there are fears expressed in marine circles that shipping will suffer considerably. The wind at Cape Hatteras tonight reached a velocity of 58 miles from the northwest and at Cape Henry its highest velocity was 48 miles. The storm was accompanied by a heavy snow fall. At Cape Henry the weather was so thick the government observer could not distinguish passing ships.

The gas boat Sunol, plying between Elizabeth City, Weeksville and Hertford, N. C., sunk during the gale in Albemarle sound. Captain John Parker and mate, Barney Newby, are missing, and are believed to have been drowned. Captain Parker has a wife and several children residing in Elizabeth City.

THE DAY IN CONGRESS

SENATE. Met at 11 a. m. Defeated legislation to warn Americans off armed ships by a vote of 68 to 14.

HOUSE. Resumed debate on Shields water-power bill. Brandeis hearing continued. Recessed at 5:50 p. m. to noon Saturday.

Met at noon. Foreign Affairs committee considered armed ship warning resolution. Naval Affairs committee reported Haitian constabulary bill. Foreign Affairs committee voted 17 to 2 to report resolution providing that the McLenore resolution warning Americans of armed ships be tabled and declaring that diplomatic negotiations should be conducted by the President without congressional interference. Recessed at 5:05 p. m. to noon Saturday.

SUIT STARTED BY WHITE AUDIT CO.

To Enjoin the Order of Railway Conductors

IN "STRIKE CONSPIRACY"

Would Prevent "Carrying Out a Conspiracy of Threatened Strikes" as Protest Against Use of White Audit System.

Atlanta, Ga., March 3.—Suit to enjoin officers and members of the Order of Railway Conductors from "carrying out a conspiracy of threatened strikes" as protest against the installation by railroads of the White Audit system, which is a scheme of checking conductors aboard trains. It was said to be an outgrowth of the recently threatened strike of conductors on the Atlantic Coast Line railroad. Coast Line officials are in operation on the Western & Atlantic railroad and the Nashville, Chattanooga & St. Louis railroad and attempts to boycott have been threatened.

Seventeen defendants are named in the action, some of them national officers of the Order of Railway Conductors. Today's action was the first intimation here that conductors on railroads other than the Coast Line were seeking to prevent this audit system being employed.

TEMPORARY INJUNCTION IS UPHELD BY GEORGIA COURT

Prevents Negro Order Using Name Objected to By A. A. O. N. M. S.

Atlanta, Ga., March 3.—The state supreme court today upheld a temporary injunction granted in Fulton Superior court on behalf of the local Yaarab Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine, a Masonic organization which prevents a negro organization using the name "Ancient Egyptian Arabic Order of Nobles of the Mystic Shrine of North and South America."

The case now is to go before a Fulton county petit jury for decision of the facts in the case. If this decision is favorable to the white organization, its next proceeding would be to seek a permanent injunction.

STEAMER GOES AGROUND

The City of Baltimore From Norfolk Has Large Passenger List

Newport News, Va., March 3.—The Chesapeake Line steamer City of Baltimore, from Norfolk to Baltimore with a large passenger list, went aground on Hampton bar tonight during a blinding snow storm. Despite the high wind, the steamer is reported to be in little danger. The coast guard cutter Onondaga is standing by and two tugs have been ordered from Norfolk. It is believed that the City of Baltimore will be floated at high tide tomorrow.

MAYORS ARE ORGANIZED FOR NATIONAL DEFENSE

Eighty Large Cities Represented at St. Louis

"National Defense Conference of Mayors" to be Permanent—Mayor Mitchell and Cornelius Vanderbilt Spoke.

St. Louis, March 3.—A permanent organization of American mayors to promote the cause of National defense was effected here today at a meeting of mayors and their representatives from 80 large cities. The organization is to be known as the National Defense Conference of Mayors, Mayor Kiel, of St. Louis, who presided, appointed a committee on resolutions of 11 men. This committee is to report Saturday afternoon. The principal speakers at today's sessions were Mayor Mitchell, of New York, and Cornelius Vanderbilt, of New York.

General George Harris, of Omaha, speaking at the afternoon session, referred to the "authorized murder of American soldiers during the Spanish-American war through negligence." He said American army officers were humiliated by the incompetency displayed in the presence of the military attaches of foreign nations.

