

AUSTRO-GERMANS CAPTURE CRAIOVA, DRIVING FORWARD

Ferdinand's Men In Danger
of Being Caught Between
Two Forces.

LITTLE FIGHTING ON OTHER FRONTS

Allied Troops Are Still
Pressing Forward In
Macedonia.

LONDON, Nov. 21.—Austro-German forces pushing eastward through southwest Rumania, have captured the town of Craiova, and the Rumanians who are retreating down the Jul valley and at other points from the Transylvania Alps region apparently are in danger of being cut off.

Rumanians In Danger.
Troops of King Ferdinand in the Jul valley have reached Fillah, but here they are outflanked by the Teutonic allies at Craiova, and without the aid of a railroad to convey them eastward, seemingly must be caught on the plains of Wallachia, in the view of the Austro-Germans, which is closing in on them both from the north and the south.

Added peril to the Rumanians in this region is noted in the continued advance of the Teutonic allies on the Alt valley south of the Rothenturm pass, where Petrograd admits the Rumanians are retreating slowly southward. An advance eastward along the railway twenty-five miles to Blatinia would give the Austro-Germans this important railroad town and compel the retreating Rumanians in the Alt valley also to take the high roads in an endeavor to escape in the direction of Bucharest.

Little fighting is reported from any of the other fronts. In the Somme region of France a heavy fog hung over the entire battlefield Tuesday and nothing but artillery duels took place. Bombardments and minor infantry attacks have occurred in the Italian theatre.

In Macedonia, according to Paris, the entente allied troops to the north of Monastir are still pressing the Germans and Bulgars. West of Monastir, the Italians have repulsed counterattacks delivered by the Teutonic allies. An unofficial dispatch from Saloniki says the Serbians have captured seven villages west and northwest of Monastir, taken many prisoners and field guns, machine guns and a quantity of war material.

Berlin reports the sinking by a German submarine in the English channel of a French guard vessel and seven merchantmen. The French ministry of marine denies that any French war vessel has been sunk there.

Semi-official advices from Vienna by way of Berlin report that the con-

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BRITISH NAVAL TROOPS FIGHTING FOR THE FIRST TIME ON WESTERN FRONT

Naval Division Took Part In
Breach of Original Ger-
man Line on Ancre.

STORM A VILLAGE

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WITH THE ENGLISH ARMIES IN FRANCE, Nov. 21. (Via London, Nov. 22.)—British naval troops are fighting for the first time on the western front. A naval division took part in the breach of the original German main line north of the Ancre November 18, and the capturing of Beaucourt the following morning after twenty-four hours of continuous fighting.

The advance of a portion of the naval troops was temporarily held up by a strong German redoubt joining the first and second rows of trenches and containing many concrete machine guns, the fire from which prevented the battalions on the left immediately south of the quarries of Beaumont-Hamel from securing the entry position.

But the bluejackets nearer back of the Ancre pushed through to the outskirts of Beaucourt within an hour, where they remained all day under a heavy machine gun and snipers' fire. At nightfall, the position of the division was somewhat confused, but a battalion officer with a contingent, although wounded fourteen hours before, determined to storm the village at dawn with what composite naval troops could be assembled in the darkness and among the craters and temporary shelters of the ground newly won.

This officer managed to concentrate a striking force during the night with which he dashed into Beaucourt at dawn, bombing and bayonetting the Germans. For ten minutes the machine gunners in the redoubt saw some of a tank crew emerging through the hatchways with a gun which the men were mounting in the crater beside the tank. The Germans hoisted a flag of surrender on a long pole as a sign of surrender.

SENSATIONAL TWIST GIVEN ALTERNATIVE MANDAMUS HEARING AT COURT HOUSE

Republican Attorneys Assert That Chairman Lyda Failed to Sign Abstract of Election Returns, and Claim This Invalidates Action Taken by the Board.

