

GERMANS DESTROY THREE AMERICAN SHIPS; NATION-WIDE RAILROAD STRIKE CALLED OFF

UNOFFICIALLY ADMITTED IN WASHINGTON THAT VIRTUALLY STATE OF WAR NOW EXISTS

ALREADY ARMING AMERICAN SHIPS; SENDING WARSHIPS MAY BE NEXT MOVE

Some of Highest Officials of Government Hold President Has Power to Declare That a State of War Exists—No Indication That He Will Follow Such a Course—Dispatches Indicate That All Three Ships Were Sunk With Complete Disregard for Safety of Those on Board.

(By the Associated Press)

Washington, March 18.—With the announcement of the ruthless destruction of three unarmed American merchantships by submarines, it was unofficially admitted here tonight that virtually a state of war exists between the United States and Germany.

Technically the United States remains in a position of armed neutrality. Whether this shall be changed before April 16, the date fixed for a special session of Congress, the war making branch of the government, President Wilson has not decided.

One step the President is contemplating is a call for an immediate session of Congress to hear an address asking for authority to adopt aggressive measures against the submarine menace.

Already American ships are being armed to defend themselves. The next move must be to send warships with orders to seek out submarines and clear the trans-Atlantic lanes.

Some of the highest officials of the government hold that the executive has the power to declare that a state of war exists and to proceed with aggressive protective steps pending the assembling of Congress. There is no indication, however, that the President will follow that course.

Of the three ships destroyed, two were unloaded and homeward bound, and all were American built. American owned and officered and manned largely by American citizens. Meager dispatches indicate that all were sunk with complete disregard for the safety of those on board, and that many of the crew may have been lost.

Definite Policy Necessary.

Today's developments brought the government face to face with the problem of formulating a definite policy for the nation in case the United States actually enters the war. This possibility was mentioned by the President in his inaugural address March 5.

All of the conditions outlined by the President in his message announcing the diplomatic break with Germany as leading to a state of armed neutrality have now been fulfilled. "The overt act" described by him then has actually come; in fact it had not been committed when the President went before Congress. Since then he has established a state of armed neutrality without the specific authority of Congress.

President Wilson was out automobiling when the first Associated Press dispatches telling of the three disasters came in quick succession. Through Secretary Tammity he was given all available facts immediately on his return.

Several hours later official reports came from Consul Frost at Queenstown and Consul General Skinner at London, telling of the sinking of the City of Memphis, the Vigilancia and the Illinois. These dispatches confirmed press reports but added few details.

International lawyers and constitutional experts here showed no hesitancy tonight in saying that President Wilson has full authority to interpret as an act of war and announce that this country considers that an actual state of war exists by reason of Germany's flagrant assault on American shipping.

Such action would be subject to the approval of Congress.

Despite the unwarned sinking of big passenger liners like the California and the Lanconia, the jeopardizing of Americans on nearly a score of other vessels, and the sinking of three other American ships, the House, the Lyman M. Law, and the Aguay, since unrestricted warfare began some officials inspired by the President's announced reluctance to believe that Germany would carry through her threat, have clung desperately to the hope that some slight respect for international law might still be shown.

German sea warfare may fairly be stated, however, to have surpassed even the most pessimistic forecasts here. That she actually means to send every vessel to the bottom that enters every vessel within her forbidden zones is now accepted as a fact. Neutral passenger, Belgian relief, appear to be all in the same category.

Watch Developments Closely.

With the practical certainty that this country will become involved in hostilities with Germany, even if only for the keeping open of the sea lanes to Europe, officials are scanning the war news with the closest scrutiny. An advance on the west front or in Mesopotamia is now studied with the keen eagerness borne of a realization that it may have a direct effect on America's future history.

The kaleidoscopic developments of the last few weeks history has been followed most keenly. The apparent crumbling of Turkish power in Mesopotamia and Persia as shown in the capture of Van today by the Russians, following the fall of Bagdad to the British, the unexpected sweeping forward of both British and French in a wide

swath on the west front, the pro-war revolution in Russia, threats of internal troubles in Germany, and China's aversion of relations, have served to convince many observers that the beginning of the end is near.

