

TURKISH FLEET GETTING ACTIVE

Sinks Two Russian Vessels in
Black Sea Off the Russian
Coast—An Allied Mine
Sweeper Sunk.

MILITARY ACTIVITY FOR
MOST PART IN PASSES

Austrians Continue to Dispute
Passage of Russian Troops
—Austrians Forced to
Retreat One Place.

London, April 5.—The roving band of Bulgars who were driven out of Serbia Sunday afternoon, after a sudden raid, have penetrated into Greece, according to a Soloniki dispatch. The English press sees in this episode the possibility of a flareback in the smouldering Balkan situation. Rome advises, however, say that Bulgaria has agreed to give Serbia full satisfaction.

In the meanwhile the Greeks are massing along the Bulgarian frontier and Bulgarian reserves, according to the Saloniki dispatches have received orders to join the colors. In Austria and Turkey the development is blamed on German intrigue.

The Carpathians is the only quarter in which a decisive battle is expected soon. London seems confident that the Russians will be able to break through the passes into Hungary but this has been predicted many times before. The Austrians are said to be throwing every available man into the fight.

Berlin (By wireless to London) April 5.—A dispatch from Constantinople says the following statement has been issued by the Turkish war office:

"Our fleet yesterday sank two Russian ships—the Provident, of 2000 tons and the Vas-tochnaya of 1500 tons at Odessa."

"Our batteries at Kumkale sank an enemy mine sweeper which was attempting to approach the entrance of the Dardanelles."

London, April 5.—Military activity in Europe again seems confined for the most part in the Carpathians, where the Austrians continue to dispute the forcing of the passes by the Russians. Desperate conflicts are reported to be taking place in this region.

The Austrians yesterday admitted they had been forced to retreat in the Beskid mountains, while last night they claimed to have repulsed many Russian attacks and to have taken more than 2,000 prisoners.

Nevertheless, it is the opinion of the military experts that the Austro-German forces will have to retire to the mountains south of the Carpathian range and make another effort there to prevent the Russian armies, and particularly the Cossacks, from swarming over the plains of Hungary.

The board of managers of the Lindley Training school will meet tomorrow morning at 10:30 o'clock at the home of Mrs. Hilliard on Blumore avenue.

PAINTERS' STRIKE IS DECLARED OFF

Union Men Went Back to
Work Today as Result
of Compromise.

The strike of the union painters of Asheville was declared off Saturday afternoon following a meeting of representatives of the painters with those of the builders' exchange, and the painters and other crafts went back to work this morning, according to statements made this morning by painters and contractors. It is stated that a compromise was reached, after conference, which is satisfactory to both parties.

The painters and paperhangers have had the question of higher wages under consideration for some time, and about ten days ago the building contractors were notified that after April first the union men would not work at the old wage scale. Some of the contractors in the city signed an agreement to give the painters what they asked for, but several contracting firms refused to raise the wage; and in one or two cases non-union men were employed as painters after the union men had quit work. This resulted in a small sympathetic strike by some of the carpenters and tinners, and other crafts at places where the non-union men were at work. There have been conferences almost daily between the contractors and the union men, and the rumors of a compromise have been persistent since the first day of the strike.

The old wage scale was \$2.55 for the painters and \$3.00 for the paperhangers, for an eight hour day. The new scale of prices has not been made public.

Painters and contractors expressed their gratification this morning that the question has been settled so amicably and with so little delay—and both parties to the controversy state that the indications are that the coming season will be one of great activity in building.

TURKISH ARMORED SHIP MEDJIDIEH GOES DOWN

Strikes Mine in Black Sea and
Sinks—Had Destroyed
Russian Ships.

London, April 5.—The sinking of the Turkish armored cruiser Medjidieh is reported in a Reuter's Petrograd dispatch. A semi-official communication from Sebastopol to Petrograd says that the Medjidieh struck a mine near the Russian coast last night and went down.

The Medjidieh was a member of the Turkish Black sea fleet which had attacked Russian ports and sank Russian vessels. On January 11 Petrograd announced that the Medjidieh with the Turkish cruiser Breslau, formerly the German cruiser Breslau, had been discovered near Samson but escaped the Russian fleet.

The Medjidieh was built in Philadelphia. She was a small vessel and her armament was light. She was 331 feet long and 42 feet beam and displaced 3,482 tons. She was armed with two 6-inch guns, eight 4.7-inch guns, six 5-pounders, six 1-pounders and two torpedo tubes. Her complement was 302 men.

