

GERMAN OPERATIONS ON RUSSIAN FRONT HAVE BEEN RESUMED

Dispatch From Berlin Announces That Troops Have Already Crossed the Dvina

MAY DRIVE ON PETROGRAD

Swedish Reports Say Germans Are Pushing Their Way Into Esthonia and Livonia

BOLSHEVIKI OCCUPY KIEV

Successful Operations Against Ukrainians Reported

(Associated Press War Summary.)

With Russia in the grip of intestine strife and her battle line demoralized...

Isolate Russia From Baltic.

Reports emanating from Sweden say that the Germans have begun pushing their troops into Russia's two remaining Baltic provinces...

Austria Placated.

Although Austria-Hungary had shown dissatisfaction over the stand that Germany has taken toward Russia...

Bolsheviks Capture Kiev.

Related dispatches from Petrograd tell of the capture of Kiev, the new capital of the Ukraine, by the Bolsheviks...

Minor Infantry Operations.

On the battlefield in France and Flanders the operations continue of a minor character except for artillery raids on isolated sectors...

American Brains Hit Down.

On the American sector near St. Mihiel, the Germans have increased their reconnaissance and bomb dropping operations...

Toll of German Raid.

Twenty-seven persons were killed and 41 injured in the air raids made by the Germans on London Saturday night...

Counter-Revolutionary

POLES MEET WITH DEFEAT

Petrograd, Saturday.—Counter-revolutionary Polish legions were defeated by the Bolsheviks at Minsk...

Polish Casualties.

One detachment of 600 Poles was annihilated, according to the dispatch...

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Streets of Kiev Filled With Dead and Wounded During Friday's Battle

Petrograd, Saturday, Feb. 9.—(By the Associated Press)—Kiev, one of the principal cities of the Ukraine, was captured by the Bolsheviks on Friday after sanguinary fighting...

News of the capture of Kiev was contained in an official dispatch received by Bolshevik headquarters...

The correspondents of the Petrograd papers describing the situation at Kiev say it can be compared only to the havoc, death and destruction wrought by the notorious Jewish program in 1905...

SOUTH IS URGED TO FEED ITSELF

Prepare for Food and Feed First, Then Put Remainder of Acreage in Cotton

IS DEPARTMENT'S APPEAL

Supplementary Food Production Program is Issued—Points Out That America Must Help to Feed Europeans.

Washington, Feb. 18.—Planting of an increased acreage of spring wheat and the production of an increased supply of other food products...

Notwithstanding an increased production of staple crops in the United States in 1917 there is need for more food...

The South is urged to provide food for its own people and feed for its livestock and then to plant as much cotton as can well be cultivated...

Confesses to Having Brought European Bonds to America.

An Atlantic Port, Feb. 18.—Johannes Hendrik Werkhoven, assistant manager on the Holland-America liner Nieuwe Amsterdam, was arrested here today...

Urgent Deficiency Bill is Passed by the House

Washington, Feb. 18.—The billion-dollar urgency deficiency bill, carrying half a billion for the military establishment and large sums for the navy and other branches of the government, was passed today by the house without a record vote...

Limit Corn Exports.

Washington, Feb. 18.—Because of the scarcity of field seed corn, exports of corn to Canada for feeding animals hereafter will be limited...

300,000 SUIT IS FILED AGAINST RUSSIAN SHIP

Norfolk, Va., Feb. 18.—In federal court today a libel suit of \$300,000 was filed against the Russian steamship Omsk by Richardson, Rallie & Co., Meiler Fenton, Shubbs Bros. and other libellants...

Asks Labor Program Fund.

Washington, Feb. 18.—Appropriations of \$485,452 for this fiscal year and \$1,556,860 for the year beginning July 1 to carry out the war labor administration which President Wilson has entrusted to the reorganized department of labor were asked of congress today by secretary Wilson.

AERIAL ACTIVITY IN THE AMERICAN SECTOR INCREASES

Our Aviators Keep Hunts at Altitude That They Are Unable to Aim Accurately

ONE PLANE BROUGHT DOWN

Artillery Action Also Lively Yesterday and a Number of Casualties Occur

With the American Army in France, Feb. 18.—(By the Associated Press)—There has been a considerable increase in aerial activity in the American sector since last night.

Enemy planes again flew over the town where a few days ago an American field hospital was located, and dropped bombs, but without damage. One hostile machine was driven to earth in a damaged condition by an American aviator.

The activity of the American anti-aircraft gunners, machine gunners and battery operators kept the enemy machines from flying low enough to get a good aim. One attempted to come lower but was hotly engaged and driven off. Another was chased down after it had been hit by anti-aircraft fire. All day hostile planes were over the American position.

