

REGNOGNITION OF NEW GOVERNMENT BY U. S. FORECAST

Plans Being Made in Russia
Call For Moral Support
of This Country.

AMBASSADOR GIVES NEWS OF SITUATION

Declares There is No Opposi-
tion to New Republican
Form of Government.

WASHINGTON, March 20.—Early recognition by the United States of the new government set up by the revolution in Russia was forecast here today in the belief that, with good order now prevailing, the plans being made for a permanent constitutional government call for the moral support of this country. All reports to the state department, indicate that the army and navy are supporting the provisional government.

Situation Summarized.

Ambassador Prochard at Petrograd summarized the situation today in the following cablegram. "The last week has seen the most astonishing revolution. Two hundred million people who have lived under absolute monarchy for one thousand years and who are now engaged in the greatest war in history, have forced their emperor to abdicate for himself and his son and induced the brother to whom he transferred imperial authority to accept on condition that constitutional assembly of people so wish and who will exercise power under authority of government framed by that assembly.

"No opposition to provisional government which is council of ministers appointed by committee of twelve named by duma. Absolute quiet here and throughout all Russia. Rodzian- sky and Miliukoff assure me whole army and navy in support. Every- thing learned from unofficial sources confirms.

Plans of Government.
"Plan of provisional government is to call constituent assembly or con- vention whose members be elected by the people and who be empowered to organize good government. Whether republic or constitutional monarchy undecided, but conclusions of assembly will be accepted by the people and enforced by the army and navy."

"The United States always looks with favor upon a movement for the extension of republicanism and has been eager to be among the first to welcome into the family of nations new governments known to be founded upon the will of the people."

"As yet no official action has been taken because it is not felt certain that the revolutionary elements set in motion have entirely quieted down into a stable government. Those

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OFFICIAL REPORT OF THE SINKING OF VIGILANCIA RECEIVED FROM LONDON

First Torpedo Missed the
Freighter and Second
One Was Fired.

FIFTEEN LIVES LOST.

WASHINGTON, March 20.—"Consul-General S. G. London, forward- ing to the state department a dis- patch from the consul at Plymouth giving the most complete official report yet received on the unwarmed Vigilancia with a loss of fifteen lives, including several native American citi- zens.

The report follows:
"Vigilancia of Wilmington, Del., from New York for Havre with gen- eral cargo of smelter structural iron, asbestos, dried fruit and straw, sunk without warning on March 16 in lati- tude 48.57, longitude 9.34, or about 145 miles from nearest land, by tor- pedo from submarine of unknown na- tionality.

"Two torpedoes fired at ship; first missed, second struck ship on star- board side by third hatch. Ship sunk in ten minutes. Weather at time clear with moderate sea swell. No other vessel in sight. Crew of forty-three men attempted to abandon ship in two lifeboats. Ocean swell, twenty- five men were washed out of boat. Of these, ten were saved and fifteen drowned.

"Among the drowned are Third En- gineer Carl Adeholde, a native Ameri- can citizen, and Third Officer Neils North, a naturalized American citizen. Some of the crew drowned were American citizens.

"Crew adrift in lifeboats from Fri- day morning, 10 o'clock, until Sunday afternoon, 4 o'clock. Submarine in- spected at distance of fifty yards from 10 o'clock Friday night to 3:40 o'clock Saturday morning. Submarine and lifeboats did not speak.

"Survivors landed St. Mary's in own boats, after suffering greatly from cold, wet and fatigue. One seaman, a Spaniard, paralyzed from exposure.

"This information obtained by tele- graph from Penzance. Crew coming to Plymouth today.

"Consul Frost at Queenstown an- nounced the arrival of the missing men from the American steamer City of Memphis at Glasgow in the follow- ing brief dispatch: City of Memphis, and his eight boats' crew landed safely Glasgow, care Consul McCunn."

PRESIDENT WILSON URGED TO CALL SPECIAL SESSION AS SOON AS PRACTICABLE

Has Not Yet Indicated His Views on
Latest Submarine Outrage—Discusses
Situation With His Cabinet—Opinion
Is That State of War Exists.

