

Local rains Thursday; Friday fair, colder.

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GERMANY IN THE THROES OF GREAT LABOR UPHEAVAL

THOUSANDS UPON THOUSANDS OF BOTH MEN AND WOMEN WORKERS IN GERMANY ARE OUT ON STRIKE

Political and Economic Situation There Transcends Interest in Italian Victory

SOCIALISTS AT HEAD OF IT Nearly Half Million on Strike in Berlin—Shipworkers at Kiel Have Quit

FINLAND SITUATION WORSE Revolutionists Are Declared to Have Formed Government

(Associated Press War Summary.) Transcending in interest even the great victory of the Italians over the Austrians at the northern battle front is the political and economic situation in Germany.

Here apparently a large part of the country is in the throes of a great labor upheaval due to dissatisfaction by the working classes over the progress of the peace negotiations and over internal political conditions generally.

Half Million Out in Berlin. In Berlin alone nearly half a million persons are reported on strike and hourly those who have quit work are receiving reinforcements.

Leaders of the socialists—both of the independent and majority factions—evidently are in control of the movement and for their pains a number of the independents have been ordered imprisoned.

Ultimatum to Government. Advice received by way of Switzerland to the effect that the socialists have delivered an ultimatum to the government demanding the conclusion of a general peace without indemnities or annexation, participation by the workers in peace discussions, and amelioration of the conditions of public assembly, the release of all political prisoners and the introduction of equal electoral suffrage by direct secret ballot.

Finland Trouble Grows. In Finland the trouble between the government forces and revolutionists continues to grow in extent. The revolutionists are declared to have formed a government of their own.

Italian Success Extended. The Italian success against the Austrians in the mountain region of northern Italy has been extended by the capture of Monte di Val Bellia, another dominating height on the Italian front.

NAVAL VOLUNTEERS AND RESERVES TO BE AMALGAMATED Washington, Jan. 30.—A bill to amalgamate the naval volunteers, federalized state naval militia, with the federal naval reserve force was approved today by the House naval committee.

Send Ships to Finland. London, Jan. 30.—A Reuter dispatch from Stockholm says the government has taken measures for the immediate dispatch of ships to Finland to bring the Swedish residents in that country back to Sweden.

Commander Himself Didn't Know Where He Was Going

Head-On Collision on the N. & W. Last Night Cost Lives of Four Trainmen

Roanoke, Va., Jan. 30.—Four men were killed, two trainmen injured, and several passengers shaken up in a head-on collision between the Memphis Special and a west-bound Norfolk & Western freight train, ten miles west of Radford tonight about 10.30, according to information given out at the Norfolk & Western Division office here.

The wreck is said to have been caused by failure of the freight engine to observe instructions. The dead reported are: Engineer J. H. Smith, of the Memphis Special, of Bristol, Va.; Freight Engineer C. A. Jacobson, of Roanoke, Va.; Freight Fireman H. C. Hoyle, of Roanoke, Va.; Elbert Taylor, colored, brakeman, of Bristol, Va.

J. R. Mason, engineer on the second engine of the Memphis special, was injured by getting the toes of one foot cut off. A fireman, whose name could not be learned, was scalded.

The Memphis special is a Southern railway passenger train between Memphis and New York but is operated over the Norfolk & Western's track between Bristol and Norfolk.

Repairs Being Rushed on the Appalachian Division of the Southern Railway

RE-BUILDING 15 BRIDGES Bristol's Coal Supply is Entirely Cut Off—Considerable Damage to Farms and Other Property is Reported.

Bristol, Tenn.-Va., Jan. 30.—Flood conditions resulting from rapidly melting snow in the mountains which did much damage to railroads and other property in this section were greatly improved today. The streams are returning to normal and repairs are being rushed.

Extra men and machinery are rebuilding fifteen or more bridges and trestles washed away on the Appalachian division of the Southern railway. Officials hope to resume traffic by the first of next week.

State Fuel Administrator Byrd today wired Local Administrator Faucette that emergency supplies would be sent here from other fields until the shortage is relieved.