The artillery action also was lively and a number of casualties are reported. One shell dropped on a cook tent and wounded six men. Three men in the trenches were wounded by shrapnel, including a second lieutenant. Several others were injured when a town was shelled.

Bright moonlight assisted the work of the American patrols last night but no Germans were seen. A portion of the sector was subjected to a slight gassing by the enemy, but the men put on their masks and there were no casualties.

SEVERAL DEATHS AND ONE SUICIDE ARE REPORTED

Washington, Feb. 18.—The deaths of four privates as the result of explosions, the killing of Cadet Lindley H. Darrow, Ridgewood, N. J., in an airplane accident last Saturday and the suicide of Lieut. Gordon Loring Rand, Lawrence, Long Island, N. Y., attached to the aviation section of the signal corps were reported to the war department today by Gen. Pershing.

No details were given but it is assumed the explosions were of hand grenades.

Three deaths from natural causes also were reported.

The death of Private Lynwood L. Payne, infantry of Purcellville, Va., from pneumonia, was reported today by Gen. Pershing.

FAYETTEVILLE COLORED SOLDIER DIES IN FRANCE

(Special Star Correspondence) Fayetteville, Feb. 18.—The first Fayetteville man to die on French soil with the American forces in the great war is Thomas H. Kirkpatrick, 23, a young colored man who enlisted in the United States Army six years ago and was serving in the Quartermaster Corps at the time of his death, which resulted from pneumonia. His father is Thomas H. Kirkpatrick of this city. He was well liked by members of both races here. He enlisted when he was only 17 years old.

ASSISTANT PURSER NABBED.

Confesses to Having Brought European Bonds to America.

An Atlantic Port, Feb. 18.—Johannes Hendrik Werkhoven, assistant manager on the Holland-America liner Nieuwe Amsterdam, was arrested here today under the trading with the enemy act and is said to have confessed that he had brought to this country for sale and redemption bonds and coupons owned in Europe. He was held in \$25,000 bail for further examination.

Army intelligence officers have puzzled as to the manner in which securities known to belong to Germans residing abroad have been brought to the United States and converted into cash. The arrest of Werkhoven, who was hereafter negotiating the sale of a \$500 United Fruit Co. bond, is believed to clear up the mystery.

ANOTHER RAID ATTEMPTED

Germany Made Effort to Raid London Last Night.

London, Feb. 18.—Hostile airplanes are attempting a raid against London again tonight, making the third raid in as many nights. No damage or casualties are yet reported. An official statement issued at midnight says: "Hostile aircraft crossed the coast shortly after 9 o'clock tonight and proceeded toward London. Some of the raiders penetrated the defenses and so far there has been no damage and no casualties."

PRESIDENT'S MESSAGE IS MADE PUBLIC IN JAPAN

Tokio, Feb. 15.—(Friday)—President Wilson's message to Congress Feb. 11 was given the widest publication throughout Japan in the afternoon papers of Feb. 13 and the morning papers of Feb. 14. The paper received very favorable comment this morning in the leading papers of Tokio and Osaka.

PREPARING TO USE WILMINGTON FOR SHIPPING COTTON

This Assurance Given Delegation of Wilmingtonians in Washington Yesterday

CONFER WITH SENATORS

To Further Press Port's Advantages in Conferences With High Officials Today

By PARKER B. ANDERSON.

Washington, D. C., Feb. 18.—Preparations are being made by Director General of Railroads McAdoo for moving the cotton crop of the south that has not already been transported by water facilities in order to relieve rail congestion. Under the direct supervision of W. H. Pleasants, head of the marine division of the director general's office, sufficient ships are being procured to take care of all the cotton stored in the various warehouses of the south that is intended for shipment to New England ports.

The cotton will be moved to Wilmington, Charleston, Savannah, Galveston, and other southern ports by rail transportation and after assembly at these various places will be transhipped over water routes to final destination.

Advantageous All Around. It is the purpose of the Director General of Railroads to use water transportation wherever possible in order to get rid of some of the strain that has been placed upon the railroads of the country, and he believes that he can handle the movement of cotton from the south in this way and thus prove advantageous not only to the government but to shippers and consumers as well.

Wilmington Delegation Pleasants. This information was obtained late this afternoon following a conference between a delegation of Wilmington business men and Senators Simmons and Overman and Congressman Godwin. The Wilmington people told the statements that Wilmington is prepared to build ships and to handle large amounts of cotton and other goods either for export or import.

Among those in the delegation are: H. C. McQueen, Col. Walker Taylor, J. Allan Taylor, J. H. Cowan, commercial agent; M. W. Divine, W. H. Sprunt, M. J. Corbett, C. C. Chadbourn, Thos. H. Wright and G. Herbert Smith.

Other Conferences Today. The committee which on the shipping board and Secretary of the Navy Daniels tomorrow. They were well pleased with their visit here today and are confident that the matter of using Wilmington as a port for the handling of cotton in the very near future and the permanent utilization of the port in the not far distant future is a certainty.