WASHINGTON, March 20.—For two hours today President Wilson discussed the international crisis with his cabinet, and heard urgent suggestions that the date for the extra session of congress, fixed for April 16, be set forward to consider further steps in defense of American commerce against German submarines. It is understood there was not a dissenting voice against this advice.

Undecided on Course.

The president himself did not express his views, and so far as could be learned later had not finally determined upon the course to be pursued. The prevailing belief was that he would announce the call for an earlier meeting of congress tomorrow.

Among officials virtually the unanimous opinion is that in spite of the technical armed neutrality status of the United States, actually a state of war exists as the result of the ruthless destruction of American merchant ships and the killing of American citizens in defiance of international law and of the most solemn warnings one nation can give another. The only question is what shall be done about it, further than the arming of merchantmen to resist submarine attack if they get the chance.

Cabinet Behind President.

The cabinet members generally are said to have ex- pressed today their willingness to support a program based on an early call for congress and a formal declara- tion that a state of war exists between Germany and the United States.

Tonight the president went to the theatre—a thing he frequently does when he has made a preliminary de- cision on a grave question and wants distraction in order to look at the problem anew with freshened mind.

After the cabinet meeting Secretary Daniels, saying that no new naval orders had been issued, hurried to the navy department and went into conference with members of the general board. Information for the president and tentative plans for further naval activities were discussed.

Can Do Almost Everything.

The only argument known to have been advanced in official circles against the early calling of congress was that the president himself can do almost everything possi- ble immediately. But in spite of this argument the pre- ponderance of official opinion seemed to be that congress should be summoned just as soon as possible so that the full power of the government would be assembled in Wash- ington.

Plans for organizing patrol squadrons of privately owned motorboats and yachts along the Atlantic coast were discussed tonight at a conference between Secretary Daniels and Captain George R. Marvell, an assistant for operations, who has just returned from a trip to New York, Boston and other coast points, to enroll valuable

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UNITED STATES STEEL WAS ATTENDED BY GREAT PROSPERITY FOR 1916

Earnings Greatest in His-
tory of Vast Corporation
Despite Extra Expense.

LARGE DIVIDEND.

NEW YORK, March 20.—Unprece- dented prosperity attending the opera- tions of the United States Steel cor- poration for 1916 are set forth in the annual report issued today.

Total earnings of \$342,997,692 ex- ceeded those of 1915 by \$29,747,026. Net income of \$294,026,555 showed an increase of \$196,058,602 and surplus net income for the year aggregated \$201,835,585 as compared with \$44,- 280,374 in the previous year.

This last item is the more remark- able from the fact that it includes regular and extra dividends of \$44,- 476,469 on the common stock as against only \$6,353,781 disbursed in 1915.

Expenditures during 1916 for maintenance, renewals and extra- ordinary replacements totalled \$69,- 392,627, an increase of 60.01 per cent over 1915.

To meet the corporation's enormous output of finished materials, produc- tion of iron ore, coal, coke and other by-products show corresponding in- crease. Net expenditures on property account amounted to \$64,680,648. The average number of employees in the plant during 1916 was 252,668 as against 191,126 in 1915, with total salaries and wages of \$263,385,502, an increase of \$86,584,638.

Average salary or wage per day, exclusive of general administrative and selling force was \$3.29, an in- crease of thirty-six cents. Including the general administrative and selling force the salary or wage increase was thirty-five cents to \$3.35.

Export shipments of all kinds of materials for 1916 increased 71,888 tons, or three per cent, to 2,501,627 tons.

RUSSIAN REVOLUTION STRENGTHENS ENTENTE GERMAN PAPER DECLARES

Says it Will Bind Western
Countries More Closely
to Russia.

AIMS ARE SIMILAR.

AMSTERDAM, March 20. (Via London).—The Berlin Lokal Anzeiger, a copy of which has been received here, says that if the Russian revo- lution has resulted in a decisive vic- tory over Russian absolutism, it means the disappearance of an im- portant element in the Russo-French alliance and makes for the stability of the entente, as the war aims of the democratic western powers could not, in the long run, be the same as the aims of Russian absolutism.

"The great Russian revolution," says the Lokal Anzeiger, "will make an end to this antagonism. If the revolution succeeds in establishing anything permanent, the most com- plete agreement regarding constitu- tional principles will exist between the allies and therefore during the peace negotiations they will be able to come forward with a much more harmonious program than would otherwise be the case."