WAYNESVILLE TRAINS TO BE DISCONTINUED

Announcement is made by Division Passenger Agent James H. Wood that it has become necessary to discontinue train service on trains Nos. 21 and 22, between Asheville and Waynesville for the time being.

The change will become effective with No. 21 leaving here tonight at 8:25 o'clock and with No. 22 arriving here tomorrow morning at 9:40. It is stated that the change will be in effect until further notice is given.

BULGARS WHO RAIDED IN SERBIA KILLED 125

Paris, April 5.—The Bulgarian irregulars who raided Strumitsa, Serbia, number about a regiment and a half, says a Matin dispatch from Nish. The total Serbian loss was 125 killed and wounded, including five officers.

EITEL FAILS TO ACCEPT CHANCE

German Cruiser Had Opportunity to Leave Newport News Harbor But Failed to Do So.

ANOTHER OPPORTUNITY
WAS PRESENTED TODAY

Cruiser Failed to Make the
Expected Dash Through
the Lane of British
Warships.

Newport News, Va., April 5.—Having failed to take advantage of a 24-hour period at which she was at liberty to make a dash through the lane of British warships who lurk for her destruction off the Virginia capes, the German merchant-raiding cruiser Prinz Eitel Friedrich remained at her dock here at an early hour this morning. United States naval forces still patrol the port guarding the Prinz Eitel, aided by coast artillerymen from Fortress Monroe, late in the day the battleship Alabama, which had been anchored in Hampton Roads off Old Point Comfort guarding the channel to the sea, changed her position moving further in and anchoring at the point where the Elizabeth river at Norfolk and the James river at Newport News flow into the roads. Near the shipyard, where the Eitel is in dock, were the naval tug Sonoma and submarine boat D-2, while the naval tug Patuxent remained moored to the pier at the Eitel's stern.

That Captain Thierichens, commander of the Eitel, had intended to leave the refuge of this American port Saturday night was declared last night to have been his earnest intention, and to afford him the opportunity the United States government held up the departure of British merchant ships from this port for 24 hours, which expired at 5:45 o'clock last night. However, the Prinz Eitel was inert, and there were no signs of preparations for early departure. Scores of the crew were given shore leave and were still about the streets here last night.

Some unexpected development, it was reported, had arisen to prevent the dash to the sea Saturday night. Another opportunity for the merchant-raider to depart, it was reported here, would be given by the United States today and tonight, marine men here asserting that instructions had been received to permit no merchant ships of the allies to leave the port of Norfolk and Newport News after noon Monday until noon Tuesday. This will give the Eitel another period of liberty in which to leave United States waters, even if all time for her to make repairs allotted by the United States government has not expired. As three British merchant ships left this port early yesterday, the Eitel would not have been permitted to go before 10 o'clock today at the earliest.

ADDITIONAL STATEMENT OF LOCAL MILL MAN

Cotton Mills Can Operate 60
Days Longer, Without Securing
Dyestuffs.

In an additional statement just given out by an officer of the Asheville Cotton mills, he says that while the mills will run 60 days longer, it might be necessary to close after that time, owing to the shortage of dyestuffs, the supply of which has been shut off, since the English blockade of the German ports.

In a recent story sent out from Raleigh, it was stated that all of the cotton mills in this state using dyestuffs about 100 in all, would be compelled to close within 60 days. The officer of the local mills states that with the supply on hand at the mills here and by using combination of colors it will be possible for the local mills to continue to days longer but after that time he does not know whether the mills can continue to operate or not as this will depend on the securing of additional supplies.

Laris, April 5.—General Joffre, commander of the French forces, predicts a speedy termination of the war in favor of the allies, according to a dispatch from Dunkirk published in the Matin. The dispatch says: "General Joffre in the course of a visit to Belgian headquarters to decorate a certain Belgian officer with the legion of honor told King Albert and the Belgian premier that the war would soon come to an end and to the advantage of the allies."

THE BIG FIGHT STIRS CUBANS

Estimated That Over 17,000
People Will See Contest
Between Jack Johnson
and Jess Willard.

JOHNSON PREPARES
COOLY FOR COMBAT

Only Sign of Nervousness Was
Over Exact Moment When
Backers Would Pay
Over His Money.