Every phase of the port of Wilmington was gone over with Senators Simmons and Overman and Congressman Godwin in Senator Simmons' office today. The conference lasted for more than two hours and the situation was thoroughly explained to the satisfaction of both the senators and Congressman Godwin.

AMOUNT OF COTTON TO BE RAISED TO 125,000 BALES

Washington, Feb. 18.—The railroad administration announced today that the hauling of cotton to gulf and south Atlantic ports for trans-shipment by water to New England mills engaged in government contract work has been so rapid in the last two weeks that it would undertake to increase the quantity to be received immediately from 100,000 to 125,000 bales.

Commerce of many southern cities and towns were notified by C. H. Markham, regional director for the south, to assign a certain portion of their local stocks of cotton for shipment under the plan or to the nearest additional bales at this time. Eventually the railroad administration expects to carry the entire stock of Southern cotton destined for New England mills by water route from gulf and south Atlantic ports and additional steamers will be assigned to this service.

W. H. Pleasants, newly appointed manager of the marine transportation division of the railroad administration, will supervise this water movement.

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President's Intervention Results In Termination Of Eastern Shipyard Strikes

All the Carpenters Will be Back at Work by Noon Today—Hutcherson Called to Washington to Confer on Wage Scale—Director William Blackman Declares Shipyard Strikes Threaten the Life of Organized Labor

Washington, Feb. 18.—President Wilson's intervention has terminated the eastern shipyard strikes. Reports tonight to the shipping board from union heads in all districts in which carpenters are out said the strikers would be back at work by noon tomorrow.

Wm. L. Hutcherson, president of the brotherhood of carpenters and joiners, who was due here today, did not arrive, but is expected tomorrow to take up the situation with government officials. Although heretofore Hutcherson has declined to leave to the shipbuilding labor adjustment board a settlement of the carpenters' demands officials believe that after President Wilson's message of last night he at least will be willing to renew relations with the board.

Hutcherson Overruled Subordinate. The carpenters' brotherhood, it was brought out tonight, was made a party to the creation of the adjustment board by the signature of its vice-president, but Hutcherson overruled his subordinate's action. This fact, according to V. Everitt Macy, chairman of the adjustment board, is causing the present trouble at Seattle, where carpenters are trying to enforce a closed shop. All carpenters in the western yards agreed to the Pacific coast wage board. Macy said until they learned recently that Hutcherson had repudiated it.

Threatens Life of Union Labor. William Blackman, director of labor for the emergency fleet corporation, issued a statement tonight declaring that shipyard strikes threaten the life of organized labor in that a further shortage of ships will force the closing of plants producing war munitions. "It is only through shipyard labor," he said, "that relief to labor throughout the country can come. Therefore uncalculated for strikes not only threaten the safety of our armies in France, but the very heart of labor itself through the reduction in employment which is faced by millions of men not engaged directly in shipyard work."

For this reason a shipyard strike in effect a lockout aimed at all labor in the country and threatens the very life of organized labor itself. "On shipyard workers depend the (Continued on Page Six).

MORE DESTROYERS CONTRACTED FOR

This Made Possible by Unparalleled Speed of Yards in Turning Out the Craft

DOZEN NEW AWARDS MADE

Daniels Also Announces That the Navy Department Contemplates Doubling Capacity of the Pelham Bay Training Station.

Washington, Feb. 18.—Contracts for a number of destroyers in addition to those provided for in this year's great building program have been placed by the navy department. Secretary Daniels announced today this had been made possible by the unparalleled speed with which the shipyards were turning out destroyers making way for additional ones on their stocks.

The secretary also announced that the navy contemplated doubling the capacity of the Pelham Bay (N. Y.) naval training station to 20,000 men. Most of the \$12,000,000 asked for training stations would be spent on the Pelham Bay and Hampton Roads stations.

WILL STUDY THE QUESTION OF NON-SINKABLE SHIPS

Washington, Feb. 18.—Secretary Daniels announced today the appointment of a special board of officers, headed by Rear Admiral A. G. Winterhalter, to study the whole question of non-sinkable ships with special reference to the construction of the former Austrian steamer Lucia in an effort to make her torpedo-proof. This construction is described as consisting of a series of "buoyancy boxes."

The board will include Captain O. W. Coe, Naval Constructors Robert Stocker and William G. DuBose, and one other officer to be named.

DANIELS ASKS FOR FUNDS TO EXPAND NAVAL PROGRAM

Washington, Feb. 18.—Congress was asked by Secretary Daniels today for \$230,977,452 to further expand the navy's great building program, provide for more ordnance and ammunition, cover additional pay for an expansion of the marine corps from 30,000 to 50,000 men and meet other expenses not contemplated in this year's naval appropriation bill.

