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WEATHER FORECAST:
RAIN TONIGHT; TUESDAY FAIR

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ROUGH WAY FOR PRIMARY BILL

Prospects for Passing State-Wide Primary Measure Do Not Look So Promising at the Present.

COL. A. D. WATTS IN RALEIGH YESTERDAY

Looked Promising for Bill Until Last of Week—Proponents Trying to Work Out Acceptable Bill.

(By W. T. Bost). Raleigh, Jan. 25.—Heads went to work out a primary bill that may be presented this week with some show of success. This is the critical general assembly stage.

Until today it looked promising for primary advocates who want a bill that blankets every office from dog catcher to president. It does not look so now. The visit of Collector A. D. Watts, who has been here four days purely incidental to the uncertainty of the primary issue. Mr. Watts came here to talk for the Statesville and the other mountain railway projects that were endangered by the powerful plan of Henry Page. It was quite coincidental that the collector turned up as a bill is almost ready for presentation.

The trouble is in the west. Those counties which vote uncertainly appear not to desire a primary which may believe solidifies parties so certainly that democratic legislators may come to the capital by virtue of their personal popularity. For instance, Ebbs of Madison, believes that he would have received 200 votes more if there had been no republican primary than he did. The friends of the democratic representative were bound by party understanding. It is with Bowie and many others, these gentlemen do not admit that they oppose a state primary limited to state candidates. But they will not acquiesce in a law that concentrates the voting in a day.

For that reason, the primary bill, whichever one is adopted, will have a fight for its life. There are four or five before the body now. Weeding out will take place this week and by the close, it is believed a plan will have been agreed upon. The consolidation will eliminate all the objectionable features and the inclusion of all the good ones. The date of springing the new bill has not been announced. All that have gone into the committee room are still there for the final harmonizing.

Employees Liability Act.

The introduction of the employees liability act by Representative Nettles was expected last week. It is due this.

The Buncombe county man, handsome young fellow who isn't a lawyer has been worried as to procedure. He believes intensely in his act, but a business man and untrained to colloquy. Representative Ebbs, his mountain friend, has been coaching him. Mr. Ebbs tells him to tell the committee and the house that being a hairman and hard worker. It is not expected of one such that he be claimed in chicanery and quick march enough to meet sixty lawyers in debate. Then the bill will go through.

And the colleagues of Mr. Ebbs say that will win. While lawyers tangle over wise saws and modern instances, Mr. Nettles watches his hillmen cull the fluid from the marginal font and argues points of ethics with a contumacious cow. Insurance Commissioner James R. Young has recommended such a law.

Insurance Men, Too. And the insurance men are due here this week. Representative Sewell has presented the bills that are aimed at reform. Henry Page has been collecting insurance policies to see if the recently reduced insurance rates were not in the finally a reduction of the insured's opportunity to make the proverbial ends meet. He has learned enough to know that the reduction was on the whole a substantial advance.

Men who paid \$20 for a three year contract three years ago are paying \$25 now. Policy owners who paid \$1 a thousand for a year three years ago are paying that now. The rates are said to be a slight reduction in that respect from the rates a year or two years ago. The long term policy holder catches it, though he can afford to pay the rate still.

The insurance men already have quite an imposing lot of interested men here. The recent issue of the Insurance Investigator, which carried a force editorial on "Hell Raisers" the past week, has been circulated widely here. That it will do harm to the gentlemen to do not want "Hell Raising" is not doubted. The man who wrote the editorial had deal without understanding.

James A. Hartness, who came here to help the western counties in their fight for convict aid to railroads, left

British Warship Also Sunk In Naval Battle, Says German News

Official Announcement States British Battle Cruiser as Well as German Armored Cruiser Went Down in North Sea Conflict—Claims all Other German Vessels Returned to Their Base, and That British Discontinued Fight.

Berlin, (By Way of London) Jan. 25.—The following official announcement on the British-German naval engagement in the North sea yesterday was given out in Berlin today:

"During the advance of our armored cruisers, Seydlitz, Moltke and Bluecher, which were accompanied by four smaller cruisers and two flotillas of torpedo boats, while steaming in the North sea, they were engaged by a British detachment composed of five battle cruisers, several smaller cruisers and 26 torpedo boat destroyers. The enemy discontinued the fight after about three hours, at a point about 70 miles northwest of Helgoland, and retreated.

"According to the information available one British battle cruiser and one of our armored cruisers, the Bluecher, were sunk. The other German vessels returned to their base."

London, Jan. 25.—News of the first battle between dreadnaughts, yesterday's conflict between the British and German vessels in the North sea, has aroused much more enthusiasm in the British public than did either the fight off Helgoland or that off the Falkland islands although both perhaps loomed larger in actual results.

To the British public it seems that the combat is a triumph for their long time confidence in the big gun fleet. It calms the fear that the east coast was to have frequent repetition of the Hartlepool and Scarborough raids.

Sir David Beatty, the youngest admiral in the British navy, is the most popular sea fighter in England at present, he being in command of the British squadron which was engaged with the Germans.

