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## W. G. McADOO RESIGNS AS SECRETARY TREASURY

### NEEDS REST AND AN OPPORTUNITY TO RETRIEVE HIS FORTUNE GIVEN AS CAUSE.

Washington, Nov. 22.—William Gibbs McAdoo, secretary of the treasury, director general of railroads and often discussed as one of the presidential possibilities of 1920, has resigned his offices to return to private business.

President Wilson has accepted his resignation. Mr. McAdoo will give up the treasury portfolio as soon as a successor has been selected. He wished to lay down his work as director general of railroads by January 1, but will remain if the President has not then chosen a successor.

Upon the new secretary of the treasury, whoever he may be, will devolve the task of financing the nation through the transition period of war to peace, which probably will include at least two more Liberty Loans and possibly also a further revision of the system of war taxation. Letters between President Wilson and Mr. McAdoo, made public to-day with the announcement of the resignation, give Mr. McAdoo's reasons for leaving the cabinet solely as a necessity for replenishing his personal means and express the President's deep regret at losing his son-in-law from his official family.

The following letters were made public with the announcement:

Letter of Resignation.

Mr. McAdoo's letter of resignation, dated November 14, follows:

"Dear Mr. President:

"Now that an armistice has been signed and peace is assured, I feel at liberty to advise you of my desire to return, as soon as possible, to private life.

"I have been conscious for some time of the necessity for this step. But, of course, I could not consider it while the country was at war.

"For almost six years I have worked incessantly under the pressure of great responsibilities. Their exacting demands have drawn heavily on my strength. The inadequate compensation allowed by law to cabinet officers (as you know I receive no compensation as director general of railroads) and the very burdensome cost of living in Washington have so depleted my personal resources that I am obliged to reckon with the facts of the situation.

"I do not wish to convey the impression that there is any actual impairment of my health, because such is not the fact. As a result of long overwork I need a reasonable period of genuine rest to replenish my energy. But more than this, I must, for the sake of my family, get back to private life, to retrieve my personal fortune.

"I cannot secure the required rest for the opportunity to look after my neglected private affairs unless I am relieved of my present responsibilities.

"I am anxious to have my retirement effected with the least possible inconvenience to yourself and to the public, but I should, I think, be free to accept my resignation now, as secretary of the treasury, to be effective upon the appointment and qualification of my successor so that he may have opportunity and advantage of participating promptly in the formulation of the policies that should govern the future work of the treasury. I would suggest that my resignation as director general of railroads become effective January 1, 1919, or upon the appointment of my successor.

"I hope you will understand, my dear Mr. President, that I will permit nothing but the most imperative demands to force my withdrawal from public life. Always I shall cherish as the greatest honor of my life the opportunity you have so generously given me to serve the country under your leadership in these epochal times.

"Affectionately yours,  
"W. G. McADOO."

President Accepts Resignation.

The President's letter of acceptance, dated November 21, follows:

My Dear Mr. Secretary:

"I was not unprepared for your resignation of the 14th because you had mentioned it once, of course, discussing with me the circumstances which have long made it a serious personal matter for you to remain in office.

"I also for the same reason accept your resignation as director general of railroads, to take effect, as you suggest, on the first of January next or when your successor is appointed. The whole world admires, I am sure, as I do, the skill and executive capacity with which you handled the great and complex problem of the unified administration of the railways under the stress of war uses, and will regret, as I do, to see you leave that post just as the crest of its difficulty is passed.

"For the distinguished, disinterested, and altogether admirable service you have rendered the country in both posts and especially for the way in which you have guided the treasury all through the perplexities and problems of transitional financial conditions and the financing of a war which has been without precedent alike in kind and in scope, I thank you with a sense of gratitude that comes from the very bottom of my heart.

"Gratefully and affectionately yours  
"WOODROW WILSON."

Probable Successors to Jobs.

It is entirely probable that the President may fill separately the offices of secretary of the treasury and director general of railroads. There was nothing official tonight on which to base a statement of who might be under consideration for secretary of the treasury. On previous occasions when a successor to Mr. McAdoo has been discussed John Skelton Williams, comptroller of the currency, and W. P. G. Harding, governor of the federal reserve board, have most generally been mentioned. Paul Warburg, formerly a member of the reserve board, and a prominent New York banker, and Russell C. Liffingwell, assistant secretary of the treasury, are reckoned among the possibilities.

President Wilson is not required to choose the new director general of railroads from among cabinet members and it is possible that the place may go to some one associated with Mr. McAdoo in the railroad administration.

Wants Gompers to Lead Strike.

