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ASHEVILLE, N. C., FRIDAY AFTERNOON, JANUARY 22, 1915.

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## EXPLOSION ON U. S. WARSHIP

### Four Men Killed and Nine Injured When Boiler Tube Bursts on Cruiser San Diego.

SHIP HAD COMPLETED TRIAL IN STEAMING

Accident Was Result of Low Water in Boiler—Investigation Ordered—Vessel Goes to Guaymas.

On Board United States Ship San Diego, at La Paz, Mexico, Jan. 21, by wireless to San Diego, Cal., Jan. 22.—Four men were killed and nine were seriously injured today on board the American cruiser San Diego, when a boiler tube burst after a steaming trial of four hours had been completed.

The dead are: OSCAR J. WYATT, of El Centro, Cal. AMBUS J. HARDEE, of Joplin, Mo. WILLIAM F. ELLIOTT, of Brooklyn, N. Y. CLIFFORD A. WESTERN, of Daventport, Cal.

The following are the injured: Benjamin F. Tucker, R. B. Hildren, Darrell L. Varnad, William Miller, Ernest A. Ledwith, Charles W. Peterson, Fremont George Ohm, water tender; Emmanuel A. Shippy, seaman; Patrick A. Merrimon, coal passer.

Immediately after the accident the cruiser left for Guaymas.

The San Diego was the flagship of the Pacific fleet and is in command of Captain Ashley H. Robertson.

Official Report.

Washington, Jan. 22.—Brief official reports to the navy department explaining about the accident on the American cruiser San Diego added no details to the news dispatches. Rear Admiral Howard wired as follows: "The San Diego had just completed a four hour full power trial, making 21.45 knots. Just at the completion of the trial a boiler tube in No. 4 boiler room ruptured as a result of low water. No endurance trials were attempted. A full investigation has been ordered. The ship has proceeded to Guaymas."

## REAL WORK BY THE LAWMAKERS

### Lower House Passes Score of Bills, Many Important, Two Score Are Introduced.

STATE MEASURES ARE DISCUSSED AT LENGTH

Many Petitions Are Received—Bill Introduced Asking Dissolution of Wilmington & Weldon R. R.

(By W. T. Bost.)

Raleigh, Jan. 22.—Yesterday's sessions of the general assembly were marked by real work. The lower house passed a score of bills and received two score by introduction.

The most important introduced were Representative Roberts' two statewide bills, one providing for holding elections with the Australian ballot feature, the other for the reclamation of youths in North Carolina.

Several state measures were discussed at length and sent over for information which the assembly did not appear to have.

The report of the board of internal improvements was the news break of the day, but that was not read to the house and came at the close of the day. Both houses worked in final session form.

The Senate.

There came from the committee on judiciary an unfavorable report of the bill to give each party the right to remove an action from a justice of the peace.

There was presented a petition from citizens of Gaston county for a house of refuge for fallen women. There was also a petition from pastors and citizens of Mount Airy to the same effect.

There was sent forward a petition from members of the Farmers' union of Stokes county for statewide primary and for segregation, tightening prohibition regulations and for the repeal of the crop lien law.

A message came from Governor Craig transmitting the report of the state board of internal improvements which sharply criticized the financial system of the state and recommends that the governor be empowered to appoint a commission of business men to establish business like management of the affairs of the state.

Ward—Provide for the reclamation of juvenile delinquents.

Miller—Amend the revenue act of 1913 and give the road fund 25 per cent of the inheritance tax.

Miller—Amend the Revisal relating to the board of medical examiners and practice the prosecution of violators of the law.

Thompson of Iredell—Approprate certain funds for the maintenance of the state school for deaf and dumb.

Gills—Provide for the certification of teachers.

Gilliam—Repeal chapter 284 private laws of 1893 and chapter 105 private laws of 1899 for the consolidation of the Wilmington and Weldon Railroad company with any other railroad company and authorizing such consolidations and mergers and change of name to Atlantic Coast Line on stipulation that it remain a corporation of this state and subject to the jurisdiction of its courts; and to direct the attorney general to bring suit in the name of the state for the dissolution of the railroad and have receiver appointed to sell its properties in this state because of, as the bill alleges, flagrant disregard of the terms of the acts to be repealed through merger into the Atlantic Coast Line of Virginia and contention that the company is a non-resident corporation.

The bill of Representative Allen from the house to make rules of contempt returnable before a judge other than the one issuing the rule was reported from senate committee with a substitute recommended to be passed.

Bills passed final reading as follows: Amend the revisal relative to punishment for vagrancy.

Amend the revisal as to the resignation of ancient deeds.

Amend the revisal of 1905 validating certain oaths.