Of the total \$100,000,000 is for additional construction and to speed up construction now under way. Mr. Daniels said most of this amount would be spent for vessels "smaller than cruisers," and explained that the unparalleled rapidity with which some yards were turning out destroyers had made it possible to place more contracts for boats than had been thought possible. About a dozen new contracts already have been placed, half of the number going to the Mare Island navy yard, which recently launched a destroyer 65 per cent complete four months after her keel was laid.

Some of the money will be spent for more of the "chaser-destroyers" being built by Henry Ford in his Detroit plant.

Want Two-Cent Pieces

Washington, Feb. 18.—Recommendations that the treasury resume minting of two-cent coins was adopted today by the executive committee of the newspaper publishers' association in session here.

AGREE THAT THE RAILROAD WORKERS NEED HIGHER PAY

Roads' Representatives Say They Recognize Hardships of the Low Paid Employes

UNDER \$150 REGARDED 'LOW'

Higgins Thinks Greatest Advance Should Go to Those Getting Less Than \$100 Month

Washington, Feb. 18.—The necessity for increased wages for railroad employes was conceded today by representatives of a majority of the railroads of the United States appearing for the first time before the government's railroad wage commission. They said they came not to oppose requests of the employes, but merely to aid the commission by giving information.

"Officials need no evidence that the cost of living has increased and that the low paid man needs assistance during the war," declared J. W. Higgins, of Chicago, executive secretary of the western association of railroads, speaking for the roads of the western district.

"No one recognizes more keenly than the managements that there are numerous classes of employes not properly compensated," was the statement made for the eastern territory by John G. Walber, of New York, secretary of the bureau of information of eastern railroads.

F. W. Brown, of Washington, assistant to the vice-president of the Southern railway, declared that the need for wage advances, but agreed to conditions outlined in other sections applied equally to the south. The railroads in the eastern and western territory pay 75 per cent of the money earned by railroad employes in the United States.

What Is Considered Low. Mr. Higgins' assertion that the low paid man should be helped drew from Secretary Lane, chairman of the commission, a query as to what he considered a low paid man.

"I would say that all men receiving under \$150 a month are more money to meet the advance in prices of necessities," Mr. Higgins replied.

"Perhaps the limit of those who need help should be raised to \$200 a year which seems to be the line drawn by the government in the income tax law. The greatest advance should be given to the men making less than \$100 a month. Those fellows must be having a strenuous time," declared Mr. Lane.

"The \$200 limit would include all laborers, trainmen, brakemen, mechanics and clerks and a great many engineers and conductors," commented Mr. Lane.

Mr. Higgins admitted that was true. He did not suggest any definite increase but remarked that perhaps the increased living cost should be borne for the distressed employes during the war. Both he and Mr. Walber asserted that the managements have not been unmindful of the welfare of their employes in the past and have given additional pay where their finances permitted.

No Distinction Between Employes. All the speakers were careful to state that they made no distinction between union members and unorganized employes. The course of wages was declared to have been upward since 1910 when the concerted form of demand was first used by the brotherhoods. Especially since 1915 the ascending trend has been noticeable, according to the speakers, who endeavored to show that all classes of employes had received consideration in the matter of better pay. Mr. Walber said that from January, 1916, to the latter part of 1917 the pay of skilled labor and clerks increased 45 per cent in the eastern district and unskilled labor from 25 to 100 per cent. He declared the tenure of position was very constant in the railroad service and attributed to this the loyalty of many employes who refused higher wages in industrial plants to remain with the railroads.

The railroads will be running longer after a lot of the factories and shipyards have their gates nailed up," he remarked.

Between 1909 and 1915, Mr. Walber said, engineers received wage increases of 15.3 per cent, firemen 25.61 per cent, conductors 23.32 per cent, the increase having been afforded in large part by changes in the wage schedule and to less degree by changes in the rules.

Average Increases. Mr. Higgins said the average rate of increase for operating employes in the western district between 1909 and 1915 had been 12.25 per cent. Since that time the wage increase on nine representative roads had been \$1,073,894 in 1916 for 319,000 men and \$32,113,513 in 1917 for 340,486 men, an average for the two years of \$114.88 per man. If the ratio was true of all the roads in the United States he estimated the total added to the payrolls this year would be between \$250,000,000 and \$350,000,000. Of this \$17,000,000 was said to have been absorbed by the operation of the 8-hour law.

"Then half the increase of that year went to the trainmen," remarked Secretary Lane.

In reporting their wage increases some of the roads included the pay of officers in the total. Mr. Higgins said, however, he thought the officers had received few increases. "Do you think any of these officers ought to have their salaries reduced?" asked Commissioner McChord. "I am not in a position to answer (Continued on Page Eight).