

With Wilmington Shipbuilders

Wings of the Men Who Are Building
Perishings Bridge of Ships.



They laid their first keel Saturday morning the Carolina steel shipbuilders will begin building their first ship. The period of drudgery, which might say is over; the romance is beginning. The prosaic but highly essential and important yard work is practically completed; the men will turn their energies into the creation of channels and construct those 9,600 steel vessels which are due at intervals from the Carolina yard. Until 12 have been completed—many more than 12, it is hoped Wilmington. The city hopes that number to be built at the yard definitely; that the industry will go on and grow and spread through the city to come.

With actual work going on at the yard, Wilmington is also deeply interested in the creation of "stone" at the Liberty yard, where the ship is at hand when concrete ships are turned out. There, too, the energies of the workers will soon be directed into the channel of creating ships. The yard having been prepared for the job, Wilmington hasn't possibly, the big prestige it has from having the first government concrete shipyard in America, where the first government concrete ships will be launched at no distant day. With shipbuilding, steel, stone and iron going on in four different yards, town is entering upon a period of rebuilding that may never end, a period that may merge into a still greater epoch of industrial expansion the years after the war, when every man that has any life in it will certainly throw with new business, when American ships will sail every sea and American produce to every corner of the world.

Don't be too modest in your work. Go ahead and show your foreman that you are not afraid to do things that are the right things and need to be done. This is the advice given shipbuilders in the column of the shipyard suggestions of the Emergency Fleet Board. The article continues: "Assert your individuality—one of the greatest assets in the makeup of an American. Our fortunate environment is no doubt responsible for this shabby characteristic, which makes winners in everything of consequence seriously undertake. Couple this individuality with native origin-

ality and concentrated effort, and we have the wonderful result of unity of action, which we see in the victories of our men on the battlefields of Europe and the victories of you shipyard workers when you continue to turn out ships to put "crimps" in the Kaiser's plans to dominate the world with his special kind of "Kultur."
"You shipyard workers, with your mind and muscle, a combination that gets results, are recognized as a very essential part of the war work, so let no man fear that by doing his utmost he will work himself out of a job, for the greater the tonnage of staunch ships we launch, the better will business be in shipping and other industries after the war is won. The world needs more shipping, and the more water craft we produce, the more numerous will be the repair jobs when actual war needs are filled."
"Never again will nations neglect to keep both ocean and inland waters supplied with water craft. The costly result of neglect along these lines has been too expensive an international experience to be repeated. Come on with your betterment suggestions, shipyard workers! Demand their recognition by our unions, utilizing modern methods of advertising."

"I want a job; I am willing to do anything." The foregoing remark was addressed to an employment interviewer recently at the Hog Island ship yard, the speaker, an overall clad man of middle age carrying under his arm a newspaper wrapped package, evidently his lunch. The man's face, however, belied his attire as a laborer. It was one of refinement and exceptional intelligence.
"What are your qualifications; what can you do?" the interviewer asked.
"I am a stone cutter and have worked at the trade nearly all my life," the applicant replied.
The interviewer did not reply immediately. He was looking at the hand which rested on his desk. It was long, slim and with tapering fingers, the nails neatly manicured and in appearance as soft as a woman's.
"I am sorry, but we have no positions open for stone cutters at this time," the interviewer said.
"Then can you use a tracer?" the applicant persisted. "I really have few superiors in that line."
Tracers were badly needed, an affirmative reply was given, the applicant was accepted and put to work.
The foregoing in brief is a story of how Frederick E. Triebell, a noted American sculptor, was added to the force of employees of America's great-

est ship yard and assigned to a desk in the hull fabrication department. Work representing thousands of dollars lies neglected in his studio at Long Point, Long Island, but he is happy for he is doing something to win the war. Previous efforts of Mr. Triebell to get into war work were unavailing—principally because of his age—fifty two years. He tried for the camouflage service, for duty as an interpreter, the army intelligence and finally with the Y. M. C. A. for army hut work in Italy.