"The perils threatening Germany's future would be formidably increased if a state with a democratic constitu- tion were to arise on her eastern frontier. The strongest guarantee must be found against the coalition which, through the removal of the deep antagonism which hitherto has divided it, will become stronger and more cohesive."

THE WEATHER.
WASHINGTON, March 20.—Fore- cast for North Carolina: Increasing cloudiness Wednesday, followed by rain in west portion and at night in east portion; Thursday probably rain.



PURCHASE BY SOUTHERN OF \$175,000 VANDERBILT LANDS PART OF COMPANY'S NEW MILLION DOLLAR TERMINALS HERE

Purchase of 110 Acres Brings Southern's Right of Way Close to Billmore Estate Entrance—
Connally Lands Will Also Be Bought—Part of Depot Street to Be Vacated by City for the New Freight Depot.

The Southern railway's million dol- lar increased terminal facilities here will include 110 acres of the Vander- bill estate purchased yesterday for \$175,000; an additional area from Mrs. Alice Connally whose lands ad- join those of the Vanderbilt estate, and the moving of a part of Depot street and the present car tracks there. The Montgomery home, sur- rounded by the lands of Mrs. Connally and Mrs. Vanderbilt, was the first to be acquired by the railway company for its increased terminal facilities. Approximately \$250,000 will be spent in acquiring all the land.

It is understood the purchase made yesterday includes the site of the greenhouses on the Vanderbilt estate and comes close to the estate's en- trance. It has a tremendous frontage on the river, runs for a distance on both sides of the Meadow road, and penetrates well into Billmore. This purchase, and the shortly to be announced purchase of lands owned by Mrs. Alice Connally, revives the rumor that the Southern railway will erect a new passenger station some- where between the present Asheville station and Billmore. It is said the site of this new station to be a build- ing in every way fitting, making the present site of the Billmore greenhouses.

Conferences between the city commis- sioners and Vice-President George R. Loyall of the Southern railway, and other representatives of the railway, have been held in the past sixty days looking to a new location for a part of Depot street which would mean moving the street car tracks there and the building of a new street. The city commissioners have made numerous trips to the present pas- senger station in company with Su- perintendent W. C. Hudson, of the Asheville division, and E. H. Ackert, of the engineer's office of the Knoxville division. Detailed plans which show the improvement at this end of the present yards have been approved. It is understood, by the general officers of the company at Washington. With the aid and co- operation of the city the present freight depot will be enormously en- larged and the existing site of the land now used as a city street.

During one of the conferences be- tween Vice-President Loyall and the city commissioners, Mr. Loyall said that all the necessary expenses of re- paving and other expenditures involv- ed in moving Depot street would be borne by the railway company.

To Improve Facilities.
It is understood that Mr. Loyall voiced the intention of the Southern railway to make certain improve- ments in the Asheville terminal facili- ties. He did not indicate the extent

"Fine Feathers"

of the improvements to be made, however, and during the many con- ferences held between Mr. Loyall, who was in Asheville yesterday, and other representatives of the railway company and the city commissioners there has been no intimation as to just exactly what these plans includ- ed. The rumor that they actually do include the building of a new pas- senger station here is more than a rumor. Just where this new station is to be built is a matter of con- jecture, as is its cost. The point has al- ways been emphasized, however, that the building of a new passenger station did not necessarily mean the abandonment of the present station, which would still be used for certain passenger traffic.

Attention is drawn to the fact by the purchase of Vanderbilt lands that a passenger station built where the greenhouses of the Billmore nurse- ries now stand would afford an op- portunity of building an entrance to the main part of Asheville which for beauty would not be surpassed any- where in the United States. Atten- tion is also directed to the fact that the purchase of lands from this proposed site for the new station lead almost in a straight line to streets which again connect by easy grade with the new "box street," built at a cost of \$75,000, and which has been further improved by the city. The purchase of the Vanderbilt lands ves- terday, and the coming announce- ment of the purchase of the Connally lands adjoining, indicate that the Southern railway is prepared to pro- ceed with its long contemplated plans for enlarged facilities here. Regard- less of what may be the intention of the railway company as to the erec- tion of a new passenger station, which seems to be clearly indicated by the very extensive land purchases already made, it can be stated posi- tively that the approved plans for additional freight terminals are now completed.