A new and sensational twist was given to the Tenth district congressional contest in the alternative mandamus hearing before Judge W. J. Adams, yesterday afternoon, when counsel for Congressman James J. Britt claimed that Chairman Lyda of the canvassing board had failed to sign the abstract of election forwarded to Raleigh and that his signature to the copy on file here had been affixed at a later date than when the other members of the board had signed the abstract. This, it is stated by Mr. Britt's counsel, invalidates the findings of the canvassing board which declares Zebulon Weaver the next representative from this district, elected by a majority of nine votes out of a total of more than 36,000 cast.

Judge Adams adjourned court until 9 o'clock this morning to give counsel for the canvassing board an opportunity to present counter-affidavits.

This entirely unexpected turn of affairs developed late in the afternoon of the second days' hearing by Judge Adams of the writ of alternative mandamus issued by Judge Shaw at Hendersonville. The session had been devoted almost entirely to the hearing of many affidavits presented by counsel for Mr. Britt, and by a few in rebuttal offered by counsel for the canvassing board. The effect of Mr. Britt's affidavits were to show that if unmarked ballots for Mr. Weaver from five specified precincts should be counted, that a counting of the unmarked ballots from a still larger number of precincts would give Congressman Britt the election and reverse the findings of the board of canvassers.

Becoming Involved.

The famous case is fast becoming an involved and tangled mass of technical law points, and some of the points of law now promise to be drawn exceedingly fine by the able counsel representing Congressman Britt and the Buncombe county canvassing board. For the fact was made distinctly clear by the opposition counsel yesterday that they represented, not Congressman-elect Weaver, but the Buncombe county canvassing board, upon whom the writ of alternative mandamus was served and whose fabrication of the vote of the county resulted in the proclaiming of Zeb Weaver the successful nominee.

To add to the clearness of the situation, the jurisdiction of Judge Adams was yesterday questioned by counsel for the board, and one or two of the affidavits directly contradicted each other in their statements. Judge Adams has not indicated his position in the matter but yesterday afternoon expedited the case as much as possible. No oral arguments were made by counsel, but the larger part of the afternoon was devoted to the reading of

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COMMERCIAL WAR WHICH IS EXPECTED TO FOLLOW WAR DRAWS ATTENTION

American Officials Keeping Careful Watch On This Situation.

REPORTS RECEIVED

WASHINGTON, Nov. 21.—The prospective European commercial war-after-the-war, viewed with increasing seriousness here, is being watched carefully by American consular officers abroad and reports are being received regularly at the department from many different sources. It became known today that all available facts are being sent on to Washington, both as to the progress already made in planning this economic struggle and as to expected developments. Officials here think the American people do not fully realize the possible effects of such post-bellum strife on their huge foreign trade, which has passed the eight billion dollar mark annually. Uncertain as the future is and varying as are all the reports, no doubt is felt here that the country faces a grave economic danger unless it does all possible first to forestall such a struggle, and second, to prepare against it in case present indications are borne out.

Legislation along this line will be sought in congress. The Webb bill, allowing American firms to unite for foreign trade without violation of the anti-trust laws, is to be urged again in the president's next address. The shipping board provided at the last congress is expected to be named shortly and to submit a program designed to free America's sea-borne trade from dependence on foreign bottoms. A maximum and minimum tariff to automatically favor friends and punish those discriminating against American goods is another proposed means of defense which will be submitted for consideration by the new tariff commission.

The state department is deeply interested in the threatened trade complications and it is largely for this reason that so many consular officers are happening to be in this country at the time will be sent to the fourth annual meeting of the National Foreign Trade Council at Pittsburgh, January 25, 26 and 27.

IMMENSE BATTLESHIPS ARE NOW BEING PLANNED BY THE NAVAL DESIGNERS

Will Be Hundred Feet Long- er Than Longest Now Provided For.