In the latter attempt he progressed satisfactorily until he applied to the Italian consul for a passport when he was told to go back to his work, the consul declining to have a part in sending into the danger of the battle line a man of his talents. "Go back to your studio," the Italian consul is quoted as saying, "Take up your mallet and chisel and make beautiful things so that the world may smile and be happy when the war is over."
Determined in his efforts to enter war work he attired himself in a laborer's clothes, journeyed to the Japanese consulate, applied for a position with the results as stated. Mr. Triebell is a native of Peoria, Ill. Among his works are "Mysterious Music," exhibited at the World's Columbian exposition in 1893, and purchased by the Japanese government for the imperial museum at Tokio; "Defense of the Flag," a soldier's monument erected at Peoria, Ill.; the statue of Robert G. Ingersoll at Peoria, Ill.; the monument erected by the state of Iowa on the battlefield of the state of Mississippi on the battlefield of Vicksburg; the Senator Shoup statue in the hall of fame, Washington, D. C.; and many other works of conspicuous merit.

NORMAN WILLIAMS DEAD.
Was Brother of Chief N. J. Williams and Edward Williams of City.
Chief of Police N. J. Williams last night received news of the death of his brother, Norman Williams, which occurred at his home in Goldsboro about 11 o'clock. Chief Williams had not been advised that his brother was ill and the announcement of his death was indeed a shock. The cause of death was not stated. Edward Williams, of this city, is also a brother of the deceased.

SOUTH CAROLINA AVIATOR DOWNS ANOTHER PLANE
With the American Army Northwest of Verdun, Thursday, Oct. 31.—(By the Associated Press.)—Lieut. Jacques Swaab, of New York City is the newest American "ace." Today he downed his fifth German aviator, who fell within the American lines near Verdun.
Lieut. William Palmer of Bennettsville, S. C., downed an enemy plane today, making his third.
Lieut. Roger Rowland of Springfield, Mass., bagged his first machine today.
British October Casualties.
London, Nov. 3.—The British casualties reported during the month of October total 158,825 officers and men.

AUSTRIAN PREMIER WRITES TO LANSING

He Discusses the Situation in Germany.

His Letter Deals With Question of Carrying Out By the Germans of the Program Drawn Up By President Wilson.
Amsterdam, Saturday, Nov. 2.—Heinrich Lammasch, premier of Austria, has written a communication to Secretary of State Lansing, discussing the Vienna advices. Professor Joseph Redl, member of the Austrian reichsrath, and Dr. Meinel joined with Dr. Lammasch in sending the communication to Secretary Lansing. It was written on Oct. 19, nine days before the Lammasch cabinet was formed at Vienna.
In opening, Dr. Lammasch recalls to Secretary Lansing "the four months which, years ago, we spent in common labor with the object of maintaining peace between the two great nations."
This refers to the court of arbitration which decided the Newfoundland fisheries dispute, which was held at the Hague in 1910 and at which Dr. Lammasch was presiding officer and Secretary Lansing was counselor for the United States. The communication sets forth consideration which the writer suggests should be taken into account in President Wilson's reply to Germany. It says in part:
"The German people can carry out President Wilson's program only in a manner corresponding to their conditions, traditions and ideas. The more undisturbed the German people are left and the fewer attempts that are made to keep them in leading strings, the more surely and quickly will they attain their objective."
"Conditions which the German people could only consider to be humiliating would be rejected, or, if forced to accept momentarily, they would bear them only so long as the more immediate necessity compelled. Just as after Tilsit, the German people would as soon as they had recovered their strength, rise as one man against the injustice inflicted upon them."
"Only by considering these matters in formulating a program may the pernicious power of militarism be curbed."

The allusion to Tilsit in the foregoing refers to the treaty of Tilsit which was forced on Russia and Prussia by Napoleon in July, 1807. Prussia, by this convention, had to surrender her dominions west of the Elbe and the territories taken when Poland was divided in 1793 and 1795.