The German retreat in France is not yet accepted as more than strategic, however. The Russian revolution, too, is admitted to hold possibilities of counter-revolution which will greatly cripple the military efficiency and in some quarters it is held confidently that Ger-

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NEGROES SUBSCRIBE TO FUND FOR BELGIAN BABIES

Ashville, March 18.—At a mass meeting of negroes, held at the Y. M. I., the colored Y. M. C. A. of Asheville, today, funds sufficient to "adopt" fifty Belgian babies for three months were subscribed. The subscription was on the basis of \$1 a month to feed one of the starving tots, and was raised, half by the Y. M. I. and half by the negro schools and churches of the city. The meeting was enthusiastic from start to finish, and the subscriptions came rapidly after several short talks by white speakers, pointing out the needs of the Belgian babies. Each church and school pledged certain amounts and the Y. M. I. raised \$75 on the spot. White societies have raised a considerable amount for this purpose.

SUCCESS OF MARCH 17 WAS OF VAST IMPORTANCE, THE FRENCH DECLARE

(By the Associated Press.)

Paris, March 18.—The seventeenth of March will remain among the most memorable days of the war in the opinion of the French who regard the success on the front from the Aisne to the Oise as the greatest since the battle of the Marne. It is considered not merely a local success but a veritable strategic retreat forced upon the Germans, the full consequences of which probably will not be revealed for several days. The fact that the French at certain points went beyond the road from Roye to Noyon indicates that the German retreat will not end there.

"The Germans still are at no way" a favorite phrase of the parliamentary opponents of the government who sought to impress upon it the fact that the Germans were only 67 miles from Paris, now will have to be abandoned. It would be difficult to say, military critics assert, where the Germans propose to establish a stable defense. The retreat of modern armies, encumbered with great supplies of material, can be effected only with extreme slowness which permits an active and resolute adversary to maintain contact unceasingly.

This is the first occasion since the armies have been established on the western front that French villages have

CITY OF MEMPHIS SUNK SATURDAY

Had the Stars and Stripes Painted on Both of Her Sides

CREW LEAVE IN BOATS

Given Fifteen Minutes by U-Boat To Leave Ship; Germans Then Sent Torpedo, Tearing Great Hole in Side of Vessel; Not All the Small Boats Yet Rescued

(By the Associated Press.)

London, March 18.—The American steamship City of Memphis, which left Cardiff Friday in ballast for New York, was sunk Saturday when she left port. The City of Memphis had the stars and stripes painted on both sides. She encountered a submarine about 5 o'clock Saturday evening. The German commander ordered the captain of the steamer to leave his ship within fifteen minutes.

The entire crew entered five boats and the submarine then fired a torpedo which struck the vessel on the starboard side, tearing a great hole through which the sea poured. The steamer settled down quickly and foundered within a few minutes.

During the night the boats became separated, and at 4 o'clock Sunday morning three boat crews were picked up by a patrol vessel and landed. These boats contained 33 men, mostly Americans.

All the officers were Americans. The officers believe that the other boats will be rescued.

Had Adventurous Career.

New York, March 18.—Forty-eight men who were Americans by birth or by naturalization and nine others, several of whom were believed to be naturalized Americans, comprised the crew of the American freight steamer City of Memphis, reported from London today as having been sunk by shell-fire. The vessel itself, valued at \$600,000, had weathered safely many adventures in European waters on previous voyages since the war began.

Owned by the Ocean Steamship Company, commonly known as the Savannah Line, the City of Memphis, of 5,232 tons, gross, sailed from New York January 23, carrying 9,653 bales of cotton valued at \$600,000. This she delivered at Havre, France, and was on her way home in ballast when sunk.

Her captain was L. P. Bora of Norfolk, Va., where he was born of American parents. Her other officers, all American-born except one, were:

First officer C. G. Laird, Second Officer A. Carroll, naturalized American; Third Officer M. Dierland, W. I. Percy chief engineer, F. Bevil first assistant engineer, F. McPherson second assistant engineer, W. M. Thompson third assistant engineer.

Others on board were the ship's surgeon, Dr. F. Shea, and the wireless operators, J. Welsh and P. J. Donohue, living in New York, as did also the following, all negroes:

H. Cauty, baker; D. S. Jackson, chief cook; G. McLean, second cook; J. Lewis, messman; G. Cooke and C. Cooke, waiters and G. Gandy and G. Mitchell, mess boys, all negroes, were members of the crew.

