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IMPORTANT NEWS THE WORLD OVER

Happenings of This and Other Nations For Seven Days Are Given.

THE NEWS OF THE SOUTH

What is Taking Place in the South-land Will Be Found in Brief Paragraphs.

Foreign

Steps are being taken by Russia, England and France to bring about a Balkan agreement whereby Bulgaria, Roumania and Greece may be mustered on the side of the triple alliance.

The seizure of the United States schooner Laura C. Anderson by a British cruiser is announced. The schooner cleared from Newport News, Va., June 28, for Mellilla, Morocco, with a cargo of bituminous coal.

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Great Britain's reply to the latest American representations against interferences with neutral commerce, made public, rejects entirely the contention that the orders in council are illegal and justifies the British course as wholly within international law.

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The United States has decided to ask the co-operation of South and Central America in the next step to restore peace in Mexico.

Plans for six big cruiser destroyers, authorized by the last congress, have been approved. They will be the first vessels whose design has been influenced by the European war.

The British steamship Clintonia of 3,858 tons was shelled and sunk by a German submarine. Eleven men lost their lives and fifteen were injured, in the North sea.

The capture of Lublin cost General Woyrsch 70,000 men in killed, wounded and prisoners. Four miles north of Lublin the Russians are fighting fiercely, disputing their retreat, says an Innsbruck dispatch.

The Russians who attacked south of Przasnysz, in Poland, killed 5,000, wounded 8,000 and took prisoners 1,300 of the eighth German army corps.

The German army has now begun an advance upon Ivangorod and Novo Alexandria, the evacuation of which was commenced by the Russians, according to the Germans.

It is reported that one of the British submarines operating in the Sea of Marmora has torpedoed a large steamer of 3,000 tons off the Maudania pier, which had several vessels secured alongside.

The Germans have dispatched more than one hundred train loads of ammunition from Radom and Lodz toward Warsaw since July 23.

James L. Beavers, suspended chief of police of Atlanta, was demoted to the office of captain by the police commission. Capt. W. M. Mayo, who has been acting chief since Beavers was suspended, was elected chief by a vote of nine to three.

George H. Jones, 48 years old, a garage owner of Chicago, Ill., entered the home of his brother-in-law and shot to death his wife, her sister, Catherine Cosgrove, and her brother, John, and tried to slay his own son. The police of New York City, it was announced, had removed from the coffin of Charles Becker a silver plate placed there by his widow on which was inscribed the charge that the former police lieutenant-electrocuter, was "murdered by Governor Whitman."

Mrs. Becker was informed that the inscription was a criminal libel on the governor and was prevailed on to permit its removal from the casket.

At Temple, Texas, Will Stanley, a negro, arrested in connection with the killing of three children of W. R. Grimes, a farmer, near Temple, was burned to death by a mob in the public square there.

Redeemed paper money with a nominal value of \$1,541,131,110 in 377,364,138 pieces, about 590 tons, was destroyed during the fiscal year ended June 30.

The state department has assembled statistics to refute the British assumption that increased exportation from the United States to Holland and Scandinavian countries indicates that these goods are finding their way into Germany and Austria.

Conditions that confront the South in handling the 1915 cotton crop and the conditions a year ago are contrasted in an analysis by W. P. G. Harding of the federal reserve board, which shows they are better than last year.

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FOUR BROWNED IN CAPE FEAR RIVER

DR. J. M. CALDWELL, CLELL CALDWELL, DR. J. H. BORNEMAN AND GERMAN.

ALL WERE PROMINENT MEN

Motor Boat Capelizes as Party Goes on Visit to Interned Vessels at Wilmington.

Wilmington.—The treacherous Cape Fear River added another tragedy to its long list shortly after midnight when Dr. Morris M. Caldwell, his brother, Clell Caldwell of New York, who was visiting him, Dr. J. H. Borneman and Chief Engineer Harwell of the German steamer Nicaria, interned here, were drowned. The small motor boat in which they were crossing the river to visit the two interned German steamers, the Nicaria and the Kiel, capsized in midstream opposite the foot of Grace street.

Chief Engineer Reimers of the steamer Kiel, the fifth member of the party, was the only one to be saved. He is a good swimmer and reached some pling which he clung to until Captain Hollasch of the Nicaria in response to calls for help, went to his assistance in a small boat.

Although the river has been thoroughly dragged for several blocks and searching parties have been out all day none of the bodies has yet been recovered.