Havana, April 5.—The day for the world's championship heavyweight fight between Jack Johnson and Jess Willard broke with overcast skies in Havana and a decidedly cool wind blew in from the sea. The sun rose behind a solid bank of clouds but as the day advanced patches of blue appeared here and there and brought hopes of finer weather.

Havana is stirred by this fight more than by any occurrence in recent years. The morning saw the arrival of many wealthy Cubans from all over the island. It is estimated that not less than 17,000 people will attend the fight.

Johnson prepared coolly to defend his title. The only indication of nervousness he exhibited was over the exact moment that the backers of the fight would pay over the \$50,000 which is named in his contract. Johnson chuckled and laughed as if he had not a care.

BURGLAR KILLS 3 MEN IN N. Y.

Men Found Dead in Basement
of Restaurant With Heads
Battered in.

New York, April 5.—Otto Zinn, a restaurant keeper and two employees, a porter and a cook were killed last night in the restaurant, supposedly by burglars.

Zinn and his wife who were sleeping over the restaurant were awakened by a crash downstairs and Zinn went to investigate. When he failed to return his wife called the police who found the proprietor and two employees in the cellar.

In the cellar, the police also found a safe which evidently had been thrown down from above. It had not been opened. Beside the three bodies were three bloody cleavers which had been used to batter in the heads of the victims. The police also found a revolver and a set of burglar tools.

The two dead employees were Roman Held, porter, and Stephen Bowerlisky.

FOUND NOT GUILTY OF ROBBING UNION NEWS CO.

Roy Buckner Was Given Preliminary
Hearing in Police Court Today.

The charges against Roy Buckner, aged 14, arrested by the police on charges of breaking into the Union News company on Depot street and robbing the safe of a large sum, several weeks ago, were dismissed in Police court today, when the city failed to make out a case against the boy.

It was sworn to that Buckner had a large number of "Bull Moose" nickels and some Columbian half dollars in his possession several days ago and J. H. Keith swore that he purchased some of the coins from the boy, but this evidence was not considered strong enough to connect the boy with the robbery.

Buckner took the stand in his own behalf and swore that he was at his home on the night of the robbery and further swore that he had secured the coins in a legitimate manner.

J. G. Piercy, manager of the Union News company, swore as to the location of the safe and the amount of money and valuables in it when robbed.

Paris, April 5.—Captain Heralt, a cavalry officer, is to be tried by court martial Saturday for killing his wife at Compiegne, because she persisted in following the army in order to be near him.

RALEIGH WIRES IN BATTLE TANGLE

Will Take Many Days to Repair
Damages Caused by
Storm Which Raged
Saturday.

WIRES MAY NOW BE
PLACED UNDERGROUND

Street Car Service Patched
up Yesterday—On One
Street 18 Poles Fell
in Two Blocks.

(By W. T. Bost).
Raleigh, April 5.—The street car system patched itself into shape yesterday for Sunday service, the poles which carry its trolley wires having stood a strain which was too much for telegraph and telephone poles.

Otherwise the city was in no better fix for business than it was Saturday. Not one of the hundreds of big poles stretching light and telegraph cables now down had been replaced. The vast majority of these show in what condition the systems of the city have been kept. They were rotten where the earth touches the timber and the wonder is that they have not fallen long ago.

It was estimated my managers of both telephone systems that more than half their wires were down and many more were "crossed up" so that service is worse crippled than the mere breaking of the line supports would indicate. A good deal was done yesterday to straighten the tangle out. But it is a work of many days.

The street car service might have begun Saturday had the mayor not issued orders to take no chances with the wires. The lights and the cars are on different circuits and the lights were entirely out. Every business house running by power from the Carolina Light company either stood idle or used its own plant Saturday and yesterday.

The Seaboard's trains, dispatched Saturday with trust in the future, fared somewhat better. Judge Alton B. Parker, once a candidate for the presidency, was a southbound passenger and had a long wait at the Raleigh station. The Seaboard had no trouble on its northbound trains. Its south running cars piled up in the station here 100 high. There were a dozen passenger trains here at one time Saturday.

It is believed that the next progressive move at Raleigh will be the ordering of all wires not used in the street car system to be put underground. The wreck of timbers without loss of life to man or beast, without injury of any nature, could hardly have been possible had it occurred during the day. On one street eighteen poles fell within two blocks. The feeble demand for underground poles may take body now.