A German official report of Sunday admits that the British vessels sunk the German cruiser Bluecher but offsets this disaster by asserting that "according to the best information available one British warship was sunk." This statement is definitely denied by the British admiralty, which says clearly that no British vessels were lost.

The engagements keep up the reputation of the war as to Sunday fighting being frequent both on land and sea, Sunday becoming a day for increasing vigilance instead of a day for rest and relaxation.

No important land fighting on either front has been reported in London, but the improved weather conditions are expected to result in considerable activity, if nothing noteworthy results.

The contesting forces in Bukovina are forming for a new battle. The Austrians claim the advantage in the preliminary skirmishes. They also claim that the Russians have been driven out of some of the Carpathian passes.

The Turks, according to reports in London have suffered

another reverse near Kohras-an, in Turkish territory.

Berlin, Jan. 25.—(By wireless to London)—The German war office Saturday gave out the following official statement in regard to the war situation:

"The enemy's airmen dropped bombs at Ghent and Zeebrugge in Belgium but with no serious injuries or success.

"The enemy delivered a fierce attack yesterday at Sonain-Deribes north of Chalons but the attack broke down under our fire.

"West of La-Nitte we captured the positions of the enemy and three officers and 345 men, as well as four machine guns, Northeast of Pont-a-Mousson we French attacks were beaten off with heavy losses to the enemy. In the fight for trenches since January 21 we captured seven cannon and five machine guns.

"There have been several fierce attacks by the enemy on Hartman-Wellenkopf, but they failed to achieve success.

"In the eastern theater of war there is nothing to report from east Prussia. In northern Poland near Praznysz an attack by the Russians was repulsed. The Russians have been driven out of Blino and Donjek and the advance Russian forces retreated from Garry.

"Our attacks on Soucha are progressing. In the vicinity of Rawka west of Serechny a lively fight continues.

Paris, Jan. 25.—The following statement was issued Saturday by the French war office:

"The long legal fight of Harry K. Thaw for freedom, beginning in January, 1907, with his first trial for the murder of Stanford H. White, was to be resumed today with his arraignment before Justice Davis, of the criminal branch of the Supreme court to answer to the indictment charging him with conspiracy, with Richmond Butler, Eugene Duff, and Roger Thompson and others, to escape from the Matteawan asylum in August, 1913.

Thaw reached New York yesterday from New Hampshire. There was no member of his family present to meet him, and his mother, Mrs. Mary Thaw, was not permitted to see him in prison.

Abel I. Smith, Jr., counsel for Thaw, called to see Thaw but was not allowed to see his client until today.

John B. Stanchfield, head of Thaw's legal defense, speaking of the plans for trial today said that Justice A. Davis would fix the time of trial. He stated he did not anticipate that the trial would take place for a month or six weeks.

Thaw's Long Contest For Freedom Again Resumed

SOME VIENNA CLAIMS ARE NOT EXTRAVAGANT

While Others Enlarge on Austrian Successes Over Russians in Bukowina.

London, Jan. 25.—Although Vienna reports through Amsterdam enlarge on the Austrian successes over the Russians in Bukowina, claiming that the Russians were defeated with heavy losses in munitions of war and prisoners, a wireless message from Vienna, containing an official communication issued there, has only this to say regarding the battles:

"In Bukowina quiet reigns after the last successful battles against the Russians."

The communication also deals with the fighting in the Carpathians as follows:

"In the Carpathians the Russians have been driven out of several trenches which they had pushed forward south of the passes."

GERMANY PROTESTS.

Washington, Jan. 25.—Germany has protested to the state department through her ambassador, Count Von Bernstorff, against the shipping of American hydroplanes to the enemies of Germany on the ground that such machines are war vessels.

NEW NAVAL GUN.

Amsterdam, Jan. 25.—A German military newspaper announces that a new naval gun, 15 inches calibre and with a range of 25 miles, has just been created in Germany.

HARD CONTEST BEFORE SENATE

Party Lines Drawn in Senate Over Administration Ship Purchase Bill—Is Made Party Measure.

DEMOCRATS HOPE FOR PROGRESSIVES' SUPPORT

Are Determined to Keep Measure Before Senate Regardless of Fate of Big Supply Measures.

Washington, Jan. 25.—Party lines were drawn in the senate today when the fight was resumed over the administration ship purchase bill. As finally perfected by the caucus of democrats, the bill is before the senate as unfinished business. It was made a party measure by over two thirds majority vote to give the measure support of the party. The action of the democrats indicates that the senate will be the scene of one of the hardest fought battles at the capital for some time.

The republicans were just as determined as ever to continue the fight, while the democrats were equally determined to keep the measure before the senate regardless of the fate of the big supply measures and the possibility of an extra session after March 4.

The democrats were roped to get the support of some of the progressive republicans.

Senator Rott was ready to speak on the measure when the senate met. Senator Smoot also gave notice of his intention of speaking.