Present Yards Inadequate.
It is not considered likely that the city commissioners will offer any ob- jection to aiding in bringing about the purchase of the lands now being com- mon knowledge, it is pointed out that the present freight yards and the present freight depot are both sadly inadequate to the tremendous growth of business here. All of the Murphy branch line traffic is handled here, and this is one of the best-paying feeders on the entire Southern sys- tem. There were 27,000 car loads of the woods products handled by the Southern railway here last year, in spite of adverse conditions, and the greater part of this business came in over the Murphy line. One of the

largest industries in this part of the south is located at Canton, on this line.

To make its purchase of the Vander- bill lands of any value, the South- ern railway must have already have purchased or have under option, lands owned by Mrs. Connally ad- joining the Hans Rees tannery and with a frontage on the French Broad river. This land is on both sides of the present right-of-way of the Southern. Adjoining this land of Mrs. Connally towards Billmore is the Vanderbilt land. There is a sharp curve between Asheville and the Bill- more stations. This is known as the Montgomery place and was bought by the railway company three weeks ago. This bill, it is said, will be torn down. From that point on the land acquired yesterday is all owned by the Vanderbilt estate and for a part of the distance runs with the Meadow road. The 1.25 acre tract, it has been estimated, brings the Southern lands close to the entrance to the Billmore estate and penetrates for possibly 1,300 feet into Billmore.

Some of this property, especially that along the river is admirably adapted for factories, and to those who are watching the industrial de- velopment of Asheville, this is signi- ficant. This property was originally a part of the Smith and McBowling tracts, was sold to Colonel V. S. Lusk, who in turn sold to George Vanderbilt. It has always been un- derstood that the present owner of the Vanderbilt lands objected to the development of the lands so long occupied by the famous Billmore nurseries as factory sites or for any other purposes. The actual sale of the Vanderbilt lands to the railway, should there be a new passenger station erected between Asheville and Billmore, it is pointed out that but for the detouring of the street, in that part of the city where the present station is located, would follow. A very considerable portion of the passenger traffic coming off the rail- way would still be handled there, and the freight business will enormously increase.

STILL AGROUND.
NEWPORT NEWS, Va., March 20.—The steamer River View was still aground at Hog Island at a late hour tonight according to reports received here by her agents. The coast guard cutter Yamacraw, was standing by and the Bay View was in no im- mediate danger. The steamer went aground this morning. She lost her rudder and slightly opened several seams but is otherwise undamaged.

MARKINGS IGNORED.
LONDON, March 20.—The London office of the Commission for Relief in Belgium, has given the Associated Press the following statement re- garding the shelling of the relief ships Tunisia and Haelen, with the killing of several members of their crews, reported in last night's dis- patches.

"The Tunisia and the Haelen were attacked by a submarine without warning outside the danger zone, 56 1/2 north latitude, 5 3/2 east longi- tude (off the southern coast of Nor- way). The ships were not sunk. The port boat of the Haelen was smashed by a shell and seven men were killed. The Tunisia is proceeding on her voyage. The killed include the first and third officers.

"Apparently the Haelen proceeded under her own steam to Stavanger, (Norway), where temporary repairs were ordered, after which she pro- ceeded to her American destination.

"The pilot reports that while he was leaving the ships off the Hook of Holland, five German seaplanes ap- peared and after circling around and examining the ships, flew northward.

"The ships sailed from Rotterdam last Friday and passed the Hook of Holland, all via the north route, with sailing instructions to the north of the danger zone. All had double sets of lighting equip- ment and safety markings consist- ing of (off the southern coast of Nor- way) the following: red and white, side lights, deck banners, signal balls, lamps and tanks; also safe conducta issued by the German government with photographic reproductions of violent storms on the voyage over 102 horses were swept from her decks and lost. The return trip was even more stormy.

"The shelled ships sailed in com- pany with three other Belgian ships under commission charter, all carry- ing similar safety markings and appearing and all sailing in ballast for American ports to load food supplies for the people of Belgium and North- ern France."

FURTHER NOTABLE ADVANCES MADE BY ARMIES OF ALLIES

Despite Every Effort of Ger-
mans to Impede Progress,
Pursuit Continues.