HEADS NEW HUNGARIAN GOVERNMENT—
Count Michael Karoli, who heads the independent and anti-dynastic Hungarian state which has just been formed.
SAYS GERMANY'S PRETENDED REFORMS ARE ONLY A BLUFF
New York, Nov. 3.—"The pretended democratic reforms of Germany are only a bluff," Daniel Blumenthal, a member of the French high commission to the United States and former deputy in the reichstag from Alsace-Lorraine, declared in a statement here tonight, discussing Germany's peace notes to the United States.
M. Blumenthal declared that, even if all the changes reported have been made in the German government, they are not sufficient to assure government by the people.
AMERICANS ON 14-MILE FRONT ADVANCE TWO AND HALF MILES
With the American Forces Northwest of Verdun, Saturday, Nov. 2.—There is a possibility that the German retirement west of the Meuse may carry the enemy back so far that the whole German line east of Reims will be endangered. The Americans advanced today to an average depth of about two and a half miles over a 14-mile front.



Heinrich Lammasch, Austrian Premier.

Cold, Gripp, Influenza! What?

Many people are asking this question and wondering what is the best treatment. While waiting to decide many are obtaining relief by taking CAPUDINE.

Capudine

Relieves the aching and nervousness and assists nature to regain normal conditions. Does not contain alcohol to run the fever up nor acetanilide to run the heart down, therefore may be taken without fear. Keep bowels open and take small doses of Quinine also. IT'S LIQUID—EASY TO TAKE.

Good for Headaches Also

TRIAL BOTTLE, 10c—Two doses. Larger Sizes, 30c and 60c, and by Dose at Soda Fountains in Drug Stores.

UNIFORM WORKING CONDITIONS IN ALL INDUSTRIES PROPOSED

Washington, No. 3.—Establishment of uniform working conditions in all industries is the purpose of the working conditions service of the department of labor, the formation of which was announced today by Secretary Wilson. There will be three branches of the new service—industrial, hygiene and medicine—which will direct the formation of sanitary health codes and will be supervised by the United States public health service division of labor administration, to deal with questions between employes and employers, and the division of safety engineering, to deal with mechanical safety.

Coal Production Retarded.

Washington, Nov. 3.—Production of bituminous coal during the week ending October 28 was seriously retarded by the influenza epidemic, only 11,215,000 tons being mined. This was a decrease of 309,000 from the output the week before, and the fuel administration announced tonight that a daily average production of 2,047,000 net tons is necessary for the remainder of the coal year. This would be an average of 3 per cent. over the daily net production to date.

Han Organization Federated.

Washington, Nov. 3.—Evidence that several organizations promoting disloyalty are federated, so that funds of one can assist propaganda of others has been unearthed by the department of justice.