Doctors Caldwell and Borneman and Mr. Caldwell were seated in stern of the boat. The boat was low down in the water and the slightest tilt would have caused it to take in water. It is thought that one of the men raised up causing the boat to tip. Owing to the weight of engine and small size of the craft a little water caused it to go to the bottom instantly.

The tragedy has cast a gloom over the entire community. Thousands of people lined the river front all day watching the large number of boats engaged in dragging the river for the bodies.

CUSTOMS OFFICES SEIZED.

Caperton Reports Business Conditions in Haiti Improving.

Washington.—Rear Admiral Caperton, commanding the American naval forces in Haiti, reported that he had taken over the administration of the customs office at Cape Haitien and had placed Paymaster Charles Morris in charge. No mention was made of the reported seizure of the customs office at Port au Prince.

Business conditions in Cape Haitien, the dispatch said, were improving and there was an apparent disposition among the natives to support the city government being reorganized by Admiral Caperton.

The Admiral's dispatch reported the arrival of the Haitian gunboat Nord Alexis at Port au Prince with 800 disarmed Haitian soldiers, who were escorted to their homes by American marines after pledging themselves to keep the peace.

Our Navy Advisory Board.

New York.—The American Society of Aeronautic Engineers announced the appointment of Henry A. Wise Wood, its president, and Elmer A. Sperry, its vice president, as members of the navy advisory board of inventors.

A special committee sub-divided into three groups, was appointed by the society to co-operate with Mr. Wood and Mr. Sperry. The groups and members are:

Theory and Construction of Aero planes and Aeronautical Motors, Orville Wright, Glenn H. Curtis, W. Starling Burgess, and Charles M. Manly.

Application of Aircraft for Warfare, Peter Cooper Hewitt, John Hays Hammond, Jr., and Joseph A. Stielmeier.

Dirigible Balloons and Parachutes, Thomas H. Baldwin, A. Leo Stevens, Ralph H. Upson and Raymond B. Price.

Protect Atlantic Seaboard.

Newport, R. I.—The Atlantic fleet is again to be put to the test of protecting the Eastern seaboard from invasion by a supposed foreign fleet. Admiral Frank H. Fletcher, its command, announced that officers of the naval war college were at work mapping out the problems of another war game to take place after the target practice in Narragansett Bay next fall. According to Admiral Fletcher the maneuvers will be based on lessons derived from the mimic war of last June.

Cotton Crop Off.

New Orleans.—In a final report on the cotton crop of 1914-15, H. G. Hester, secretary of the New Orleans Cotton Exchange, shows that while 17,004,000 bales were grown the commercial crop was only 15,108,111 bales and that the value of the crop, including seed, was \$749,384,978 as against \$1,134,444,114 for the preceding crop. The crop is spoken of as running remarkably even in grade, averaging middling without a super-abundance of either the higher or the lower grades.

MORE INTEREST IN SWINE BREEDING

NORTH CAROLINA ASSOCIATION MAPS OUT PLANS FOR DEFINITIVE WORK IN THIS LINE.

DISPATCHES FROM RALEIGH

Doings and Happenings That Mark the Progress of North Carolina People Gathered Around the State Capitol.

To develop more interest in swine breeding in the state and establish better marketing facilities is the object of the North Carolina Swine Breeders' Association of which Mr. Edgar B. Moore of Charlotte is president and Mr. Dan T. Gray is secretary and treasurer. As a platform the association has just to be issued a statement of three definite projects to be undertaken this year.

The majority of the members feel that the swine business would develop very rapidly if satisfactory market conditions were developed. On this account it was decided to pick out two or three counties in the state where marketing conditions are not now satisfactory, and induce three or four or five or any number of farmers to form an organization and agree to fatten their hogs and get them ready for shipping at the same time in car-load lots. The county demonstration agents will help in carrying this project through. The secretary is authorized to locate the counties for this work as soon as possible and it is hoped that this demonstration can be made in two or three counties this fall and winter. The majority of the officers of the association feel that if two or three demonstrations of this kind were made in various parts of the state that the farmers would take to this system of marketing readily.

The officers decided to hold a sale of pure bred hogs at the meeting of the Live Stock Association at Salisbury, January 25-27, 1916. As many breeds as possible are to be entered in this sale, but the number of animals offered is to be kept down to a reasonable point. The officers present seem to think that not over 25 animals should be offered for sale.