In this category also were H. O. Bovill, steward; C. A. Phillips, electrician; F. Monterey, H. H. Hobbs and J. Alquest, water tenders; J. Rumba, C. B. Winn, and J. Walker, oilers; N. P. Clausen, boatswain; E. Nelson, H. Solgord, and F. Bahr, quarter-masters; A. Pederson, W. Leisberg, S. Ludwigen, F. Puttin, R. Lassen, L. Abrahamson, F. Timmerman and J. D. Hanlon, sailors, and W. Nixon, M. Lopey, M. Gutierrez, and

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ORDER TO MUSTER OUT STATE TROOPS IS NOW SUSPENDED

Third Infantry Arriving Tuesday Will Be Held Under Arms at Fair Grounds

MAKE ARRANGEMENTS TO RECEIVE GUARDSMEN

Second Infantry Will Proceed to Goldsboro From Border While Brigade Headquarters Will Come to Raleigh; No Explanation Given For Hold Up of Mobilization

The demobilization of the Third North Carolina Infantry, National Guard, due to arrive in Raleigh Tuesday, received a set-back yesterday when orders were received by the State authorities suspending the order to muster out. The Third Infantry, about eight hundred strong, will encamp at the State Fair Grounds here, while the most earnest efforts will be made to recruit the organization up to its full strength of about two thousand. In the meantime, the order for the muster out of the Second Infantry has likewise been suspended, and this organization will encamp at the Goldsboro Fair Grounds. Captain William J. Tedball, U. S. A., of the quartermaster's department, is expected here immediately to take charge of the provisioning of the troops.

State authorities yesterday were completely in the dark as to the significance of the suspending order. It may be a measure relating to the strike situation or it may be another precautionary move, it was pointed out yesterday. No one cared to vouchsafe any opinion as to the length of time the troops may yet be held in service. The First Infantry has already been mustered out, but the Third is now on the way to North Carolina from Camp Stewart, while the Second and Brigade Headquarters are still on the border, expecting to leave at any time. The Brigade Headquarters had been ordered to proceed to Raleigh for mustering out, but these instructions have been suspended for General Young and staff as well as for the Third and Second regiments.

Captain Hiram Stanley, of High Point, has reported to Major Peterson for duty here and today will begin work to get the Fair Grounds in shape for the reception of the Third Tuesday. The availability of the buildings at the Fair grounds makes it unnecessary for the men to erect tents and the troops will be stationed here in barracks style until their order for mustering out comes.

Other Mobilization Points.

The situation in this State in the matter of mobilization camps about which the War Department appears to be taking considerable interest now, has been taking attention specifically to the unsuitability of Camp Glenn for a mobilization point during the winter season. Between April 15 and November 15, the camp site there will prove entirely satisfactory, it is thought. However, in case all three regiments are called into service again at any other time, the First Infantry, it is believed will be mobilized either in Charlotte or Salisbury, depending upon the city which makes the most satisfactory proposal.

Charlotte Makes Offer.

Dispatches from Charlotte last night furnished the information that Mayor T. L. Kirkpatrick has tendered a camp site, lights, water, barracks and other facilities without cost to the State or Federal governments if Charlotte should be selected.

First Infantry Recruiting.

The First Infantry, contrary to numerous pessimistic prophecies, in recruiting its numbers to full strength with a vim. The Adjutant General's office is just in receipt of notice of fifty recruits added. Col. Gardner, who was here recently, declared that the men are eager to be back in the service again. They were glad to be back home, to see the folks, and experience the delights of home life for a bit, but they are not discouraged at their experience in soldiering. On the other hand, the apparent success of the First in Western North Carolina, in recruiting their organization would indicate that the men themselves are the best recruiting agencies.

In spite of all efforts, it seems that the twenty-six men wanted by Major Peterson for organization into a quartermaster corps for Raleigh will not be available. Military authorities in the State are finding it hard to explain why such difficulty should exist.

But easy or difficult, be that as it may, the National Guard is up against the proposition of recruiting to full strength and is determined that the recruiting shall be done. The regular army and the navy appear able to find recruits in North Carolina, and the National Guard authorities believe that the National Guard can be recruited also.

Victors here from Atlanta and Jacksonville, led of towns literally plastered with National Guard recruiting advertisements.