Seattle, Wash., Nov. 22.—James Duncan, secretary of the Seattle labor union councils, stated to-day he had written Samuel Gompers, president of the American Federation of Labor, asking him to take charge of the union movement toward a nation-wide strike as a protest against the execution of Thomas J. Mooney. Mr. Duncan sent Mr. Gompers copies of resolutions passed by the central labor council, asking the American Federation of Labor to call a general Mooney strike and request British and Canadian leaders to do likewise.

Comparatively Few Blinded. Newport News, Va., Nov. 22.—American expeditionary forces abroad had less than 50 men blinded as a result of the war, according to Dr. J. E. Hendrickson, of Phoebus, who returned to his home here to-day from Washington, where he conferred with the surgeon general of the army relative to the disposition and care of blind soldiers.

German Warship Sunk.

London, Nov. 21.—One German light cruiser, while on its way across the North Sea with the other ships of the German high seas fleet to surrender to the allies, struck a mine. The warship was badly damaged and sank.

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## GREAT EFFORT EXERTED OVERSEAS BY AMERICANS

### HAD NEARLY 2,000,000 MEN IN FRANCE AND GREAT SUPPLIES OF WAR MATERIAL.

American Headquarters in France, Nov. 22.—The extent of America's military effort in France at the time the armistice was declared is shown by statistics which the Associated Press now is permitted to make public. While the stupendous figures are in themselves amazing, they show only a part of the great effort made in war preparations.

On the morning of November 11, the United States had in France 78,391 officers and 1,881,376 men, a total of almost 2,000,000. As has already been announced there were 750,000 combat troops in the Argonne forest. This number does not include the American units engaged on other parts of the front.

Manpower, alone, however, was only one factor in the preparations for American participation in the war. Behind it lay vast machinery which was required in operations. Railways and motor roads were constructed and across the sea were brought locomotives, cars, rails and motor transport of every kind. Behind this again was the requisite food, clothing and general supplies for the men, as well as dockage and warehouse construction.

The American army has brought over to France and has in operation 967 standard gauge locomotives and 13,174 standard gauge freight cars of American manufacture. In addition it has in service 50 locomotives and 973 cars of foreign origin. Eight hundred and forty-three miles of standard gauge railway were constructed, 500 miles of it since June 1. In addition there was built 115 miles of light railways, and 140 miles of German light railways were repaired and put in operation. Two hundred and twenty-five miles of French railway were operated by the Americans.

These figures represent a fairly good sized American railway company but railways represent only a fraction of the transport effort. Modern warfare is motor warfare and it is virtually impossible to present in figures this phase of the work of the American army. In building new roads, in keeping French roads repaired and in constructing bridges, American engineers worked day and night. To do this work the American expeditionary forces had in operation on November 11, more than 53,000 motor vehicles.

Even at the present stage of the armistice, which may precede peace it is not permissible to hint at the vast stores of munitions and armaments brought over and held in readiness.

In army terms one ration represents the quantity of each article each man is entitled to daily. It is interesting to note the supply of some of the principal ration components on hand to-day. For instance the Americans have 390,000,000 rations of beans alone; 183,000,000 rations of flour and flour substitutes; 267,000,000 rations of milk; 161,000,000 rations of butter or substitutes; 143,000,000 rations of sugar; 89,000,000 rations of meat; 57,000,000 rations of coffee, and 113,000,000 rations of rice, hominy and other foods. There are requisites as flavorings, fruits, candy and potatoes in proportion, while for smokers are 761,000,000 rations of cigarettes and tobacco in other forms.

Army authorities point out that these vast necessary supplies for the army represent food economies on the part of the people at home. Without such economies the work would have been virtually impossible, nor would the Americans have been able to promise certain of the allies great assistance in meeting their requirements during the winter. The Associated Press is informed that the American army had engaged to give the French 2,000,000 pounds of meat, 5,500,000 pounds of beans and rice, flour and milk in proportion. To the British, 8,000,000 pounds of meat were promised, while the Belgians were assured they would receive 4,500,000 pounds of rations of all kinds.

Mr. Hodgkin Better.

John A. Hodgkin, who has been ill at his home, 827 Worth avenue, following an attack of influenza, is improving slowly.

## THE GERMAN FLEET HAS SURRENDERED TO BRITISH

### ALL THE ALLIED NAVIES WERE PRESENT TO WITNESS THE TRANSFER.

London, Nov. 21.—Describing the surrender of the German warships to the commander-in-chief of the grand fleet, Sir Edward Beatty, to-day, correspondents say that after all the German ships had been taken over, British admirals came through the line on the Queen Elizabeth, every allied vessel being manned and greeting the admiral and the flagship with loud and ringing cheers.