The officers also authorized the president, Mr. Edgar B. Moore, to accompany Mr. T. E. Browne and Mr. Dan T. Gray to visit the presidents of the railroads of the state and try to gain concessions from them relative to shipping the pigs of the boys who belong to the Pig Clubs of the state to the various fairs in the state. So far, the railroads have refused to grant concessions of any kind other than those usually granted to exhibitors. This is a great handicap for the Pig Club work of the state as the boys who are in the Corn Clubs and the boys and girls who are in the Poultry Clubs have their products carried free by the express company.

Autos Worth Five Million Dollars.

The number of automobiles licensed in this state for the fiscal year that began July 1, the registration being ready for only 25 days, has already reached 17,500 compared with 16,305 licenses issued during the whole previous fiscal year. This includes old machines relicensed and licenses for new machines as sold. There are about 20 licenses per day being issued now to new machines, showing a special activity in the automobile business at this time.

The revenue to the state for automobile licenses since July 1 has been more than \$105,000. The estimated value of automobiles in North Carolina during the last fiscal year was \$4,000,000 and it is believed that the value of the machines that will be licensed during the present year will round out \$5,000,000.

Three Hundred Will Attend.

Latest indications point to three hundred attendance here for the short course in agriculture at A. and M. College on August 17 at which time there will be a large attendance of demonstration agents.

Organize Grain Growers' Association.

The Hyde County Grain Growers' Association was organized with home office at Swan Quarter. The purposes specified in the charter are to arrange for additional markets for grain and any and all other farm products, obtain the best possible prices for the growers, strive for better facilities, safety and expedition of delivery, provide ratings of buyers, assure speedy collections, arrange for warehousing facilities, bring about better grading of products and most attractive preparation for shipment.

Canfield President A. & N. C.

Governor Craig has just announced the appointment of G. D. Canfield of Morehead City as president of the Atlantic & North Carolina Railroad. The chief executive has named R. A. Dunn of Newbern, as a director to whom inquiry was made for opinions as to desired changes in the conduct of the courts and for expressions or suggestions looking to uniform practice in recorder's courts. While a number of suggestions have been made, the commission desires a fuller expression of sentiment on the part of the people.

Corporation Commission Busy.

The corporation commission had a busy session with hearings on tax assessments for the officials of a number of the railroad and other corporations on the question of the reduction of the increased tax valuations. Present Henry E. Price was here for the Winston-Salem-Southbound Railroad, J. W. Pless of Marion, for the Carolina, Clinchfield & Ohio; Auditor Varden, for the Norfolk & Western; A. W. McLean, of Lumberton, for the Virginia Carolina & Southern.

Suggestions On Court Reform.

Legislative Reference Librarian W. S. Wilson, who is also secretary to the commission on court procedure and judicial reform is not greatly encouraged at the number of replies received from men over the state to whom inquiry was made for opinions as to desired changes in the conduct of the courts and for expressions or suggestions looking to uniform practice in recorder's courts. While a number of suggestions have been made, the commission desires a fuller expression of sentiment on the part of the people.

Halifax Breaks Every Record.

The new anti-typhoid campaign has started off in record breaking fashion. In Halifax county the two dispensary physicians, Drs. C. F. Parker and W. H. Sloan gave the initial treatment to 2,146 people at Weldon the first day the dispensary was open. This sets a high-water mark for number of persons treated in any county in a single day. The best record made during the previous six weeks' campaign was made in Cumberland county by Drs. B. D. Moore and P. C. Carter at Fayetteville, when 1,563 people were treated in a day.

To say these results are exceeding the fondest expectations of the health authorities is putting it mildly. The second set of counties to undertake the anti-typhoid campaigns are Halifax, Wilson, Edgecombe, Iredeed and Wayne. While good results were expected from these counties it was scarcely expected that they could break the records established in Northampton, Wake or Cumberland.

The only other new counties heard from were Wilson and Wayne where 278 and 224, respectively, took the initial treatment the first day. While this does not begin to compare with Halifax it is in striking contrast to the first day's work in Buncombe and Cumberland during the first campaign where only 73 and 92 respectively, took the treatment the opening day of the campaign.

Health Exhibits For Fairs.

Final arrangements have just been made whereby the entire public health exhibit of the state board of health will make the rounds of the various fairs in the Central Carolina Fair Circuit. The exhibit will be in charge of a competent demonstrator who will be assisted at the various towns by local health officers, nurses, physicians and representatives of woman's clubs.