Reports of considerable damage on farms, the drowning of stock and destruction of property in flooded districts are coming in.

LICENSE OF COTTON OIL FIRM REVOKED Clio, S. C. Plant is Ordered Closed Up. Is Charged With Hoarding Cotton Seed.

Washington, Jan. 30.—The license of the Clio Oil and Fertilizer Company of Clio, South Carolina, has been revoked and the concern ordered to close up its business not later than February 6th, the food administration announced today.

"Speculating in and hoarding cotton seed" is the reason given with the order, and it was announced that as all of the company's products are manufactured from cotton seed, which is under license, it will be unable to operate even as a fertilizer manufacturer.

The company had on hand 3,092,000 pounds of cotton seed and has been operated only two and one-half days in the past year, according to statistics brought out at a hearing before the federal food administration for South Carolina. This, it was announced, was "an amount above reasonable needs for a reasonable length of time" and was taken as "clear proof that the seed was being hoarded for speculative purposes."

Washington, Jan. 30.—A bill to amalgamate the naval volunteers, federalized state naval militia, with the federal naval reserve force was approved today by the House naval committee. There are 50,000 men enrolled in the reserves and 17,000 in the volunteers. Both are now in active service for the period of the war.

Flotilla of American Destroyers Started Abroad Under the Utmost Secrecy

THE ORDERS WERE SEALED Commander Tausig Tells How Americans Are Effectively Chasing Submarines

THEY FEAR DEPTH BOMBS Many Ships Have Been Escorted and Many Lives Saved

New York, Jan. 30.—How secretly the United States despatched the first flotilla of torpedo boat destroyers, last April, to join the British navy in the hunt for German submarines was told for the first time publicly tonight by Commander J. K. Tausig, U. S. N., who took them across the Atlantic.

The narrative was related before an audience which thronged Carnegie Hall to celebrate the opening of a war savings stamp campaign in this city. Commander Tausig's story of the work accomplished by the navy's "greyhounds" far from home was wildly cheered.

"So anxious was the navy department that the outside world in general know nothing of the movement of these ships," Commander Tausig said, "that not even I, who was in command of the expedition, was informed of our destination.

"My orders were to proceed to a point 50 miles east of Cape Cod and then open my sealed instructions. Until I got to that point, at midnight of the first night out, I did not know that our first port of call was to be Queenstown, Ireland.

"It is quite natural that the few in authority who knew of our movements watched with anxiety for news of our crossing. It was the first time that vessels of this type had ever made so long a continuous passage without refueling or without the company of larger vessels.

"We were ten days in making the trip, due mostly to a southeast gale, which accompanied us for seven of the ten days. So rough was the sea during this time that for seven of the days we did not set our mess tables. We ate off our laps. On the ninth day we were pleased to be met by a little British destroyer named the Mary Rose. She picked us up early one morning and came along flying the international signal 'Welcome to the American colors.'

"They were very glad to see us. Things were looking black. In the three previous weeks the submarines had sunk 152 British ships. We immediately had depth bombs installed so as to fight the submarines. The night before we entered the harbor at Queenstown a German submarine plucked two lives right in the channel. Fortunately for us they were swept up by the ever-vigilant British minesweepers before we arrived.

"We escorted many ships and we saved many lives. I cannot say we sunk any submarines. The submarine, I found, was a very difficult bird to catch. He always sees you first. Only once did my vessel, in seven months, succeed in actually firing at a submarine. He then went down after the fifth shot was fired. At that he was five miles away. But they are afraid of the depth bombs. I cannot say positively that I sank any submarines. I saw results on several occasions which led me to believe that I had at least damaged one or two.

"The patrol duty was very trying, as the ocean was strewn with wreckage for a distance of 300 miles off shore. It was hard to tell a periscope when we saw one. We fired at fish, floating spars and other objects because we could not afford to take a chance. The submarines grew less active or did less damage as the summer wore on.

