

U-BOAT SUNK BY A SQUADRON OF BOMB CARRIERS

Planes Demonstrate Efficiency of Aircraft in First Test of Supremacy. TO BOTTOM IN HURRY. Not Necessary to Send Out Second Fleet of Bombing Planes.

Washington, June 21.—Naval bombers made short work of the former German submarine U-117 in the opening phase today of the tests arranged by the government to demonstrate the efficiency of the airplane against modern war craft.

The first division of seaplanes sent out to bomb the submersible 50 miles off Cape Charles lightship sent the former German craft to the bottom, Commander Ellison, executive officer at the Hampton Roads naval base, reported to the Navy Department on the basis of radio dispatches from the bombing squadron.

The commander of the squadron added to his cryptic message of the sinking that it was unnecessary to send additional planes to the scene. This ended the first phase of the bombing tests.

ONE DIRECT HIT The aviators scored one direct hit on twelve bombs dropped from an altitude of 1200 feet. The submersible went down in sixteen minutes. Three planes made up the attacking division. In the first attack each dropped one bomb, all of which fell close to the submarine. The squadron formed for a second attack and this time each plane dropped the remaining three bombs carried and one direct hit was scored. The submarine went down by the bow, which sank beneath the waves 10:23 a. m. The conning tower was under a mine and the submarine was fully under in 10:39 a. m.

SWARMS OF STINGERS. 604 Point Comfort, Va., June 21.—Like a swarm of mosquitoes from the nearby marshes, bearing death dealing "stings" scores of aircraft swept by here out to sea this morning to seek and bomb the former German submarine U-117 in the first of a series of tests to prove or disprove claims of air service experts that the development of military aircraft had spelled the doom of surface war craft.

The attacking force today consisted of 604 planes concentrated in the Hampton Roads naval base, including practically all types from the fast biplanes to the heavy bombers. A total of 148 bombs, each weighing 143 pounds were carried in the 47 bombers in the attack.

NO DRIFT OF MINERS BACK TO COLLERIES London, June 21.—Although some of the collieries have re-opened and a considerable number of miners have returned for work there has been no general drift back to the mines. Generally, the industrial situation continues as chaotic as ever, awaiting the test of the miners' call for a general strike of unions threatened with wage reductions.

MINE EXPLOSION IN GERMANY KILLS 68 Berlin, June 21.—Sixty-eight men were killed and 73 others injured when the explosion, due to fire damp which destroyed the greater part of the main shaft, near Herne, Westphalia yesterday.

BRITISH SEA DOG IS GRANTED A DIVORCE London, June 21.—Vice Admiral Sir William Nicholson was granted a divorce today after hearing of a suit which his wife did not defend. The co-respondent named was "Captain George Jones" of the American air force, whom the admiral testified had been billeted near the Nicholson residence during the war. The admiral said his wife had told him she desired a divorce.

FAIR For North Carolina: Generally fair tonight and Wednesday; not much change in temperature. Moderate east wind. For South Carolina: Generally fair tonight and Wednesday; not much change in temperature.

Better Rates For N. C. Shippers Is Order of I. C. C.

Washington, June 21.—Readjustment of freight rates to give North Carolina shippers a more favorable rate in comparison with those of Virginia cities from and to southeastern territories north and east, was ordered today by the Interstate Commerce Commission to become effective September 15.

The northern readjustment provides for a spread ranging from 60 to 72 cents a pound over the Virginia cities rates from and to northern cities. This is a reduction in present spread which the commission said is unduly favorable to the Virginia cities.

FLAMES CLAIM SEAPLANE WITH LOAD OF BOMBS

Wrecked in Hampton Roads, With Three Officers and Seven Men. RADIO OPERATOR HURT Explosions, Either from Bombs or Gas Tank, Follow Fire.

Newport News, Va., June 21.—Naval seaplane NC-7, bomb laden with carrying three officers and seven men, was wrecked and burned in Hampton Roads today. The machine was carrying a load of bombs and a radio operator was injured, burning gas on the water rendering him unconscious when he was unable to swim beyond the danger zone. The aviators escaped uninjured.

FORCED TO WATER. The three officers and seven men armed themselves with fire extinguishers and attempted to battle the fast spreading flames. The flames soon spread to all parts of the machine and the men were forced to take to the water. One of them, the radio operator, either lost his life preserver or was unable to get the account of the blaze.