The exhibit will start with the Durham fair the week of September 21, then to Salisbury the week of September 28, to Winston-Salem the week of October 5, to Greensboro the week of October 12, to the State Fair at Raleigh the week of October 18 and finish the circuit at Charlotte October 26.

It is possible that the exhibit will then go to two or three fairs in the eastern part of the state after the Charlotte fair. By this means thousands of people will be reached and benefited by public health ideas who could not otherwise be reached.

One Applicant to Practice Law.

While the new rule of the Supreme Court does not require the registration of applicants for licenses to practice law until Friday before the court convenes on the last Monday in August, there has already been filed one name for registration with Clerk J. L. Seawell of the supreme court. Peretore registrations have been allowed right up to the very hour of the opening of the court. The new rule gives two days to scrutinize the registered applicants after they have fully complied with the rule, including the payment of the \$23.50 registration fee. The indications are that there will be the usual 80 to 100 applicants for the licenses to undertake the examinations, with the great bulk of them coming from the University, Wake Forest and Trinity law schools.

Revenue Collections at Raleigh.

During the month of July the internal revenue collections by the Raleigh office were over one-half million dollars, \$528,453.20, to be exact. This was a gain of over \$35,000.00 over July, 1914, when the collections totaled \$493,313.95. The tax collections from taxable sources in this district are as follows: Lists, \$2,306.13; income taxes, \$12,654.89; special taxes, \$6,620.41; tobacco, cigars and cigarettes, \$488,251.95; emergency (war) stamps, \$7,436.99; opium license and blankets, \$1,154.34.

Moonlight School Begins.

One of the very first local moonlight school movements to materialize in connection with the state-wide movement for this method of eliminating adult illiteracy in this state, is just launched for New Light Township, Wake county, where W. N. O'Neill of the New Light School committee, has worked up a movement for such a school to be in operation within a few days. It is to be a moonlight school at Sunrise schoolhouse in New Light township.

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ENGLAND WILL CONTINUE TO ENFORCE HER BLOCKADE

DESPITE AMERICAN PROTESTS COMMERCIAL BLOCKADES TO BE ENFORCED.

NOTES ARE MADE PUBLIC

Great Britain Makes it Plain That She Will Not Let Protests Stand in Case of Detained Goods.

Washington.—Great Britain's replies to the latest American representations against interferences with neutral commerce reject entirely the contention that the orders-in-council are illegal and justify the British course as being wholly within international law. "Unsustainable either in point of law or upon principles of international equity," is the British reply to the American protest against the blockade of neutral ports, with an invitation to submit to international arbitration any cause in which the United States is dissatisfied with the action of the British prize courts.

Changed conditions of warfare, the British note contends require a new application of the principles of international law. The advent of the submarine, the airship and the alleged atrocities by German troops in Belgium are cited as justification for the exercise of extreme measures. The blockade is justified on the contention that the universally recognized fundamental principle of a blockade is that a belligerent is entitled to cut off "by effective means the sea-borne commerce of his enemy."

The note reiterates that Great Britain will continue to apply the orders-in-council complained of, although without every effort to avoid embarrassment to neutrals, and observes that the American statistics show that any loss in trade with Germany and Austria has been more than over-balanced by the increase of other industrial activities due to the war.

In the general reply to the American representations against the orders-in-council, Sir Edward Grey, the foreign minister, addressing Ambassador Page, begins by expressing the hope that he may be able to convince the administration in Washington "that the measures we have announced are not only reasonable and necessary in themselves, but constitute no more than an adaptation of the old principles of blockade to the peculiar circumstances with which we are confronted."

Sir Edward refers to atrocities in Belgium, poisoning of wells in German Southwest Africa, use of poisonous gases against the Allied troops in Flanders and the sinking of the Lusitania to show "how indispensable it is that we should have unused no justifiable method of defending ourselves."

Taking up the question of the Allied blockade of neutral ports the note continues:

"In the various notes which I have received from Your Excellency, the right of a belligerent to establish a blockade of the enemy ports is admitted, a right which has obviously no value save in so far as it gives power to a belligerent to cut off the sea-borne exports and imports of his enemy. The contention which I understand the United States government now puts forward is that if a belligerent is so circumstanced that his commerce can pass through adjacent neutral ports as easily as through ports in his own territory, his opponent has no right to interfere and must restrict his measures of blockade in such a manner as to leave such avenues of commerce still open to his adversary. This is a contention which His Majesty's government feels unable to accept, and which seems to them unsustainable either in point of law or upon principles of international equity."