"The night patrol work was very dangerous. There were frequent collisions and we had to use our judgment as to whether we should turn on the lights and avoid dangers of collision and take the risk of a submarine seeing us, or keep our lights out and take our chances. We have to remember that if a submarine sinks us she only sinks one ship. A serious collision might sink two ships, so it is a matter of judgment. The question is can we beat the submarine? I am sure we can if the people will do their part."

Commander Tausig said there is complete co-operation between the American and British navies in foreign waters. There is no friction, he declared.

BERLIN STRIKERS SEND ULTIMATUM TO GOVERNMENT

Present Eight Demands—First is Peace Without Indemnities or Annexations

SITUATION IS THREATENING Three Newspapers Ordered Suspended Because of Attitude Toward Strikers

Zurich, Jan. 30.—The socialist paper Vorwaerts announces that the Berlin strikers now have become more numerous and threatening. They have addressed to the government an ultimatum of which the following are the principal demands:

First, accelerated conclusions of a general peace without indemnities or annexations. Second, participation of workmen's delegates of all the countries in the peace negotiations.

Third, amelioration of the food situation by better distribution. Fourth, immediate abolition of the state of siege and restoration of the right of public meeting, suspended by the military authorities.

Fifth, abolition of militarization of war factories. Sixth, immediate release of all political prisoners. Seventh, fundamental democratization of state institutions.

Eighth, the institution of equal electoral suffrage by direct secret ballot. SHIPYARD WORKERS AND MINERS WENT OUT MONDAY London, Jan. 30.—All the workmen in the Kiel shipyards and in the Vulcan works at Hamburg and thousands of miners in the Rhenish Westphalian districts, struck on Monday, according to the Berliner Vossische Zeitung.

THREE NEWSPAPERS ORDERED TO CEASE PUBLICATION Amsterdam, Jan. 30.—The German censor has ordered the Berliner Tageblatt, the Vorwaerts and the Berliner Post to cease publication, according to a dispatch received here from Berlin. The ban was placed on the newspapers owing to their attitude toward the striking workmen in Germany, says the dispatch.

CLASH BETWEEN SOLDIERS AND STRIKERS IN BERLIN London, Jan. 31.—A dispatch to the Daily Express from Geneva reports that there have been clashes between soldiers and strikers in the suburbs of Berlin in which lives were lost. The dispatch adds that the troops in some instances refused to fire on strikers.

HINDENBURG WARNS STRIKERS TO CEASE MOVEMENT AT ONCE Westfalen, Jan. 30.—The Rhenische Westfalische Zeitung, of Essen, a copy of which has been received here, reports that Field Marshal von Hindenburg has warned the strikers in Berlin to cease their movement immediately. He told them, according to this newspaper, that they were being misled, adding: "Every hour you lose means the weakening of Germany's defense. You are committing a crime against our army and an act of cowardice against your brethren in the front trenches."

VESSEL SANK JUST AS CREW WAS TAKEN OFF

Schooner Elzey Went Down in the Chesapeake

Her Bow Had Been Cut By Ice, and Loaded With Cement, Vessel Settled Quickly—Crew Was Taken Off By Tug.

Norfolk, Va., Jan. 30.—The four-masted schooner George W. Ezeley, Jr., its bow cut through by an icepack, sunk early today in the Chesapeake Bay off Thimble Shoals light. The crew of five, daintily rescued by the tug Sybil, Captain Joseph L. Frieberg, in command, were landed this afternoon at Norfolk. The rescuing tug is owned by George R. Dilkes & Company.

The Elzey was outward bound from Norfolk for another Atlantic port with a cargo of cement. Caught in the ice and bow crushed, the schooner rapidly began to sink. The Sybil picked up the signals of distress while en route down the East river to the bay. Captain Frieberg realized that the ship was in danger of going down at any moment, and with a full head of steam (Continued on Page Ten.)