ON PRACTICE RUN. Watchers from the shore do not know whether the explosions they heard were the detonation of the bombs or that of exploding gasoline tanks. The commandant of the naval base says the firing pins on the bombs were not released and they should not have exploded. He further states that the NC-7 had no part in the bombing experiments which are being conducted off the Virginia capes today, but was out on a practice run.

Names of the officers and men aboard the NC-7 were not made public by authorities at the naval base. An investigation now is being conducted in an attempt to ascertain the cause of the gasoline feed pipe leak. This pipe, it is said, apparently was in first class condition when the machine left the station this morning. The plane, however, was one of the largest used by the navy, similar to those used in the trans-Atlantic flight, and it is possible that unforeseen strain in maneuvers may have damaged a joint.

GAS REDUCED. New York, June 21.—The Standard Oil Company of New York today announced that the wholesale price of gasoline had been cut to 24 cents a gallon, a reduction of one-half cent.

RATE INCREASE PULLMAN CO. IN W. L. BE FOUGHT OPEN SHOP ROW THE SHIPPERS LOSES TO UNION

Railroads Planning to Announce Substantial Freight Raises. AFFECTS THE STATE. Corporation Commission Summons Shippers for a Conference. Company Ordered to Go Back and Confer With Employees' Spokesmen. WAGE CUT DELAYED. Rail Labor Board Holds That Company Has Not Obeyed Law.

By JULE B. WARREN Staff Correspondent of The News. Raleigh, June 21.—In an effort to prevent the Interstate Commerce Commission from allowing the railroads to put in their proposed increase in freight rates to and from the west, affecting North Carolina cities, the Corporation Commission has sent an invitation to shippers to meet here on Friday for the purpose of discussing ways and means of presenting North Carolina's case to the federal commission.

The Corporation Commission has received from a committee of traffic officials representing the associated railroads of the South full details of a proposed readjustment of all interstate freight rates to and from points in North Carolina, together with an invitation to the commission and representatives of shippers' organizations to attend a conference with railroad officials in Washington on June 28 to consider the proposed revision.

RATES PROPOSED. "The proposal covering these rates is a reduction in first class rates of eight cents from Baltimore; 12 cents from Philadelphia; 1 1/2 cents from New York; and 2 1/2 cents from Boston, and a revision of rates from North Carolina points to South Carolina points to 25 cents under the rates from Virginia cities; to Atlanta Territory 12 cents under those of Virginia cities; and a revision of rates from Birmingham. These proposed rates are substantially less than found by the interstate commerce commission in its previous order, and as before stated, there will be no modification of the carriers of any modification of the reductions previously ordered by the Interstate Commerce Commission in these rates. The proposed reduction referred to do not apply to water rates in North Carolina, but on the contrary, the carriers are proposing material increases in and rates to these water points.

WESTERN RATES. The proposed readjustment of the whole scheme of western rates to and under the rates from North Carolina points covers such a wide range of territory that it is constructed upon a basis so far out of line with the factors on which the rates now in effect have been built up, that should go without saying that the proposed readjustment will not be accepted by any North Carolina interests until every resource has been exhausted to prevent it. The basic reason assigned for the proposed readjustment of the western rates is to eliminate all violations of the long haul short haul principle, as required by amendments to the Interstate Commerce act. The long and short haul clause of the Interstate Commerce act permitted the commission to exempt railroads from its provisions under certain conditions. In the amended act the following addition to the act is made: "And no such authorization shall be granted on account of merely potential water competition not actually in existence." The carriers are proceeding on the assumption that this does not permit any lower rates from western points to any of the southeastern ports than to intermediate points, and in the

ANTI-BOLSHEVICS IN SIBERIA ARE ROUTED Feking, June 21.—Anti-bolshevik forces commanded by General Baron von Ungern-Sternberg, which have been completely defeated by the army of the Far Eastern republic, says a dispatch received from Chita. It says that the "robber bands" were virtually annihilated and that the survivors have fled into Mongolia. The soviet government of Moscow offered to send a battalion of troops to the Far Eastern Republic in opposing Baron von Ungern-Sternberg, but the Chita government has sent a reply, stating that the republic will be able to cope with the situation.