The British grand fleet put to sea in two single lines six miles apart and so formed as to enable the surrendering fleet to come up the center. The leading ship of the German line was sighted between 9 and 10 o'clock in the morning. It was the Seydlitz, flying the German naval ensign.

Surrendered Under Terms of Armistice.

London, Nov. 21.—The German fleet as specified in the terms of the armistice with Germany was surrendered to the allies to-day.

This announcement was made officially by the admiralty this afternoon. The statement reads:

"The commander-in-chief of the grand fleet has reported that at 9.30 o'clock this morning he met the first and main installment of the German high seas fleet which is surrendering for internment."

It is understood that the German warships surrendered to Admiral Beatty to-day were eight battleships, six battle cruisers and eight cruisers.

There remain to be surrendered two battleships, which are under repair, and 30 modern torpedo boat destroyers.

The British grand fleet, accompanied by an American battle squadron and French cruisers, steamed out at 2 o'clock this morning from its Scottish base to accept the surrender of the German battleships, battle cruisers and destroyers. A wireless dispatch this noon reports that it got into touch with the German ships this morning.

The point of the rendezvous for the allied and German sea forces was between 30 and 40 miles east of May Island, opposite the Firth of Forth.

The fog which had enveloped the grand fleet for three days cleared last night and this morning the weather was dull with a slight haze hanging over the Firth of Forth.

The fleet which witnessed the surrender consisted of some 400 ships, including 60 dreadnaughts, 50 light cruisers and nearly 200 destroyers. Admiral Sir David Beatty, commander of the fleet, is on the Queen Elizabeth.

Taken to Firth of Forth.

Edinburg, Scotland, Nov. 21.—Germany's high seas fleet after its surrender to the allied navies was brought to the Firth of Forth to-day.

The British grand fleet and five American battleships and three French warships, in two long columns, escorted the 71 German vessels to their anchorage.

Another Batch of U-Boats is Surrendered.

Harwich, Eng., Nov. 21.—Another flotilla of German U-boats surrendered to-day to the allied navies. There were 19 submarines in all; the 20th, which should have come to-day, broke down on the way.

A LITTLE DENVER GIRL IS BURNED TO DEATH.

Denver, N. C., Nov. 21.—While Mrs. F. M. King had crossed the street from her home for a bucket of water her little girl, Annie May, caught fire in some way and was burned so badly that she died a few hours later.

No one knows just how the child's clothing caught as there was no one in the house at the time but a two on three months' old baby. The mother heard the child scream and ran as quickly as she could, but when she reached the house the child was on the back porch with all her clothing completely burned off. Medical aid was quickly summoned but it was found that the child's body was charred from hand to foot, and nothing could save her life.

## McADOO ALWAYS TREATED NEWS GATHERERS ON LEVEL.

Washington, Nov. 22.—Without an intimation of the big news about to break 40 newspaper correspondents stood around Secretary McAdoo late to-day. The weekly press conference with the secretary of the treasury and director general of railroads had lasted probably 30 minutes. Mr. McAdoo had answered many questions about war risk insurance, war finances, the revenue situation, freight congestion and general railroad and treasury affairs. Everything appeared to be running along smoothly.

As a news writer on the outskirts of the group started to move away, Mr. McAdoo said:

"If you will just wait a moment, gentlemen, I think I have another little item of news which may interest you."

Already the correspondents had two or three good "yarns" from the director of railroads, but they gave attention again as something else good was promised.

"I have decided to leave the public service; I have resigned," said Mr. McAdoo.

Surprise and Regret.

There was just a murmur of surprise and regret, then silence. McAdoo is popular with the newspaper men of Washington, has been a good news source and has treated the news gatherers "on the level."

Brice Clagett, private secretary to the director general, began to distribute among the newspaper men the formal announcement of the resignation of William G. McAdoo. It was in the form of correspondence between Mr. McAdoo and the President, the latter's letter of acceptance being dated last night.

When a big news item breaks the natural impulse of a correspondent or reporter, particularly those representing press associations, is to dash to a telephone. This would have been a pardonable impulse to-day, because cabinet resignations make front page stories and are few and far between. Nevertheless, not a newspaper correspondent attempted to leave the room and score a "scoop" of a few minutes as the Wilson-McAdoo correspondence was being circulated.

Every one stood until Mr. McAdoo closed the conference. Then there was an orderly movement toward the doorway. Once outside, the news instinct was again uppermost and there was a great rush to telephones and the flashing of bulletins.