Establish Central Control Of Trans-Atlantic Shipping

IS CONFINED TO HOSPITAL



MAJOR GENERAL LEONARD WOOD

RAISE RATES FROM EAST TO PACIFIC

Commerce Commission Authorizes Increase for Trans-Continental Railroads

INTER-MOUNTAIN DECISION Cancellation of Existing Rates on Broken Car Shipments in Favor of Higher Rates Refused by the Commission.

Washington, Jan. 30.—In deciding the inter-mountain rate case today the interstate commerce commission authorized increased trans-continental railroads to increase rates from eastern points to Pacific coast cities to the level of the rates now prevailing to inter-mountain points.

Simultaneously the commission refused to allow railroads to cancel existing commodity rates on shipments of less than a carload and apply higher class rates.

Rail and water rates on shipments by way of Galveston were authorized increased to the level of all-rail rates between the east and west. Rates on commodities for export may be raised, according to the commission's decision.

The commission found that the former reason for maintaining lower through rates to Pacific ports from eastern territory than to the mountain territory were removed when ships formerly in service between the Atlantic and Pacific seaboard by way of the Panama canal were removed for trans-Atlantic service.

In refusing the commission decided that rates to the coast were abnormally low considering service rendered and transportation expenses. For that reason the petition of commercial interests of Pacific points that the inter-mountain rates be lowered was refused.

Intermediate cities under the commission's decision will not bear a discrimination which it was alleged prevailed under the old rate scheme by which through rates were forced down by water competition.

The commission also denied the application of the Southern Pacific to maintain low rates on certain commodities by way of water and rail routes through Galveston until the same basis of rates is applied to all commodities adapted to water transportation.

In refusing the commission's request for application of class rates to less than carload shipments the commission specified that commodity rates on these shipments might be increased in the same proportion as is applied to carload shipments.

Committee Created to Supervise All American, Allied and Neutral Shipping

DIVERT SHIPMENTS SOUTH Charleston and Savannah Designated as Principal Southern Ports for Exports

WILL FACILITATE MATTERS American Representatives to be Stationed Abroad

Washington, Jan. 30.—Centralized control of trans-Atlantic shipping was established today with the creation of a ship control committee to have supreme charge of the operation of all ships—American, allied and neutral—entering and leaving American ports.

The committee was named by representatives of the shipping board, the war and navy departments, the food and fuel administrations, the director general of railroads, the British government and shipowners who met to devise some plan for speeding up the movement of supplies to Europe. It comprises P. A. S. Franklin, of the International Maritime marine, chairman; H. H. Raymond, head of the Clyde and Mallory lines and recently made shipping controller at New York, and Sir Connop Guthrie, director of British shipping in this country.

Creates Pool of Shipping. The arrangement as explained by shipping board officials, in effect creates a pool of ships moving supplies to Europe. Goods destined for overseas will be loaded in available ships whether operated by the United States or the allies. With the aid of the railroad administration the commission will divert to southern ports much of the supplies that heretofore have clogged the port of New York and incoming vessels will be directed by wireless to proceed to the ports in which materials of the most importance await shipment.

The plan yet has to be approved by the British government and by the other allies, but officials today received the assurance of Sir Connop Guthrie and Sir Richard Crawford, of the British embassy, that this would be forthcoming. Approval of the neutrals is not necessary inasmuch as neutral ships operated by the United States and the allies are operated under charter. The British long have urged an arrangement of the kind.

Have Representatives Abroad. In connection with the action officials attached particular significance to the decision to dispatch abroad Raymond B. Stevens, vice-chairman of the shipping board, and George L. Rublee, of the board's legal staff, to sit in London and Paris as permanent representatives of the United States in shipping matters. The representatives on the other side will seek to accomplish the same aid sought by creation of the control committee. In addition they will represent the United States in the allocation of neutral tonnage obtained by agreements between the allies and neutral countries.