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VIGILANCIA ISSUNK WITHOUT WARNING

Fourteen members of Her Crew Are Reported To Be Missing

SUBMARINE NOT SEEN

Captain, First and Second Mate Several Engineers and Twenty-Three of the Crew Landed at the Scilly Islands; Valued at More Than \$1,000,000; Cargo \$750,000

London, March 18.—The sinking of the American steamer City of Memphis, Illinois and Vigilancia was announced today. Fourteen men from the Vigilancia are missing, as are some of the men from the City of Memphis. The crew of the Illinois was landed safely. The Vigilancia was torpedoed without warning. The submarine did not appear. The captain, first and second mates, first, second and third engineers and 23 men of the crew have been landed at the Scilly Islands. The fourth engineer and 13 men are missing.

Americans on Vigilancia.

New York, March 18.—The crew of the Vigilancia comprised 45 men, of whom 21 were Americans, including Capt. F. A. Middleton. Two of the 21 were naturalized and one had Sic papers. There were also five Porto Ricans and one Filipino in the room force. Captain Middleton is a graduate of the New York naval school training ship. The names of 18 Americans in the crew on file here are:

B. D. O'Connell mate, J. H. Smith second mate, N. P. North, naturalized, third mate; F. Brown, carpenter, Newport News; A. Gillard quartermaster, J. H. Loera quartermaster, S. Stamut seaman, Fred Schwia, naturalized, chief engineer; E. A. Dent, a assistant engineer, Walter Scott second assistant engineer, Alexander Rodriguez, Porto Rico, oiler; M. Ruiz, Porto Rico, fireman; C. W. Dayson steward, J. A. MacDonald, Canada (first papers), second cook and baker; Walter Pitts cook, J. Connors waiter, E. Lopez, Porto Rico, mess boy; Paul T. Platt, wireless operator.

The Vigilancia was built in 1899 for the New York and Cuba Mail Steamship Company, better known as the Ward line. Until shortly after the outbreak of the war she was engaged in she was sold to engage in the cotton carrying trade from the United States to German ports. In March, 1915, while on the way to Bremen, she was seized

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RAILROADS YIELD, MOVED BY NEW CRISIS CREATED BY SINKING OF VESSELS

EMPLOYEES WILL GET EIGHT HOUR DAY WITH PRESENT PAY FOR TEN HOURS

Board of Mediators Empowered to Make Terms With Employes. Managers Voice Conviction That Neither at Home Nor Abroad Should There Be Doubt as to the Efficient Operation of the Nation's Railroads at This Time. Brotherhoods Do Not Get All Demands.

(By the Associated Press.)

New York, March 19.—The conference committee of railroad managers early this morning authorized President Wilson's mediators to make whatever arrangements were necessary with the railroad brotherhoods to call off the threatened strike.

The formal letter in which this authorization was made, signed by Elisha Lee, chairman of the managers committee, was as follows:

"In the national crisis precipitated by events of which we heard this afternoon, the national conference committee of railroads joins with you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operations of the railroads of this country will be hampered or impaired.

"Therefore you are authorized to assure the nation there will be no strike, and as a basis for such assurance we hereby authorize the committee of the Council of National Defense to grant to the employes who are about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operation of the railroads as an indispensable arm of national defense.

WASHINGTON OFFICIALS ARE GREATLY RELIEVED

Washington, March 18.—Word that the railroad strike had been called off brought mingled satisfaction and relief to administration officials tonight. Particularly in view of the sudden increase of tension tonight over relations with Germany, it was felt the settlement of differences between the railroads and brotherhoods removes a big menace to proper internal preparations for national defense.

News of the agreement reached the White House after President Wilson had retired.

Assigned To Special Duty.

Annapolis, Md., March 19.—The seven naval officers attending the post-graduate school at the naval academy received orders at noon today assigning them to special duty.

Brotherhoods Win A Victory.

The decision reached by the managers at their midnight conference means that the brotherhoods have won an important victory although it does not bring them all their original demands. By the agreement, it is assumed, they will be awarded pro rata time for overtime on the basic 8-hour day which they have been assured.

Their original demands called for time and a half for overtime on the same basic day.

Result A Surprise.