Authorize the transportation of passengers as well as freight by logging and lumber roads not regularly public carriers.

Regulate the number and provide for the pay of pages in the general assembly at \$2.50 for chief pages and \$1.50 for assistants, the number to be limited to six in the senate and nine in the house.

The senate passed the bill to make it unlawful to give intoxicants to minors under fourteen years old.

The Allen bill from the house to require that rules of contempt issued by superior court judges shall be returnable before some justice other than the one issuing the rule in certain cases came up and elicited lively discussion. It was opposed by Senator McMichael who declared that he is against the spirit that animated the bill, that it was inopportune and an

## Russian Troops Drawing Still Nearer East Prussian Frontier

### Germans Have Evacuated Shempo, 25 Miles From German Border—Russian Front Presents Almost Unbroken Line—Austrians Seem to Be Recuperating—Destitution in Palestine, Poland and Carpathians Is Terrible.

London, Jan. 22.—News dispatches referring to the situation in Poland, north of the Vistula about Lipno indicate that the Russian advance guard is only about 20 miles from the German frontier in the northeast. The Germans are reported to have evacuated Shempo, about 25 miles from the Prussian border, due southeast of Thorn. If the Russians follow up their success at Sheppo and continue their line will present an unbroken front, British observers believe, and dangerously near the German territory. Dispatches from Petrograd assert that the Russians are in high hope as a result of their offensive thrust near the German line. Elsewhere they are merely planning to hold their own, barring an advance into Transylvania.

The Austrians appear not to have been crushed by their reverses in Bukovina, for the Russians themselves refer to the attempt of the Austrians to make an offensive movement. Other news tells of movements of Austrians, having been reinforced, to attempt to check the forward march of the Russians.

The battle at Soissons still ranks as the only great conflict during the past few weeks in the west, although there is fighting at many points in the trenches here and there.

The Turks claim to have checked the Russians, but no details are contained in the information.

The suffering of Belgium takes a place in background as compared with the destitution of non-combatants in Palestine, Poland and the Carpathians. In Palestine the Jewish colonists are still fleeing into Egypt, being conveyed by the American battleship Tennessee. The destitution in Poland is said to be terrible—far worse than in Belgium, it is reported. The fleeing people of Bukovina are living like animals in caves and fighting the wolves for such sustenance as the snow covered country affords.

## HILL OPPOSES SHIP SUBSIDY

### Prominent Railroad Man Declares to Buy Service With Big Subsidies Would Be Losing Game.

RECOGNIZES NEED OF MERCHANT VESSELS

Says America's Want of Ships Is Almost as Great as the Belligerents' for Munitions of War.

St. Louis, Jan. 22.—James J. Hill in a paper on "Freedom for Our Foreign Trade" submitted to the second National Foreign Trade convention here today, said the "indispensable" condition for such freedom was adequate ocean carriage in American ships. To buy service by big subsidies was, he declared, a losing game. The need of merchant ships in American was almost as great as that of other nations for munitions of war.

"In the month of November," he said, "the exports from the port of New York were \$12,000,000 more than the year before. There was an increase of about 300 per cent in the exports of food products. The foreign demand must increase in direct ratio with the exhaustion of supplies in warring nations. How are these goods, which we desire to sell and others are anxious to buy, to be carried to the overseas markets?"

"Such a slight relief as was afforded by the wise removal of the prohibition of registry for foreign-built vessels has been given. It is hardly a drop in the bucket. Up to the week ending December 26, 1914, American registry has been granted to 195 vessels theretofore operated under foreign control, aggregating 373,840 gross tons. This is not enough to prevent present congestion and holds out little hope for the supply of further needs.

"American cost of ship-construction is from 50 to 100 per cent higher than that abroad, and according to a reported statement of Captain Robert Dollar, who operated ships in both domestic and foreign trade, it costs about \$17,236 more a year to operate a ship of 3,000 tons under the American than under the British flag. These are the disadvantages under which our foreign trade labors.

"There are but two resources: one a merchant marine owned and operated by the government; the other a merchant marine provided by and for the people.

"The former just now urgently advocated, is an unwise—and would be certainly a disastrous—experiment. Aside from the complications, almost certain to drag us sooner or later into the European conflict, owing to the uncertain and conflicting claims of national neutrality, this policy would be followed by the total destruction of the private shipping interest. Private enterprise cannot possibly compete with a government which pays no interest on the cost of its ships and throws aside consideration of profit and loss.