Mr. McAdoo Talks Freely.

Before the correspondents made their exit, Mr. McAdoo talked to them freely about his resignation. He assured them there was no other story except the one contained in the letters which passed between himself and President Wilson. There had been no cabinet row, no trouble of any sort, Mr. McAdoo said, explaining that he knew when a cabinet member resigned the public always wanted to know if there was "something else behind it."

"I have never fourflushed with you newspaper men and I shall not now," said Mr. McAdoo. "There is no story except the one you have there."

The director general and secretary of the treasury added that he loved President Wilson and the public service, but his family most and their future must come first.

In the popular vernacular, Secretary McAdoo explained that he was "broke, busted." He confided that he had no money ahead and could not support a family and live as a cabinet officer style in Washington on his salary, \$12,000 per year. So, Mr. McAdoo said, he intended to go to New York and probably begin the practice of law again, although he is quitting public life prior to forming any business connection.

Special Term Surry Court.

Raleigh, Nov. 22.—Governor Bickett called a special term of Surry county court for February 10, Judge Long presiding, to try the men arrested in Winston-Salem on the charge of inciting the recent mob demonstration in the attempt to lynch the negro, Russell High, charged with criminal assault. The removal to Surry county from Forsyth is in effort to get an unbiased jury to sit in the case. Thus far 16 men have been arrested on charges of aiding and abetting in the mob demonstration.

## THE UNSINKABLE LUCIA THE LAST SHIP SUNK

### AMERICAN VESSEL TORPEDOED BY ENEMY SUBMARINE OCTOBER 17.

Washington, Nov. 24.—The steamer Lucia, which was equipped with buoyancy boxes designed to make her unsinkable, was the last American vessel reported torpedoed by an enemy submarine. In making this announcement to-day, the navy department gave out a report of the sinking by Chief Boatswain's Mate William Francis O'Brien, of 108 Trenton street, Lawrence, Mass., who was in charge of the Lucia's armed guard, and also revealed that Secretary Daniels has commended O'Brien and 23 other men of the guard for their coolness and attention to duty.

The Lucia was torpedoed October 17 and remained afloat 21 hours. The torpedo struck amidships and entered the engine room killing four men. The other members of the crew and the armed guard were rescued by the steamer Fairfax after they had taken to the small boats. The civilian crew were ordered to the boats immediately after the explosion, but the armed guard remained on board until just before the craft went down.

The explosion left the ship in a helpless condition, the torpedo putting all the dynamo out of order as well as the engines. The submarine was sighted almost simultaneously with the explosion, but before guns could be trained on it, it disappeared and was not seen again. At intervals during the night and next day, S O S calls were sent by the auxiliary wireless set, which had not been damaged, but no replies were received.

## YOUNG WHITE MAN ARRESTED FOR SHOOTING NOZZLEMAN.

Winston-Salem, Nov. 22.—Ernest Cromer, a young white man about 25 years old, is in the county jail charged with the murder of Robert Young, the young man who was shot and almost instantly killed while assisting the firemen at the nozzle when the crowd was being forced back from the building with water from the fire hose. He was arrested by Patrolman Pratt Tuesday night.

Cromer is alleged to have fired several shots in the direction of the firemen while they were in action, and it is stated that Mr. Young fell, mortally wounded, while his weapon was being emptied. It is stated that witnesses have been located by the officers whose statements, the officers felt, warranted them in placing the charge against Cromer and arresting him. He has been committed to jail without bond.

America's Loss at Sea.

Washington, Nov. 22.—Loss of 145 American passenger and merchant vessels of 354,449 tons, and 775 lives through acts of the enemy during the period of the world war to the cessation of hostilities, November 11, is shown by figures made public today by the department of labor's bureau of navigation. The report does not include several vessels, the loss of which has not been established as due to acts of the enemy.

Nineteen vessels and 67 lives were lost through use of torpedoes, mines and gunfire prior to the entrance of the United States into the war.

Mary Curtis Lee Dead.

Richmond, Va., Nov. 22.—Miss Mary Curtis Lee, sole surviving child of General Robert E. Lee, died early this morning after a brief illness at Virginia Hot Springs. No announcement has been made as to the funeral, but the body is expected to be placed beside that of her father in the vault of the Lee mausoleum at Washington and Lee University, at Lexington.

Bigger Wages; Shorter Hours.

Washington, Nov. 22.—Wages were ordered increased, hours of labor shortened and dismissed employees ordered reinstated by the national war labor board to-day in nine awards, chief of which was in the case of the Corn Products Refining Company. Each award is for the duration of the war and retroactive.