Wake Superior court which opened here today will have about seventy criminal cases.

One of the most interesting ones in the appeal of Dr. J. B. Dudley, president of the Agricultural and Technical college of Greensboro, Dr. J. E. Dellinger, Dr. A. M. Rivera and C. C. Arney, all of Greensboro, from the police justice's fine of \$100 on the first two and \$10 on the second for libel of grand lodge officers.

The libel grew out of the candidacy of Dr. Dudley for the grand-mastership, though it is not charged that he wrote the circular which was used chiefly for home consumption and political purposes. The attack on fellow members was mailed to members of the order and charged them with misapplication of funds. The case was tried here in January after a sharp fight the defendants lost with fines.

It was understood that the case would be settled by withdrawal of the fines and the imposition of costs, but all are going to fight it out and Judge Frank Daniels will try it.

The North Carolina Highway commission has selected offices in the Commercial National Bank building and will maintain headquarters here throughout the life of the appropriation.

W. S. Fallas, engineer, chosen from Henderson because of the work that he has done in a dozen splendidly engineered county road systems, has been here picking a place to work and will come soon to Raleigh for his permanent business. The committee did its best to find a place in the state's departments but all are full in spite of the new building and the remodeling of the old.

BRITISH STEAMER TORPEDOED.

London, April 5.—The British steamer Lockwood was torpedoed by a German submarine Friday night off Star Point, on the Devonshire coast. The crew was saved. The Lockwood was owned in London, built in 1905, 877 net tons and 236 feet long.

NOT A SIGN OF DUTCH STEAMER

LOAF BREAD BACK AT THE OLD PRICE

The Staff of Life Here Returns to the Former Price
Level, Five Cents.

After soaring high for some weeks, the price of wheat, flour and bread has taken a tumble, effective today, bread goes back to the old standard price, and consumers in Asheville can now purchase 14 ounces of the staff of life for five cents. This fall in the price of bread follows the announcement yesterday from Spartanburg that the old figures would be effective today in Spartanburg and many neighboring towns. A large amount of the bread used in Asheville comes from Spartanburg, and the bakers here would probably not be able to meet the competition, even if they were inclined to keep bread at six cents, which was the retail price here for the past five or six weeks.

A. Gellfuss of Spartanburg, president of the Southeastern Master Bakers' association, stated Saturday that the reduction in bread prices is due to the lower price of wheat, which he attributes to the bombardment of the Dardanelles by the allied fleet and the expected release of the enormous supplies of Russian wheat which would follow the opening of the straits into the Black sea. Wheat closed Saturday at \$1.53, or 14 cents lower than the highest price \$1.57, reached since the European war began.

One of the leading bakers of Asheville stated this morning that with wheat at \$1.53 flour will be worth here \$7.50 to \$7.75. A month ago the cost of flour here was \$8.50 per barrel, and many people feared that it would rise higher. There were many prophecies that the raw material would bring \$2 per bushel, and a congressman from Pennsylvania introduced a resolution in congress to stop the export of wheat from the United States.

In spite of the unusual demands from abroad, this country has continued to export wheat, and the supply is evidently far from exhaustion. In addition to our own supply, recent reports from the Argentine republic are to the effect that of the crop there about 133,000,000 bushels will be available for export. It has been said that ocean rates and insurance will prohibit the export of this Argentine wheat to Europe, but England has already been importing corn from that country.

A leading baker said this morning that people are more sensitive to a rise of a cent in the price of bread than to an increase of three or four cents in the price of meat or other articles of food; and that six cent bread means greatly reduced sales. Consequently, said this baker, the breadmakers are as glad as the public to be able to offer their product at five cents again.

It is stated that North Carolina wheat, while not as desirable as Minnesota wheat, for making loaf bread, makes as good biscuit and pastry as any wheat. And during the recent high prices of wheat many farmers and consumers have lamented the fact that Buncombe county does not raise more wheat. In 1910 the county consumed practically 200,000 bushels of wheat, but only about 20,000 bushels of this amount was home grown.

While western North Carolina has always been a large consumer of corn bread and hominy and other products of Indian maize or corn, a few people refuse to eat these articles even with the assurance of the United States pellagra commission that corn is absolutely harmless as a food. To these as well as to many others the reduction in the price of bread will be received with much interest.