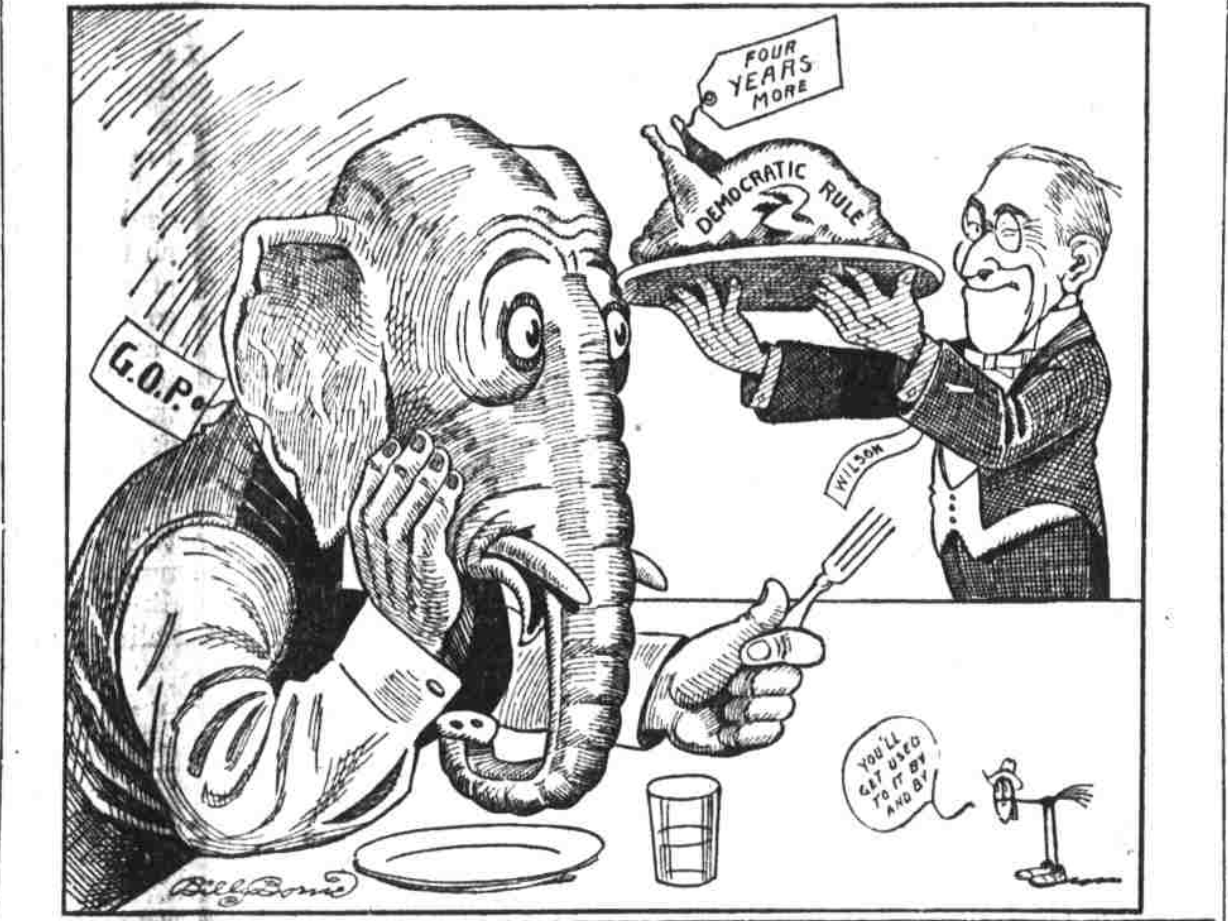
POWERFUL NEW GUNS

WASHINGTON, Nov. 21.—Naval designers are planning battleships which have a length of 700 feet—100 feet longer than ships already provided for—and ordnance experts are working on a sixteen-inch fifty-calibre rifle for new battleships, which will be the most powerful naval gun in the world, according to statements made today at the hearing by the house naval subcommittee on the new naval appropriation bill. Rear Admiral Strauss, chief of ordnance, told the committee that it was the purpose to arm the ships contracted for this year with twelve of the new guns.