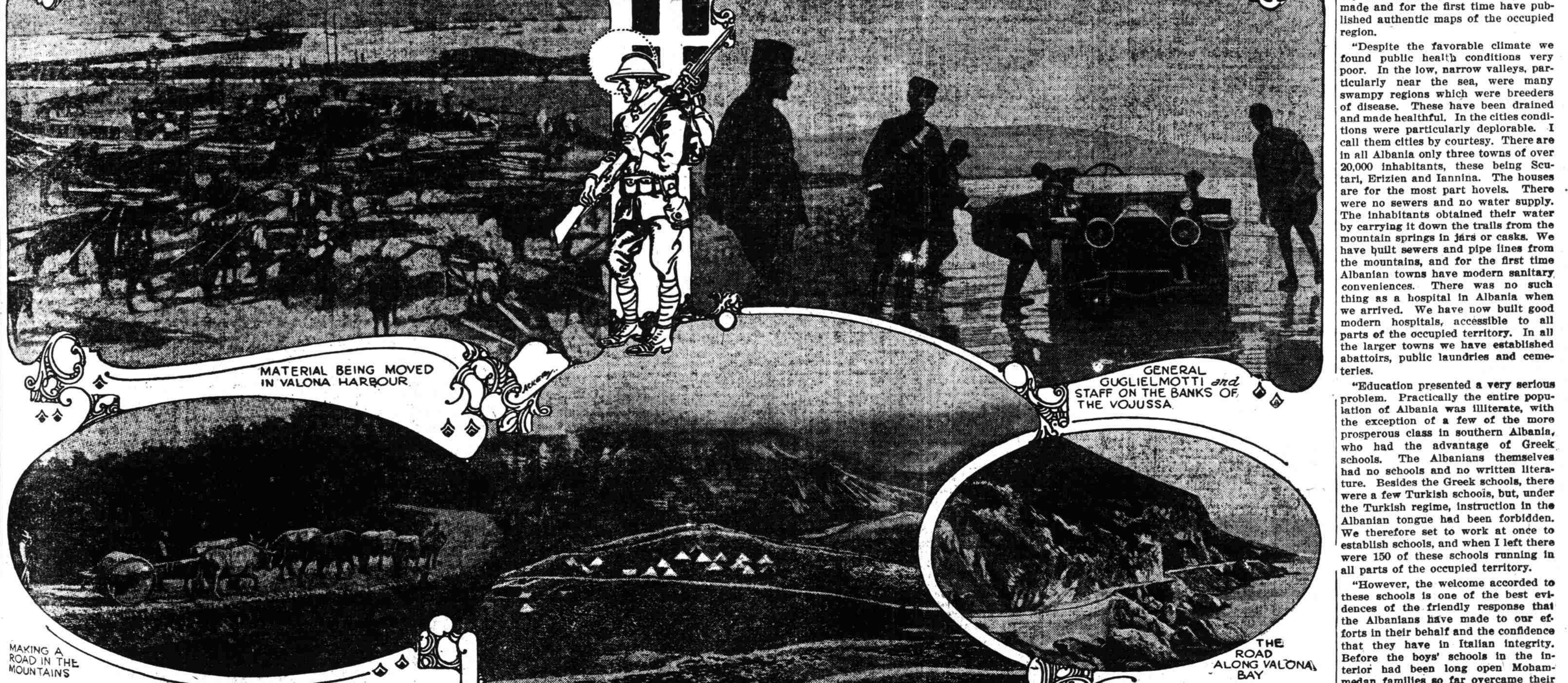
A. C. L. and I. & N. TURN OVER SURPLUS TO GOVERNMENT

Washington, Nov. 3.—The railroad administration today made public a list of 26 railroad companies which apparently are prospering to such an extent that they are able to turn over surplus earnings to the government administration without asking for a return of part of these or additional government help. Nearly \$78,000,000 has been paid in this manner.

EMPEROR CHARLES ANNOUNCED HIS INTENTION TO ABDICATE

London, Nov. 3.—A dispatch to the Exchange Telegraph from Copenhagen quotes the Berlin Tageblatt's Vienna correspondent as saying that Emperor Charles had an important conference with members of the cabinet party and political leaders Saturday when he announced his intention to abdicate and go to Switzerland.
The Tageblatt says no official confirmation of this report has been received in Berlin.

Italy Savior of Albania



MATERIAL BEING MOVED IN VALONA HARBOUR.

GENERAL GUGLIELMOTTI and STAFF ON THE BANKS OF THE VOJUSSA.

MAKING A ROAD IN THE MOUNTAINS

THE ROAD ALONG VALONA BAY

Unknown Land of the Balkans Coming Under Civilization's Sway.

By GARRET SMITH.
When Albania slipped under the spotlight recently as the field of one of the minor drives of the great war, most of us had to look up that little known country on the map—let me see—is it Europe? Yes. It's one of the Balkan States, I think. That's about all we knew of it.
This little Balkan country rises up out of the world welter of tragedy and destruction an isolated case of immediate blessing from the great war. It is bringing her salvation. In the region so far occupied by the Italians is being carried on one of the most re-

markable works of reclamation and upbuilding in the world's history. All this has been done quietly. Practically nothing about it has been published in this country. I got it, modestly told to be sure, from the man who directed the work during its initial stages, General Emilio Guglielmotti, formerly Director of Civilian Affairs, with the General Staff in Albania, now attached to the Italian Embassy in this country.
Italy's reason for entering Albania in the first place, he explained, was a strategic one, inasmuch as this country lay on the direct route to Saloniki, the key position of the Balkan front. In Valona Bay, on the Albanian coast, Italy found her only available harbor on the east shore of the Adriatic. Albania lies directly north of Greece on the Adriatic, her other boundaries being Macedonia and Montenegro. It is