SIX JACKSONVILLE BLACKS IN ELECTION Jacksonville, Fla., June 21.—Six negroes were candidates for the city council here, the first time a member of the race had sought public office in Jacksonville in many years. The candidates were: J. M. Williams, who usually is regarded only as a ratification of the choice of the voters in the white democratic primary and a very light vote is cast. Today, however, automobiles by the score were busy transporting voters to and from the polls, and every effort was being made to obtain heavy support for the white candidates. Two hundred and several deputies sworn in by Sheriff Dowling were on duty.

WILLIAMS AND SONS ARE INDICTED AGAIN Atlanta, Ga., June 21.—John S. Williams, who was recently convicted of murder in connection with the killing of 11 negroes on his Jasper county farm, was indicted today for a second time, and his three sons, Marvin, Hyland and Leroy, have been indicted by the Federal grand jury for "conspiracy to violate the peonage law." Williams' motion for new trial will be heard at Decatur, June 30. His three sons have been missing since Williams' conviction at Covington several weeks ago.

LEGAL TO BECOME DRUNK IN FLORIDA Tallahassee, Fla., June 21.—Voluntary intoxication is not a violation of the state prohibition enforcement law, according to a decision of the Florida Supreme Court, made public today. The court held invalid a clause of the statute declaring that "it shall be unlawful for any person to become, or to be, drunk or intoxicated," and providing increased punishment for the second offense.

FARMER RULES MAIN STREET WITH RIFLE Buffalo, N. Y., June 21.—Three persons were wounded today when Frank Fisher, a farmer, held the main street of Oakfield, 30 miles east of here, for an hour, firing with a rifle at pedestrians and storekeepers. He was captured after he had used all his ammunition. Fisher was released from a state hospital for the insane a year ago.

EARL OF BANDON IS KIDNAPERS' VICTIM Cork, June 21.—(By the Associated Press)—James Francis Bernard, fourth Earl of Bandon, was kidnaped this morning from his residence in Bantry county, by a band of armed men. Castle Bernard, his home, was set afire early this afternoon with shot burning. Earl Bandon's whereabouts is unknown. Earl Bandon, who has been King's Lieutenant of County Cork, since 1874, was born September 12, 1850, and succeeded his father in the earldom in 1877. He is the owner of about 41,000 acres of land.

Fear For Lives Of King George And Queen Mary On Irish Trip

London, June 21.—(By The Associated Press)—King George and Queen Mary were given a remarkable send-off at the railway station here today, when they left for Holyhead, on the way to Belfast, to take part in the state opening of the Ulster parliament tomorrow. A great crowd repeatedly cheered the King and Queen and sang the national anthem. At intervals there were shouts of "Good luck and a safe return to your majesties." The station was gaily decorated. The King and Queen will embark at Holyhead on the royal yacht early tomorrow and proceed to Belfast. The royal steamer will be escorted by two light cruisers and ten destroyers on its trip across the Irish sea.

U.S. Government Wants World Court Of Justice Established

PHARMACISTS OF CAROLINAS HERE Invitation to Nominate Judges for the Court Will Be Accepted. Nearly 500 Visitors and Local Druggists Gather for Joint Convention.

By DAVID LAWRENCE. Staff Correspondent of The News. Copyright 1921. By the Evening Chronicle. Washington, June 21.—The United States government looks with friendly eyes on the establishment of the world court of international justice even though that body has been created by the league of nations. The Harding administration fearful of the wrath of the "reconcilables" will not openly lend its influence to the establishment of the court but the court of the league of nations has prudently saved the Washington government much embarrassment by addressing its invitation to Elihu Root, Judge Gray, of Delaware, and Oscar Straus, who are the permanent American members of the "Tribunal. Without committing the Harding administration in any way to submit its dispute to the jurisdiction of the new court in making the constitution of which Mr. Root played so important a part, the invitation to nominate judges for the court will be accepted.

JUDGES THE DIFFICULTY. The department of state has made it clear that the United States government is watching with considerable interest the selection of the judges for the court while the fact that the court was never possible to satisfy all the parties concerned on the naming of judges. The small nations usually refused to be nominated and the large powers declined to see the nomination of representatives of small countries. The solution came when the council and the assembly of the league of nations agreed to such a separation. The nations large and small have become accustomed since the peace conference to the upper and lower house, so to speak, of the league of nations and are not averse to non-compliance with the council, they must be ratified by the assembly.