It is interesting to note that the price of flour is still about \$2.00 higher than it was at the first of last July. The price at that time was \$5.50 per barrel.

FRANK BLAKE DRAWS SENTENCE OF 6 MONTHS

Frank Blake and B. H. Carter were arraigned in police court this morning charged with keeping whiskey on hand for sale; Carter was found not guilty and Blake received a sentence of six months on the county road with appeal bond fixed at \$200.

The two men were arrested recently in connection with a consignment of five cases of whiskey, which is said to have been received by Blake at Craggy station. The whiskey, it was claimed, had originally been purchased by Carter, but was consigned to Blake at Craggy station. At the time the whiskey was seized on Broadway, it was thought that Blake was on his way to deliver the whiskey to Carter who lived on De-

Feared 50 Souls Aboard Prinz Maurits Have Met Fate of 15 Members of Crew of Tug Luchenbach.

TEN MEN WERE LOST
OFF DELEWARE CAPES

From All Along Coast Come
Reports of Heavy Damage
to Shipping by Storm—
Barges Fared Bad.

Norfolk, April 5.—Every possible effort is being made to learn the fate of the Royal Dutch West Indies company's steamer Prinz Maurits, believed to have foundered off Hatteras with the loss of about fifty men in the great storm which lashed the south Atlantic coast Saturday. Coast guard cutters, warships and other craft searched for the Maurits yesterday but found no trace of the vessel near the spot from which she sent her wireless calls for aid, and it is feared that the crew and passengers have shared the fate of the fifteen members of the crew of the tug Edward Luchenbach drowned off False Cape, when the storm claimed them as victims. There was no news of the Maurits early today.

Barges fared worse in the storm than any other craft. Many broke away from the tugs by which they were being towed and drifted ashore. In shipping circles it was feared that the fifteen members of the crew of the barge Tampico which broke from its tug Tuesday, are lost.

Many thrilling rescues were effected during the storm. The captain and crew of the schooner Alice Murphy were taken from their waterlogged vessel by the steamer Lenape, after they had been lashed to the mizzen mast for 36 hours. The Morgan line steamer Comus rescued the crew of the barge Northwestern which had been adrift for over 24 hours. The crew of the schooner M. E. Crescy were taken from the vessel by the Diamond Shoals lightship. The barge San Antonio was towed to Charleston by tugs and other barges found adrift were towed to safety.

Ten men were lost off the Delaware capes when the tug Cumberland lost its barge, and from the north as far as Massachusetts come reports of heavy damage to shipping.

From all parts of the Atlantic coast and reports of shipwrecks and probable loss of life are reaching this city. With the exception of the loss of 16 lives, when the tug Edward Luchenbach went to pieces off False Cape, the most alarming news received here was the probable loss of the Holland steamer Prinz Maurits.

The vessel when last heard from was in latitude 36.10 north; longitude 74 east. She sent out wireless calls for assistance and reported that she was in a dangerous condition. That was early yesterday morning. Two British warships, the steamer City of Montgomery, the coast guard cutter Onondaga and several other warships, one of which was the Corona, reached the position given by the steamer at 3 o'clock Saturday afternoon in a g. J. (vgn) - v-condangerous

Wireless messages picked up along the coast last night indicated that none of these vessels had found any trace of the steamer and the opinion was expressed that she had gone down with all on board. One wireless message stated:

"British warships found no trace of Prinz Maurits at position given. Probably sunk." Another message stated that efforts to raise the vessel by wireless had failed.

The coast guard cutter Onondaga is still searching the seas for the steamer.

Reports from down the coast last night were meagre, because of the crippled condition of the government sea-coast wires. No news was received from Hatteras or from any point down the coast beyond False Capes.

Reports of large quantities of wreckage all along the coast from Hatteras are being received here frequently.

The barge Henry Endicott, Natco, Georgia and Pacific which broke away from the tug Resolute Friday night during the height of the severe storm that swept this coast, have been towed into this port with all on board safe. The tug Albatross, Resolute and De-fiance picked up the barge fifty miles off the Virginia Capes.

Lightship Number 48, stationed off Cape Charles, which was torn from her moorings and carried far out to sea by the storm, was picked up ten miles north of Virginia Beach by the lighthouse tender Orchid. The lightship was not seriously damaged and so far as would be learned, none of her crew were injured. High seas broke her cabin windows and salt water spoiled a portion of her food supply. The vessel lost both of her anchors in

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