OFFICERS DESTROY A STILL NEAR WAYNESVILLE

2000 Gallons of Beer and Wine Poured Out—Plant Was Recently Sold.

Deputy Collector Cobe, Special Employee Ireland and Deputy Sheriff A. J. Carver of Waynesville yesterday conducted a raid on an illicit still in the Jonathan's Creek section about 15 miles from Waynesville. They destroyed a 60 gallon copper still and complete outfit with about 2000 gallons of beer and about 10 gallons of low wines. The plant showed that it had only recently been in operation, the boiler being hot from fire when the officers arrived.

Owing to the heavy rains in that section during the past few days and the almost impassable mud no evidence as to the owners could be found. The destroyed plant was an old one and it is believed that it had been in operation for many years, the evidence of the working that has been going on there showing that thousands of gallons of whiskey had been made and the entire mountain side for yards around the plant had been striped of all firewood.

JOHN ARNOLD SIGNED BY MANAGER CORBETT

Has Played College Ball in New York—Recommended by "Doc" Ferris.

COMMISSION BILL TO GO TO RALEIGH SOON

After It Is Referred to Committee Asheville Delegation Will Go to Urge Passage.

The charter for a commission plan of government for Asheville, which was adopted here at a mass meeting of the citizens at the court house last Friday night, will be sent to the Buncombe county representatives at Raleigh within the next week or ten days. After it has been referred to the proper committee of the legislature, a committee from this city will go to Raleigh to argue for its passage by the general assembly.

Immediately after this if the present plans of the committee carry, the plans for the campaign to be waged in this city before the primary, which it is thought will be called some time during March, will be made. It is planned to wage an active campaign in this city and to bring out the entire voting strength for the primary that will be held to select the candidates who will run in the second and final campaign for election as commissioners for this city.

WATER FREIGHT RATES INCREASE

Trans-Atlantic Rates Advanced 900 to 1150 Per Cent in Some Cases Since the War Began.

FURTHER INCREASING ACCORDING TO REPORT

Raised Arbitrarily Without Regard to American Trade's Interest Say Redfield and McAdoo.

Washington, Jan. 25.—Evidence of extraordinary advances in trans-Atlantic freight rates since the outbreak of the European war, amounting in some instances to 900 and even 1150 per cent, was presented to the senate today in a joint report from Secretaries McAdoo and Redfield.

"While this report is being written," the statement says, "information is received that rates are higher than those given in some of the tables presented, and that even at these extraordinary figures, it is difficult to obtain cargo space for earlier sailings than March and April."

The report contains numerous tables of rates on various commodities from American to European ports and summarizes the principle advocates since August 1 last as follows:

New York to Rotterdam on grain 900 per cent; on flour 500 per cent; on cotton 700 per cent.
New York to Liverpool on the same commodities, from 300 to 500 per cent.
Baltimore to European ports (excepting Germany) on grain 900 per cent; on flour 354 per cent; on cotton 614 per cent.
Norfolk to Liverpool on grain 157 to 200 per cent; on cotton 185 per cent.
Norfolk to Rotterdam on cotton 471 per cent; to Bremen 1100 per cent, namely from \$1.25 to \$15,000 per bale.
Savannah to Liverpool on cotton 250 per cent; to Bremen 900 per cent.
Galveston to Liverpool on grain 174 per cent; on cotton 351 per cent; to Bremen on cotton 1061 to 1150 per cent.

The report declares that in one year, if American exports maintain the December, 1914 level, the increased rates will make a charge of \$216,224,400 on American shippers and that the imports be included on the same basis of calculation, the amount would reach the sum of \$311,864,400 or 141.5 per cent over the usual cost. If normal rates are taken in conjunction with the abnormal on the December basis the freight charge on both exports and imports in a year would make the grand total of \$532,110,000.

The report contains several score letters from business men over the country declaring their inability to get bottoms for their freight, and charging discrimination by such carriers as are in business against freight that pays a low rate and the breaking of contracts by at least one of the big trans-Atlantic steamship companies. The charges are summarized as follows:

"Ocean freight rates have been arbitrarily increased to an unparalleled height without regard to the interests of American trade."

"High rates are not only restricting the general volume of our export trade, but are actually stopping exportations in some lines. Some business plants have been shut down as a result of exorbitant rates."

"Ship owners in some instances are taking only those goods or commodities which will pay the highest rates of freight and are easily unloaded, and are declining to accept shipments of other commodities (such, for instance, as lumber because the character of the shipments and the rates obtainable thereon make it more to the interest of the steamship owner to accept one class of goods than another. If common carriers on land were to practice such discriminations against shippers, they would be subject to criminal prosecution."

"Despite claims that there is ample tonnage for the South American trade, there are letters to show that rates to South America have been greatly increased and there is a shortage of tonnage both to and from South America."

"The direct charge is made that the Holland-American line has repudiated written contracts with American shippers and has increased freight charges without regard to their rights."

The report contains also a letter from the Panama Railroad company which says:

"Our stock (of coal) has been reduced from 90,000 to 40,000 tons, and both the Earn line and our company is scouring the charter market in the effort to secure sufficient tonnage to carry to the Isthmus the amount of coal it is imperative we should keep these."

"It will be observed," says the report, "that the greatest increase in rates and the heaviest tax has been (Continued on Page 11.)"