That the department is proposing a far greater size in future dreadnoughts developed during the discussion of Rear Admiral Frederick R. Harris, chief of the bureau of yards and docks His testimony dealt largely with the increased cost of equipping government yards for the building of capital ships and he expressed doubt that it would be possible to construct at the Philadelphia yard within the estimate the 1,600 foot dry-dock for which congress has appropriated \$2,000,000. A similar dock at Norfolk, he said, apparently could be finished at that price. Bids for building the Philadelphia dock will be asked next January.

Explaining his estimates for the fiscal year 1918, Admiral Harris said increasing prices of material and labor were rendering the huge navy building program on which the country has embarked doubly expensive.

Make Us Thankful for That Which We Are About to Receive!



GOVERNMENT AND RAILROAD OFFICIALS MAY JOIN FORCES IN EFFORT TO GET QUICK DECISION ON THE ADAMSON LAW

Attorneys for Various Roads Confer With Attorney General Gregory at Washington, and Effort May Be Made to Have Supreme Court Pass on Constitutionality of Law Before January 1, When it Becomes Effective—Would Use Test Case.

WASHINGTON, Nov. 21.—The department of justice and the railroads of the country may join in an effort to have the constitutionality of the Adamson eight-hour law determined by the Supreme court before January 1, when it becomes effective. Attorneys for the Pennsylvania, New York Central and Burlington roads conferred tonight with Attorney General Gregory and Solicitor General Davis, and it was understood the question was discussed of making a test case of one of the suits with a view to having the entire question settled as soon as possible. It is believed further negotiations will be undertaken tomorrow and there is prospect of an agreement which would put the issue in one case.

Will Expedite Case.

If this course is adopted, the department and railroads will make every effort to expedite the case first by having the entire question settled as soon as possible. It is believed further negotiations will be undertaken tomorrow and there is prospect of an agreement which would put the issue in one case.

Wilson Acts.

Because of the renewed seriousness of the dispute over the act, President Wilson has made recommendations for railroad legislation the principal part of his next message to congress, which he completed late today. These recommendations, it became known definitely tonight, will be practically the same as those made by him to congress last August when the Adamson bill, a part of his program was enacted to prevent the threatened strike. "The question was discussed at today's cabinet meeting, and Attorney General Gregory reported on the steps taken by his department."

Extended Meeting.

The railway executives now in Washington held an extended meeting today to determine the order in which their testimony will be presented Thursday to the joint congressional committee investigating railroad problems. Their first spokesman will be A. F. Thom, counsel to the railway executive and advisory committee.

Frank Trumbull, chairman of the advisory committee, gave out a statement saying the executives wanted to help the joint committee in arriving at a conclusion which would make the railroads more salable, and adding that the representatives of the railroads had not completed plan or program to submit at this time and did not wish to appear as the advocates or opponents of any special plan.

Mr. Trumbull said the executives felt that many laws relating to railroads, especially state laws, were primarily punitive and restrictive. Three of the railroad brotherhood leaders, Messrs. Lee, Stone and Shepard, left here tonight for Kansas City to be present when the Atchison, Topeka and Santa Fe case is taken up.

They Will Return Here Early Next Week.

They will return here early next week and rejoin W. S. Carter, head of the firemen, now in New York.

SUDDEN ISSUE.

KANSAS CITY, Nov. 21.—Legal skirmishing in the fight of the railroads of the United States against the Adamson eight-hour law was brought to a sudden issue today by a motion filed by the government in the United States District court here, which it is expected will result in a decision on the constitutionality of the law by the Supreme court of the United States before January 1, when the law is to go into effect.

Two Requests.