A decision to give the control committee authority to divert to the various ports shipments of goods intended for overseas transportation, officials said, will accomplish an amalgamation of rail and water transportation facilities sought since the beginning of the war. Such a welding, it was declared, was impossible until the railroads came under government control. It was declared tonight at least one million tons of shipping would be gained (Continued on Page Two)

Reports to Director General McAdoo indicated that the westbound movement of freight today was nearly 10 per cent under that of yesterday. Most of this was coal. The return movement of empty coal cars to mining districts was slightly better except in West Virginia, Kentucky and Virginia, where the goods still restricted transportation seriously. Floods in the remainder of the country which had been feared yesterday were postponed by continuing cold weather.

The plight of New England was discussed with Mr. McAdoo by Fuel Administrator Garfield and J. J. Storrow, fuel administrator for that section. Mr. McAdoo promised to rush the movement of coal to the northeast and said he believed the supply would be sufficient to prevent a general suspension of industries.

Mr. Storrow was not so hopeful. He explained that the interference with the hauling of coal from Hampton Roads by vessel, because of the preference given government ships held there for coaling had cut New England's normal supply from that source to almost nothing in the last few days. Arrangements have been made to start the movement again.

More minor weather at Hampton Roads the last few days has helped thaw coal formerly frozen in cars and assisted the dumping and coaling of vessels, it was reported here today. Weather conditions and railroad congestion have interfered seriously with shipping activities, according to reports today to the shipping board. Deep snow has made it impossible for men to keep at work. In addition, the freight congestion has curtailed the supply of materials to a great extent and some shipyards are entirely without materials.

The new system of distributing coal will be put into effect next week, but officials do not believe it will effect much saving or hauling at first.

BATTLESHIP GOES ASHORE WHILE BREAKING UP ICE An Atlantic Port, Jan. 30.—While breaking ice in a channel near here today a battleship of the pre-dreadnaught type went aground on a sandbar and tonight was still fast. She was said to be resting easily and officers expected to float her undamaged at the next high tide.

Developed tonight that the older battleships of the navy have been used on several occasions in opening up shipping channels clogged with ice during the cold weather of the past few weeks.

BUNKER OPERATIONS ARE GREATLY IMPEDED AT NORFOLK Norfolk, Va., Jan. 30.—A northeast-ern gale, accompanied by a light rain which turned to ice as it hit the ground, today greatly impeded bunker operations and all shipping activities (Continued on Page Two)

LARGE SECTIONS OF EAST FACING A COAL FAMINE

Snow and Ice Storms Have Further Hampered the Transportation Situation

MANY PLANTS MAY CLOSE With All Means of Relief Exhausted, Better Weather is Now Depended Upon

Washington, Jan. 30.—In response to an urgent appeal from J. J. Storrow, New England fuel administrator, the shipping board tonight directed that coal piers at Hampton Road ports give complete right of way for loading during a 72-hour period beginning tomorrow to a fleet of 50 steamers, schooners and barges waiting there to take coal for Boston.

At the same time Director General McAdoo instructed the railroads to give priority tomorrow to 12 coal trains of 25 cars each to supplement the usual movement of coal to New England and to meet emergency demands at Boston. Secretary Daniels ordered the commandant of the navy yard there to turn over 5,000 tons of bituminous to the city fuel administrator.

Washington, Jan. 30.—Large sections of the east face a coal famine within the next few days as a result of further hampering of railroad transportation by today's snow and ice storms. Reports reaching the railroad and fuel administrations tonight showed New England, parts of Pennsylvania and districts along the Atlantic seaboard in worse condition and there were indications that many industries would be forced to stop operations for a few days for lack of coal.

Already the railroad administration has done all possible to meet the emergency, it was said, and developments must depend almost entirely on weather conditions. Forecasts of these gave no basis of hope, for was promised for most of the country east of the Mississippi tomorrow.

General Shutdowns Not Planned. No orders for a general industrial shutdown are planned by the fuel administration, but the preferential treatment of coal shipments for domestic consumption, for ships and essential industries, will continue. An extension of the freight embargo might be considered by the railroad administration to assist railroads to move coal, it was explained, except for the fact that very little general freight is now being accepted for eastward movement by any lines.

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