The announcement of the managers that they had yielded apparently came as a surprise to the brotherhood chiefs for they were in bed when summoned again to the conference room. Earlier in the evening there had been a distinctly pessimistic feeling as to the prospect for averting a strike. Up to that hour the railroads had refused to make the concessions granted and the brotherhood had stood fast to their determination to strike unless they won their demands either by the Supreme court declaring the Adamson law valid or by their employers granting them the eight-hour day.

Appeals By Mediators.

Earnest appeals by Secretary Lane and the other mediators to the patriotism of the railroad managers are believed to have been an important factor in bringing about a settlement. The critical situation in which the country finds itself because of the sinking of American ships by German submarines was impressed upon them and they were told that if a strike were permitted at this time it would be a national calamity. Similar pressure was brought to bear upon the brotherhood chiefs.

Whether or not President Wilson communicated directly with Secretary Lane during the night could not be learned but there were reports that the spokesmen for the mediators had been informed by the President that analysis of the nation's transportation system must be prevented at all cost.

The first intimation that the strike was to be called off was given to the Associated Press by an official of the conference of railroad managers soon after the letter authorizing whatever concessions might be necessary had been sent to the mediators.

Lane's Formal Statement.

It was on hour and a half later that Secretary Lane made this formal statement:

"Regardless of the decision of the Supreme Court on the Adamson law the eight-hour day will go into effect."

It has been necessary in the meantime to weaken the brotherhood chiefs and summon them from their own hotel to that at which the conference was held.

The joint committee which is working out the details of the agreement is expected to adjust technical details of the application of the basic eight hour law in such a way that it will be satisfactory to both passenger and freight employees of the railroads.

The railroad managers left the hotel at which the conference was being held at 11:30 o'clock. The brotherhood chiefs were said to have retired at the hotel which is their headquarters. The mediators still were conferring together.

All the parties concerned appeared somewhat pessimistic. No announcement was made as to whether the conference would be resumed during the night.

New York, March 19.—Whether or not the railroad strike will be begun at 7 o'clock tomorrow night by the four brotherhoods of trainmen remained an open question tonight as far as surface

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WAKE UP CONTESTANTS FREE CARS ARE READY

Eighteen Splendid Machines Are To Go Free To Eighteen Lucky Folks For Free Votes

300,000 EXTRA VOTES NOW FOR FEW SMALL COLLECTIONS

Do Not Fail To Get a Club of \$35 in New Subscriptions Before the Offer Expires; Only a Few Days Are Given For This Little Task, So Make the Most of the Time

THREE hundred thousand extra votes each time our books show \$35 in new subscriptions to your credit, Candidate. Do you realize what an enormous advantage just one extra certificate for three hundred thousand votes means? Do you realize that two such certificates gives you better than a half million extra votes, not to speak of the regular schedule earned? Why, three such ballots gained by a little extra exertion right now, will give you nearly a million extra votes, the total vote credit for this will net you well over a million. If this is the case, then what will four or five clubs of new subscriptions yield? Of course it is to be expected that not many will be able to obtain more than one little club of \$35, in new subscriptions, during the time limit, which is until midnight, April 7th. It is to be hoped, however, that some will use this period to gain absolute safety, for this is possible.

Now Is the Time

This special offer is the opportunity of the competition to attain a reserve so large that no matter what, or who might oppose you after the offer closes none may challenge your position. No limit has been set as to the number of clubs that a candidate may turn in upon this offer, therefore you may have as many certificates as you can get clubs of \$35, in new subscriptions, before midnight April 7th. New

payments are counted in the total, not as single subscriptions upon this offer. In other words, a club of \$35 means any combination of payments that aggregate that amount. You must not hold subscriptions; you must send them in when they are made. You will receive the regular certificates for votes immediately, but the extra certificates are made up and mailed to you at one time immediately after the close of the offer. This is done that there may be no mistake in sending you the proper number of extra certificates.

The Next Club Period.

The next club period will give fewer votes than does this one, so all who are wise will exert themselves right now, regardless of weather conditions or any other obstacle which presents difficulties.

Not Too Late.

Why any one should think it too late to become a contestant in this competition we cannot understand. Look at the vote column. Not a registration of thirty thousand votes as yet and for one new yearly subscription the regular schedule is thirty thousand. Why, if any one really wants an automobile absolutely free through this competition it would seem strange if he or she cannot see a wonderful opportunity right now to get into a field where so much indifference is shown. Every prize is free and a cash commission is given to every non prize winner. Send in your name today.

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