"The government asks an immediate decision on the injunction petition filed by the receivers for the Missouri, Oklahoma and Gulf in which the Adamson law was attacked as unconstitutional, and an order required for enforcing its enforcement. The government contends that the injunction petition should be dismissed because the law is constitutional, therefore leaving the railroad no basis in equity for its action."

"Prolonged, unnecessary and scattered litigation should, if possible, be avoided, otherwise injury may result to the public and the railroads and their employees," the government says in its motion for its action.

The government's motion, which was directed against Alexander New and Henry C. Ferriss, receivers for the Missouri, Oklahoma and Gulf railroads, embodied two distinct requests of the court as follows:

"1.—That the government asks an immediate decision on the injunction petition filed by the receivers for the Missouri, Oklahoma and Gulf in which the Adamson law was attacked as unconstitutional, and an order required for enforcing its enforcement. The government contends that the injunction petition should be dismissed because the law is constitutional, therefore leaving the railroad no basis in equity for its action."

"2.—That the law be held unconstitutional, the government asks that the court direct the receivers for the railroad to join the government in getting the case advanced immediately to the Supreme court of the United States for final decision."

Judge William C. Hook, sitting in the case, took the motion under advisement and announced that he will render a decision tomorrow. He stated from the bench that if the motion were granted, he would require the receivers of the Missouri, Oklahoma and Gulf to invite the legal representatives of all the railroads in the United States to be present at the hearing.

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PRESIDENTIAL VOTE TO BE CANVASSED TODAY

State Board of Elections Will Meet At Raleigh To Receive Returns.

BISHOP WILSON DIES AT HIS HOME IN BALTIMORE

Had Returned From a Month's Tour of South But Few Hours Before.

BALTIMORE, Nov. 21.—A few hours after he had returned from a month's tour of the south, Bishop Alpheus W. Wilson, of the Methodist Episcopal church, south died at his home here today. He was eighty-two years old and was appointed bishop in 1882.

Accompanied only by a chauffeur, Bishop Wilson came from Richmond to Baltimore late yesterday. He was ill when he arrived and went to bed immediately. Though he rested comfortably during the night, he became unconscious early today and his death followed shortly.

Bishop Wilson was educated at Columbian, now George Washington university, and in 1857 married Susan B. Lipscomb, of Baltimore. He was received on trial by the Baltimore conference of the Methodist Episcopal church south, was organized. He became secretary of the board of missions in 1878 and was elected in 1882. Bishop Wilson made Episcopal tours around the world in 1885, 1888 and 1890, and visited Japan, Korea and China in 1895, 1900 and 1907. He was a delegate to the Ecumenical Methodist conference at London in 1881 and 1901; Washington in 1891, and Toronto in 1911.

Among his better known writings were "Witness to Christ," and the Cole lectures delivered at Vanderbilt university in 1908.

LARGE QUANTITIES OF BEANS ARE STORED AWAY

Has Increased Prices By Large Amounts, Federal Investigators Find.

CHICAGO, Nov. 21.—Large quantities of beans have been stored in Norfolk, Philadelphia and Saginaw, Mich., and their withdrawal from the market has caused an increase of sixty per cent in prices for canned beans and forty per cent for dry beans in six months, according to reports which today reached federal authorities here investigating the high cost of foodstuffs. The complaint said that beans, both canned and in bulk, were being held in the cities named.

A farmer of Gary, Ind., told the investigators that he had sold his crops of seven acres of pumpkins for cash, and that they were allowed to rot in the fields. He was unable to learn who the purchaser was, as the man had given a fictitious address.

That similar conditions prevail elsewhere and that speculators are buying potatoes, cucumbers, cabbages, pumpkins, apples and other fruits and vegetables and allowing them to rot unpicked, have been rumored in the federal investigation from time to time. An agent was sent to Peoria, Ill., to investigate a report that twenty-eight carloads of potatoes had been dumped into the river there.

WILL LEAVE QUIETLY.