PURELY LEGAL QUESTIONS. The purpose of the international court is to settle with purely legal questions. It is true that many nations have resulted from the failure of nations to get together on questions of law. The international court will not deal with political or strictly sentimental questions but will render its decisions on a mass of problems which have hitherto gone unsettled by the international hatred and misunderstanding. The Republican party has again and again pledged itself to help make an international court, and although the covenant of the league of nations provided for the creation of such a tribunal there were many speeches of criticism made when the peace covenant was signed. It was partly as a result of that criticism and partly because of the desire of foreign governments to get the court started that the proponents of the plan decided not to wait for American ratification of the peace treaty but to invite Elihu Root as private citizen and distinguish jurist to frame a constitution for the court. Mr. Root spent most of last summer in Europe working on the plan which is now bearing fruit. It was while Mr. Root was in Europe that he called Mr. Harding that it would be unwise to pronounce the league of nations "dead" for it was a resurrection of usefulness in making the international court a reality after years of futile effort in that direction. Mr. Harding however being unfamiliar with what Mr. Root was discussing on the other side of the Atlantic made a speech shortly after the election echoing Senator Lodge's statement that the league was "dead." Mr. Harding confirmed this later on but it is now of course insisted that the President was expressing an opinion only so far as the United States is concerned. In other words the league actually doesn't exist with respect to America and the United States has very added a sentence to the funeral oration recently when he said that the Harding administration wouldn't deal with the league directly or indirectly. The foreign powers have since sent all their communications through other channels and latest device adopted by the council of the league when it wishes to reach the American government is to address a note to the supreme council on which America is represented.

WORLD COMBED FOR THE CREW OF THE DEERING

Suspicion of Foul Play Prods Government to Investigate Search. FEAR ROVING PIRATES. Believe That Cutthroats Are Operating Along the Atlantic Coast.

Washington, June 21.—A world-wide search for the missing crew of the schooner Carrol A. Deering, of Bath, Me., which sailed on the 20th of Cape Hatteras last January, with all sails set, but not a living soul aboard, has been started by the State Department through American consuls. The mystery is being investigated by the department of justice and the department of commerce as is also the unexplained disappearance of the American steel freighter "Hewitt" off of Sabine Pass, Texas, for Boston. This craft disappeared at about the same time that the Deering came ashore.

STRANGE REPORT. The summary of the history of the Deering case sent to consuls by the state department discloses that when the Deering passed Cape Lookout lightship, North Carolina, on January 29, Norfolk, a man other than the master reported that the vessel had lost but anchors and asked to be reported to its owners. Two days later the vessel was found on the beach in what the state department describes as "in such condition that there is every suspicion of foul play having occurred."

MESSAGE IN BOTTLE. The department's summary then says that on April 11, the following message was picked up in a bottle near Cape Hatteras: "Deering captured by oil burning boat something like chaser, not found in any of the hands of the crew. Crew hiding all over ship, not in headquarters of Deering."

AGENTS BAFLED. Government agents investigating the case are baffled and that thus far they have not found a single clue that might lead to a solution of the mysteries. Equally as baffling, they say, are the cases of the British steamer Albyn and the Russian bark Yute, which disappeared last fall from the North Carolina coast. The Albyn, a North Carolina coast schooner, was last seen on the 10th of October and never was heard from again, while the Yute when off Cape Hatteras sent a radio message asking for help, but no steamer reached the position given in the message an hour later and no trace of the vessel was found and it is said, she has never been heard from since.

MAY NEVER SOLVE IT. Investigators here say that they do not take seriously suggestions of bolshevik raiders or sea pirates, but they add that one guess as good as another. They are inclined to the opinion that the two cases will go down in history as other unsolved mysteries of the sea, the greatest of which on record, they declare, is that of the American bark Marie Celeste, which was found off the Azores three months after she was reported to have been put in service, but with the crew missing, and with the crew missing.

PIRATES AFLOAT? Portland, Me., June 21.—The theory that pirates are afloat in the North Atlantic has found credence here. Belief in this explanation of the fate of the recently missing ships has grown with establishment of the fact that the message in a bottle picked up two months ago north of Cape Hatteras, purporting to explain the disappearance of the crew in the five masted Bath schooner Carrol A. Deering, mystery ship of Diamond Shoals, was written by Henry Bates, of Islesboro, Me., a member of the crew. Questioned by handwriting experts, who compared it with letters written by Bates. The



Abe Martin