FRENCH AND BRITISH CAPTURE VILLAGES

No Important Engagements
Reported From Other
Main Fronts.

Notwithstanding bad weather and almost insuperable conditions of terrain and the obstacles placed by the Germans to protect their retreat, both the British and French armies in France have made further notable gains.

Fourteen additional villages have been entered by the British forces from Arras southward to Ham and they have passed the general line of Cambrai, Entree-En-Chaussée, Nurlu, Vanu and St. Leger. The forward march beyond the Entree-En-Chaus- sée places the British troops within twelve miles of St. Quentin.

French Go Forward.
On their part of the line, however, the French have thrown their cavalry to within four and a half miles of St. Quentin and also have re-occupied considerable territory between the Somme and the Aisne. Paris reports that the losses of the French troops in their pursuit of the Germans have been insignificant.

Berlin in its official communication says that in the retreat of the Ger- mans, they have rendered the field se- lected for the coming engagement with the entire force useless from a military standpoint, having rendered everything unserviceable which could have been of advantage for their operations. A high German mili- tary official said The Associated Press that the maneuver of the Germans had ended the plans of the entente for their spring offensive and that from strong new positions, the Ger- mans will give battle to the British and French as they come across the devastated battlefield.

No Other Engagements.
From none of the other fronts has there come a report chronicling particu- larly sanguinary engagements. There has been an increase in the out- post skirmishes in Russia. In Mace- donia and north of Monastir the French war office reports the capture of Teutonic allied positions, nine ma- chine guns and 1,200 prisoners. The Berlin war office, however, says that all the French attacks here have been without result.

On the Austro-Italian front the us- ual artillery duels and minor infantry operations are still in progress. Nothing new has come through concerning the operations against the Turks by the Russians in Asia Minor and Persia and by the British in Mesopotamia.

Berlin reports the sinking in the Mediterranean Monday by a German submarine of a French battleship of the Danton class. This class of ves- sels

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SEVEN MEN KILLED ON BELGIAN RELIEF SHIP SHELLED BY SUBMARINE

Tunisia Proceeds on Voyage
But Haelen Puts in For
Repairs.

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MONROE JOHNSON SAVED FROM ELECTRIC CHAIR

Governor Bickett Commutes
the Sentence of Guilford
County Man.

RALEIGH, N. C., March 20.—Gov- ernor Bickett commuted to life im- prisonment the death sentence of Monroe Johnson of Guilford county, who was to die in the electric chair Friday of this week for the murder of Carl Preddy, at the White Oak mills. Six of the jurors answered the gov- ernor that they would not sign a second degree murder had they known facts now presented. These and other conditions constrain him to commu- tate the sentence.

Governor Bickett left tonight for Coker college, South Carolina, to take part in the inauguration of Dr. E. W. Sykes, as president. He and Sykes were college and room mates.

SEA SLED AMBULANCE PLANNED.
BOSTON, March 20.—Naval of- ficials said today that plans were under consideration for a squadron of sea sled ambulances to carry injured and sick members of the powerboat patrol fleet from exposed stations off the New England coast to a base hos- pital on shore.

GOVERNOR MANNING SAYS TIME TO FIGHT HAS COME

People Are Clamoring For
War, Governor of South
Carolina Asserts.

WASHINGTON, March 20.—Gov- ernor Manning of South Carolina, who reported tonight by Captain E. L. Smith of the American steamer Alaskan, which arrived today from LaPallice, France, for New York, ac- cording to the pilot, who brought the ship into the harbor. The pilot, Captain Smith said, were detected lurking beneath the surface of the sea by observers of the aircraft patrol.

The airplane signaled for trawlers and circled about directing the placing of nets. In a little while the nets were drawn completely about the un- suspecting submarines, which were hopelessly entangled and brought to the surface. They were lying side by side in the harbor of LaPallice when the Alaskan sailed.

The steamer left Bonston January 28 with horses and a general cargo for LaPallice. During a series of violent storms on the voyage over 102 horses were swept from her decks and lost. The return trip was even more stormy.

TWO GERMAN U-BOATS ARE TRAPPED IN NETS

Captain of the American
Steamer Alaskan Tells of
Taking of Submersibles.

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