"What is the prospect, in the case of economical management, and of those lower rates which the advocates of the plan hold out as a bait for its adoption. We have an exact measure of the fact in some comparative railroad statistics. The Panama Railway is entirely owned and operated by the United States. Like most affairs on the Isthmus it has been handled by honest and competent men in their several lines. We have its official report for the year ending June 30, 1913, to be compared with the statistics of all the railways of the United States for the same period. The rate on the Panama line was 3.45 cents per ton per mile, as against 7.249 of a cent for all the railways of the United States. That is, the government rate was almost five times the rate made by private enterprise over the entire country.

"At the International Trade Conference of the Mississippi Valley and Central West, which met at Memphis last November, the following resolution was reported:

"Resolved, that congress be urged to enact maritime legislation looking toward placing the American shippers and ship-owners upon a basis more nearly equal with those of competing nations, thereby enabling American exporters and ship-owners to meet the competition of other nations in the ocean carrying trade.

"Not more nearly equal but 'absolutely equal' should be the requirement of American ability and American pride; an equality secured neither by such protection as is accorded to the weak or by gift money in the form of a subsidy, but a privilege offered to the strong that he may conquer what is his by right. That is the key to an ample provision of American ships. There is the necessary condition of that expansion in our foreign commerce which we all know to be possible and which will be lost or won according to our wisdom or our folly."

## INTERNATIONAL POLICE URGED

### Arbitration Committee of N. Y. Bar Association Makes Recommendations for Peace.

LIMIT TO NUMBER OF ARMED MEN SUGGESTED

Calls Attention to American-British Agreement With Reference to Armed Power on Lakes.

Buffalo, N. Y., Jan. 22.—Resolutions urging President Wilson to consider and submit to the next International Congress the proposition of limitation of armaments, both on land and sea, and the establishment of an international police force, were submitted to the New York State Bar association today by the committee on international arbitration, disarmament and international police.

After review of the Hague conventions, the committee's report reads:

"It thus appears that, so far as mutual agreements embodied in treaties are concerned, the principal nations of the world have agreed to settle their differences by peaceful means; yet, during the year 1914 in spite of all these treaties and others to which we need not now particularly refer, we find many of these same nations involved in the most bloody and destructive war that has happened since the beginning of the world. It is not to be supposed that these nations were not sincere in their mutual declarations. On the contrary, we are bound to assume that they were, but that they were carried away by the heat of passion when questions arose which might have been submitted to an impartial tribunal for its decision. This danger was greatly increased by the fact that it had become the policy of some of the nations to make every able-bodied citizen a soldier, and drill and equip him in such fashion that he could be called into the field, or as the phrase is 'mobilized' at a moment's notice. Hence, we have a war in which literally millions of men are engaged on each side, in which all the resources of science and all of the ingenuity of mechanism are employed for mutual destruction.

"For the enforcement of agreements and of statutes, which bear the same relation to civil law that treaties do to international law, each nation has provided an internal police, which, in case of need, is supported by the national army. Since the nations have been able to agree upon the formation of an international court of arbitration, should they not be willing to follow the analogy of this institution existing in each and provide an international police? In such case, the independent army of each nation should be strictly limited. As a result each nation would be without the power to begin war on a great scale. An international police could check any turbulence and invasion of one nation by another, just as the police of a particular nation, seconded, if need be, by the army of that nation, puts down a mob or suppresses an insurrection.

"In the year 1817 a treaty was made between the United States and Great Britain limiting the naval force to be maintained upon the American lakes by Great Britain and the government of the United States to one vessel each on Lake Ontario and Lake Champlain and two vessels on each of the upper lakes. It was further agreed that all other armed vessels on these lakes shall be forthwith dismantled and that no other vessels of war shall be built or armed. This treaty has remained in force and has been observed ever since, and with one or two trifling modifications occasioned by special circumstances which were approved by both parties. It is probably due to this treaty more than any single cause that there has been no war between this country and Great Britain for over 100 years."

## GERMANS ARE NOW BEHIND RUSSIANS

### Small Force in Rear and Another Polish Capital.

Petrograd, Jan. 22.—German forces have appeared to the rear of the Russian forces advancing toward the east Prussian frontier along the road from Ploetz, 40 miles northwest of Warsaw to Goslitz, and between the advancing Russian army and the Polish capital. So far as can be ascertained, they are only comparatively small bodies of Germans on reconnoitering expeditions in this locality.

The Bourse Gazette says the Russian military authorities have learned that Russo-Germans in this vicinity have been giving information of the Russian movements to the Germans and furnishing other assistance to the invaders.

On this account, Grand Duke Nicholas has ordered all Russo-Germans residing in the district between Warsaw and the Russian frontier to dispose of their property within six days in preparation to be removed to the interior.

## NIGHT RIDERS GIVEN SENTENCES FOR LIFE

New Albany, Miss., Jan. 22.—Pleading guilty to the charge of whipping to death Jesse Snider, a farmer, several months ago, Clarence Coley, Lawrence Rakestraw, and Dillard Elder were sentenced to life imprisonment to the state penitentiary by Judge J. I. Bates today. No cause for the action against Snider by the night riders has ever been given.