a little country only about 12,000 square miles in extent and has a little over 1,000,000 inhabitants.
"This is one of the least-known countries in the world," said General Guglielmotti. "Until we entered it in 1914, it had never been surveyed or even thoroughly explored, and there were no authentic maps of the region. It is an extremely mountainous country, very difficult to travel through and had practically no means of communi-

cation. The sparseness of its settlements and the warlike and barbaric nature of its people had not encouraged travel or commercial penetration.
"Yet, the Albanians are among the oldest and, in some respects, the most interesting people in Europe. They are believed to be descendants of the ancient Illyrians and Epirotes. Their language is one of the eight original Indo-Germanic groups, somewhat akin to the Slavic group. They are

among the earliest of the Aryan immigrants and have preserved their ancient speech with comparatively little change. Their language is, therefore, peculiarly interesting to philologists as the only survivor of the Thracian-Illyrian group which formed the primitive speech of the Balkan peninsula.
"Now, Italy is slowly but surely making an end to the Austrian occupation, and from the first debarkation of her troops at Valona Bay there has

followed improved living conditions for the Albanians. As I have said, our primary object in going into Albania was to open up a military route from Valona Bay to Saloniki. Our first task, therefore, was to build a great military road between these two points. This in itself was no mean engineering task.
"Following the building of this military highway, we have been running roads in every direction through the occupied territory.
"At the time of our entry there was not a single railroad in Albania. Since then we have built three short narrow gauge roads radiating out from Valona Bay, tapping the main portions of the occupied territory. There was not a single telegraph or telephone in all the country. Now all the principal cities are connected up by these means of communication.

"We found such industrial activities as there were so demoralized by the Austrian invasion that one of our tasks has been to help feed the population.

"Along with the road-building we have made the first topographical survey of the country that has ever been made and for the first time have published authentic maps of the occupied region.

"Despite the favorable climate we found public health conditions very poor. In the low, narrow valleys, particularly near the sea, were many swampy regions which were breeders of disease. These have been drained and made healthful. In the cities conditions were particularly deplorable. I call them cities by courtesy. There are in all Albania only three towns of over 20,000 inhabitants, these being Scutari, Erizien and Iannina. The houses are for the most part hovels. There were no sewers and no water supply. The inhabitants obtained their water by carrying it down the trails from the mountain springs in jars or casks. We have built sewers and pipe lines from the mountains, and for the first time Albanian towns have modern sanitary conveniences. There was no such thing as a hospital in Albania when we arrived. We have now built good modern hospitals, accessible to all parts of the occupied territory. In all the larger towns we have established abattoirs, public laundries and cemeteries.

"Education presented a very serious problem. Practically the entire population of Albania was illiterate, with the exception of a few of the more prosperous class in southern Albania, who had the advantage of Greek schools. The Albanians themselves had no schools and no written literature. Besides the Greek schools, there were a few Turkish schools, but, under the Turkish regime, instruction in the Albanian tongue had been forbidden. We therefore set to work at once to establish schools, and when I left there were 150 of these schools running in all parts of the occupied territory.

"However, the welcome accorded to these schools is one of the best evidences of the friendly response that the Albanians have made to our efforts in their behalf and the confidence that they have in Italian integrity. Before the boys' schools in the interior had been long open Mohammedan families so far overcame their scruples in their desire to give their girls an education that they began sending them to the boys' schools to receive instruction from men teachers, a thing practically unheard of before in Mohammedan countries.

"In fact, everywhere we have received splendid evidence of this friendly confidence and willingness to co-operate. For the first time probably in the history of this turbulent and warily people they are paying their taxes voluntarily and gladly because they see that the tax money is being spent for their own benefit. Further than that, many delegations have come to us from the towns across the Austrian line, bringing tax money with them and begging us to take it and come into their territory and do for them the good work we are performing for their southern neighbors. Of course we were obliged to refuse."