ATHENS, Nov. 20. (Via London, Nov. 21.)—The Austrian minister has decided to leave Greece quietly tomorrow.

FRANCIS JOSEPH AUSTRIAN RULER DIED LAST NIGHT AT VIENNA PALACE

Had Been Ill For Many Years and Was Frequent- ly Reported As Dying.

KNOWN AS EUROPE'S "MAN OF SORROWS"

Kindly Ruler But Private Life Was Marked With Tragic Incidents.

LONDON, Nov. 22.—Emperor Francis Joseph died last night at 9 o'clock at Schoenbrunn castle, according to a Reuter dispatch from Vienna, by way of Amsterdam. The death of the emperor, known as Europe's "Man of Sorrows" while not entirely unexpected, came as somewhat of a shock, as reports received early yesterday were to the effect that Francis Joseph was giving audiences to at least one or two of his ministers daily, and was not considered dangerously ill.

First Serious News.

The first news that the emperor was seriously affected by his last illness came yesterday in the form of a message from Vienna, which said: "The seat of the inflammation in the right lung, established yesterday, has increased. The patient's temperature early this morning was 88.1 Reaumur, at 3 o'clock 89.5 and this evening 89.5. Breathing has accelerated to thirty respirations a minute. Appetite small and vitality visibly lowered."

With the increase in temperature, and the evident gravity of the bulletins, came the report that the emperor had been administered to the Austrian ruler and the news of his death followed shortly afterward.

Archduke Charles Francis, grand nephew of the dead ruler, will succeed to the Austro-Hungarian throne. He is now in Vienna.

Francis Joseph, son of the Archduke Francis, succeeded his uncle Ferdinand, to the throne of Austria, December 2, 1848. His succession took place in the midst of revolution, and war at once broke out with Hungary. Having with the aid of Russian troops, barely desisted the emperor over the insurgents in Italy, the emperor carried out reactionary measures. Many of the old abuses were re-established, the rights of nationality were ignored and bureaucratic centralization was restored. Neither Italy nor Hungary, however, was permanently crushed and the settlement of the rivalry of Austria and Prussia was rapidly becoming a vital moment. Early in 1859 events in Italy approached a crisis and in April Austria made war inevitable by calling upon Piedmont to disarm. Aided by the French, Italians wrested Lombardy from Austria, and though Napoleon barely deserted the Austrians by the end of 1859, they made the union of Italy a foregone conclusion. In 1866 the question of the headship of Germany was decided on the field of Sadowa, and Austria was forced to cede Venice to Italy. The Austrian empire was no longer based upon the theory of German ascendancy, and it was inevitable that the relations of Austria and Hungary should be rearranged. By a famous compromise an Austro-Hungarian state was formed, and in June, 1867, the Emperor Francis Joseph was crowned at Pest with the crown of St. Stephen.

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COMMISSIONER M'CHORD DEMANDS THE REMOVAL OF L. AND N. EMBARGOES

Road Promises To Remove Embargo On Northward Coal Movement.

LOUISVILLE, Ky., Nov. 21.—A demand by Commissioner McChord, of the interstate commerce commission, upon the Louisville and Nashville railroad for the abandonment of embargoes upon the movement of coal north in its own cars, to which compliance was promised by counsel for the railroad, was the chief development today at the car shortage hearings in progress here.

Commissioner McChord also took occasion to serve notice upon the representatives of carriers present at the hearings that the end of the present hearings did not mean the close of the investigation by the commission into the exchange and return of freight cars by the railroads.

TO CONTINUE PROBE

In this connection Commissioner McChord said: "When we get through here this case is going to be adjourned to Washington and the commission is going to endeavor to remedy all the troubles in this case. It is of course, expects the assistance of the executive committee at Washington, for the immediate correction of the trouble in regard to the distribution of cars. We want these railroads to do these things voluntarily, if it can be done, otherwise the commission proposes to do it." The hearings are expected to end tomorrow.