## 60 MILLIONS FOR RELIEF

Warsaw, Russian Poland, (via London) Jan. 22.—Prince Yengulovich, the new governor-general, has announced that the government has appropriated \$50,000,000 for the relief of the population in this region.

## Severe Criticism For Departments of State

### Board of Internal Improvements Reports to Assembly That State Loses \$45,000 Annually in Treasurer's Office Alone—Representative Roberts Adds Australian Ballot Feature to Election Bill.

(By W. T. Bost.)

Raleigh, Jan. 22.—Representative Roberts of Buncombe presented an Australian ballot feature in his election act yesterday and introduced a bill providing for the training of wayward and delinquent youths.

The house and senate worked their three hardest hours. The senate passed the Allen contempt bill after a long debate, and the house passed Seawell's act allowing insurance companies to loan money without subjecting them to the charge of usury as decided by the Supreme court where the borrower is made to take out an extra policy.

The feature of the day's session was the transmission of the report of the board of internal improvements severely criticizing the conduct of the state departments, particularly that of the state treasurer.

The board declares that the state loses \$45,000 annually by its failure to get interest on daily balances; and furthermore says if an individual carried on his business as the state does, he would go bankrupt. It recommends a commission to work out the state tangle. Alexander Webb, brother of Marshal Charles A. Webb, is chairman of the board.

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## Berlin Reports Little From Seacoast to Lys

Berlin, Jan. 22.—(By Wireless to London)—The following statement was issued yesterday by the German war department.

"In the western theater of war, there were only artillery duels yesterday from the seacoast to the Lys. The French attacked our forces at Notre Dame de Lorette in the positions which we occupied day before yesterday and which we lost again today.

"Northeast of Arras, the French attacked on both sides of the road between Arras and Lille but were repulsed. Southeast of Berry-au-Bac, we took two French trenches and kept them, notwithstanding a fierce counter attack.

"The French attacked our positions south of St. Mihiel and were repulsed.

"Northwest of Pont-a-Mousson, we succeeded in recapturing our positions which we lost three days ago. In this vicinity, we captured four cannon and several prisoners. The fighting continues for the remainder of the ground we lost.

"In the Vosges, northwest of Sennheim, the battle is still proceeding.

"The situation in East Prussia remains the same. There have been unimportant engagements east of Ligna which ended in our favor. About 100 prisoners were left in our hands."

## British Vessel Durward Torpedoed By Submarine

London, Jan. 22.—The British steamer Durward, says a Rotterdam dispatch to Reuter's Telegraph company, has been torpedoed by a German submarine. The crew was saved. The Durward was proceeding from Leith to Rotterdam when she was struck by the torpedo, according to the correspondent, about 22 miles from Maas lightship. The crew took to boats which were met by pilot boat from the lightship, and were carried to Rotterdam.

The Durward was a vessel of 1,300 tons and was built at Glasgow in 1895. She was owned by the Gibson company of Leith, Scotland.

## OFFICERS ARREST TWO ON SUSPICION

Raleigh, Jan. 22.—Will Grant, a negro, and M. R. Kelly, said to have been discharged from employment on the Seaboard Air Line, have been arrested on suspicion by officers that they were involved in the wreck of the Seaboard train No. 3 near Osgood Tuesday, in which Engineer T. S. Stone was killed and a negro fireman was seriously injured. Grant was arrested here while Kelly was arrested at Hamlet.

Grant is said to have been discharged by the road authorities following trouble with Stone, and Kelly is being held pending an investigation of his whereabouts at the time of the wreck.

Kelly is being held on the technical charge of forgery, it being alleged that he attempted to cash the pay check of a conductor. Officers declare Kelly was seen near the scene of the wreck shortly before it occurred.

## Zeppelins Made Raid

Copenhagen, Jan. 22.—Messages from Berlin state that the German airships which made the raid on the English towns on January 19 were Zeppelins of the latest type. They went from a secret base on the German frontier and carried a full complement of men, arms and ammunition.

## THREE MILLION CUT IN ARMY APPROPRIATIONS

Washington, Jan. 22.—The house met yesterday with a view to expediting the army appropriation bill. There was to be eight hours of general debate followed by five minutes speeches. The bill carries appropriations of \$101,445,523, a reduction of approximately \$2,000,000 from the war department's estimates. Included in the appropriations is \$50,000 for the manufacture and purchase of armored motor cars; there is also liberal provision for aerial craft.

This was to be the opening wedge in the general debate on national defense.

(Continued on Page 11.)