"They are unable to admit that a belligerent violates any fundamental principle of international law by applying a blockade in such a way as to cut off the enemy's commerce with foreign countries through neutral ports, if the circumstances render such an application of the principles of blockade the only means of making it effective. The government of the United States, indeed, intimates its readiness to take into account the 'great changes which have occurred in the conditions and means of naval warfare since the rules hitherto governing legal blockade were formulated and recognizes that 'the form of close blockade with its cordon of ships in the immediate offing of the blockaded ports is no longer practicable in the face of an enemy possessing the means and opportunity to make an effective defense by the use of submarines, mines and air-craft.'"

"The only question then, which can arise, in regard to the measures resorted to for the purpose of carrying out a blockade upon these extended lines is, whether, to use Your Excellency's words, 'they conform to the spirit and principles of the essence of the rules of war' and we shall be content to apply this test to the action which we have taken in so far as it has necessitated interference with neutral commerce."

"The British note, in short, is a declaration to allow free passages to goods originating in Germany or in a territory under German control."

Sir Edward then refers to the American Civil War blockade of 3,000 miles of coast with a small number of vessels and recalls how the United States finally took recourse to blockading "neighboring neutral territory, which afforded convenient centers from which contraband could be introduced into Confederate territory and from which blockade running could be facilitated."

The note then refers to the case of the British ships Springsbok, seized by United States cruisers during the Civil War while bound for the British West Indies, because her cargo, it was charged, was to be trans-shipped to the Confederate States. The Supreme Court of the United States sustained the seizure against the contention of a group of prominent international lawyers, although the United States' British Government took the broader view and recognized the development of the older method of blockade. No protest was made by Great Britain. "What is really important, in the general interest," says the note, "is that adaptations of the old rule should not be made unless they are consistent with the general principles upon which an admitted belligerent right is based. It is also essential that all unnecessary injury to neutrals should be avoided. With these conditions it may be safely affirmed that the steps we are taking to intercept commodities on their way to and from Germany fully comply. We are interfering with no goods with which we should not be entitled to interfere by blockade if the geographical position and the conditions of Germany at present were such that her commerce passed through her own ports. We are taking the utmost possible care not to interfere with commerce genuinely destined for or proceeding from neutral countries. Furthermore, we have tempered the severity with which our measures might press upon neutrals by not applying the rule which was invariable in the old form of blockade, that ships and goods on their way to or from the blockaded area are liable to condemnation."

The note then reviews at some length the various forms in which blockades have been maintained to show there has been no uniformity of practice in very essential points, and declares:

"The one principle which is fundamental and has obtained universal recognition, is that by means of blockade a belligerent is entitled to cut off by effective means the sea-borne commerce of his enemy."

Consequently, Sir Edward argues, it is impossible to maintain that the right of a belligerent to intercept the commerce of his enemy can be limited in the way suggested in the American notes on the subject.

Sir Edward's note closes with the observation that "figures of recent months show that the increased opportunities afforded by the war for compensation for the loss of the German-Austrian markets, x x x x x we shall continue to apply these measures with every desire to occasion the least possible amount of inconvenience to persons engaged in legitimate commerce."

In the supplemental note, which is a reply to the American caveat giving notice that the United States would not recognize the 'orders-in-council in lieu of international law, Sir Edward Grey writes he does "not understand to what divergence of views as to the principles of law applicable in cases before the prize court, the government of the United States refers, for I am not aware of any differences existing between the two countries as to the principles of law applicable in cases before such courts."

If the United States should be dissatisfied with decisions of British prize courts as sustained by the prize court, that the British government is prepared to concert with the United States "in order to decide upon the best way of applying the * * * principle to the situation which would then have arisen."

To the American note in the case of the steamer Nechos, which summarily demanded the expeditious release of the American owned goods detained under the orders-in-council "the international invalidity of which the government of the United States regards as plainly illustrated by the present instance," Great Britain replies that "while these acts of the German government continue ('sinking neutral as well as British merchant ships irrespective of destination or origin of cargo and without proper regard for safety of passengers or crews') it seems neither reasonable nor just that His Majesty's government should be pressed to abandon the rights claimed in the British note * * * and to allow goods from Germany to pass freely through waters effectively patrolled by British ships of war."

The British note, in short, is a declaration to allow free passages to goods originating in Germany or in a territory under German control.