The principal meeting of the conference took place tonight. The principal speakers were Robert Bacon, former Secretary of State; Richard L. Metcalfe, of Omaha; Luke E. Wright, former Secretary of War, and Owen Miller, secretary of the American Federation of Musicians, who spoke for organized labor.

POSSIBLY OVER 3,000 PERISHED AS FRENCH CRUISER WENT DOWN

LACK OF OFFICERS SERIOUS HANDICAP

Admiral Fletcher Urges Increase in Naval Cadets

ONLY LOGICAL REMEDY

Says Three Warships Are Prevented From Active Duty Because of Not Enough Officers and Men to Operate Them.

Washington, March 3.—Only 15 of the 21 battleships of the Atlantic fleet are on active duty in West Indian waters, three of the other six being so crippled for lack of officers and men that they cannot operate with the fleet, and the other three either awaiting or undergoing extensive repairs.

The 15 active ships are short from 3 to 17 officers each of the number assigned to them by the Navy Department, and 1,000 coal passers, electricians, gunners' mates and other trained enlisted men, although the House Naval committee. He added that in his opinion and that of various boards of officers who had studied the subject, the active fleet requires ten years of additional men over the complements now assigned. The shortage in the various ratings, he explained, however, would not materially injure the efficiency of the fleet were it called upon immediately to engage an enemy.

The lack of officers was the most serious aspect, Admiral Fletcher thought, because it requires ten years to train a competent lieutenant or lieutenant commander. Nothing that Congress, much less the Navy Department, can do can remedy the situation at once, he added. The House Naval Board and Admiral Fletcher himself were discussed at length.

Chairman Padgett asked the admiral to submit his opinion as to the number of officers in higher grades which should be provided for immediately in order to relieve the shortage in that respect. Admiral Fletcher suggested that in addition to the regular promotion two rear admirals be created each year for six years, six captains a year for five years, 15 commanders a year for five years, and that all lieutenants should be in higher grades which would be eligible immediately, he said, under this plan.

Admiral Fletcher devoted his entire day before the committee to questions of personnel. The conflicting figures as to ships' complement presented by the Bureau of Navigation, the General Board and Admiral Fletcher himself were discussed at length.

The French ministry of marine had previously issued a statement as to the number of persons on the Provence when she went down. The vessel, however, when in the trans-Atlantic service could carry 1,960 persons, including the crew, and it was presumed that, as she was transporting troops between ports not far apart, she was carrying a number of men larger than her normal capacity. The official statement announcing the sinking of the Provence said:

"The French auxiliary cruiser Provence, which was transported to the Mediterranean on February 26, Two hundred and ninety-six crew members, including the crew, and it was presumed that, as she was transporting troops between ports not far apart, she was carrying a number of men larger than her normal capacity. The official statement announcing the sinking of the Provence said:

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FOUR THOUSAND PERSONS WERE ABOARD THE PROVENCE WHEN SUNK FEB. 26.

870 ESTIMATED SAVED

Loss of 3,000 Lives Would be Greatest Marine Disaster of Modern Times.

The Provence Was Transporting Troops to Saloniki

Paris, March 3.—It was announced at the French ministry of marine today that there were nearly 4,000 men on board the French auxiliary cruiser Provence when she was sunk in the Mediterranean on February 26. It was stated that on board the Provence were the staff of the Third Colonial Infantry regiment, the Third battalion, the Second company of the First Battalion, the Second machine gun company and one extra company, in all nearly 4,000 men.

As the ministry of marine on February 29 announced that the number of survivors of the Provence disaster was estimated at 870, it is indicated by today's announcement that upwards of 3,130 lives were lost.

Greatest Modern Ocean Disaster The loss of more than 3,000 lives in the sinking of the French auxiliary cruiser Provence is the greatest ocean disaster of modern times. Up to the present the largest number of lives ever lost in one wreck was when the White Star liner Titanic struck an iceberg on the New Foundland banks on April 14, 1912, and sank with a death loss of 1,595. The rescued numbered 143.

The French ministry of marine had previously issued a statement as to the number of persons on the Provence when she went down. The vessel, however, when in the trans-Atlantic service could carry 1,960 persons, including the crew, and it was presumed that, as she was transporting troops between ports not far apart, she was carrying a number of men larger than her normal capacity. The official statement announcing the sinking of the Provence said:

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