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TWO MORE SHIPS ADDED TO LIST OF SUBMARINE VICTIMS

Hun U-Boats Still Operating in American Waters And There May Be Six—All Are Moving Southward—Known Deaths Only Sixteen.

New York, June 5.—Two more vessels, a Norwegian steamship and one choooner were added to the list of ships known to have been sunk by the German submarines which are raiding in American waters. The total now stands at 13—five steamers and eight choooners.

The fact which stood out most prominently in the day's developments is that the U-boats are still operating near the coast and have not returned to their bases, assuming that the two, which have been identified are the only ones on this side of the Atlantic.

This was demonstrated when the Norwegian steamer Eldsvold was sunk off the Virginia cape late yesterday. The location of the attack shows also that the submarines are moving steadily southward, if they are the same ones that attacked shipping almost at the gateway to New York harbor. The navy department reported yesterday an encounter between a destroyer and a submarine off the coast of Maryland.

Another fact regarded as significant in marine circles here that none of the vessels sunk thus far was sent to the bottom by a torpedo. It is considered certain that the undersize craft carry torpedoes and that they are conserving them in the hope that they may get an opportunity sooner or later to attack a transport loaded with American troops. The unarmed merchant ships which have been attacked thus far have been sent to the bottom by the use of bombs and gunfire.

Possibility that vessels still unreported may have been sunk was seen in a statement of the master of the schooner Saugel C. Mengel, who arrived here today with his rescued crew. He declared he was told by the commander of the submarine that destroyed his ship that the U-boat had sunk three steamers, one a passenger liner, and three choooners last Sunday. No vessels had been reported that day and it is believed either the U-boat captain was lying or that Captain Hansen misunderstood.

So far as known, the only loss of life was in connection with the sinking of the Carolina, and that was definitely established at only 16 by revised figures compiled by the company showing there were aboard the vessel only 218 passengers and 111 in the crew making a total of 329 instead of 350, as originally reported. All those who perished evidently were lost from the lifeboat which arrived yesterday at Lewes, Delaware. Ten of them were passengers and six were members of the crew.

NORWEGIAN SUNK OFF COAST OF VIRGINIA—SUBS GOING SOUTH

Washington, June 5.—The German submarine raiders again have disclosed their position. An announcement from the navy department tonight said the Norwegian steamer Eldsvold was sent to the bottom at 4 o'clock yesterday afternoon 40 miles off the Virginia capes. The entire crew was rescued today by a naval supply ship. Details of the encounters are lacking.

"That is the last word received by the department showing the raiders' position. In thirty hours after the attack on the Eldsvold nothing has come to indicate where the Germans went or what they were about.

"It is evident that the raiders had been moving steadily southward from the New Jersey coast. Presumably they were back yesterday in the region where they first began operations against coasting schooners.

The raiders were closer in shore when they attacked the Eldsvold than on any previous occasion except when they launched the mines picked up off the Delaware capes. The tanker Pratt apparently struck one of these mines and a number of others, unexploded, have been gathered up in the same vicinity by patrol craft.

The French steamer Radiolene unsuccessfully attacked at 9:30 o'clock yesterday morning off the Maryland coast, probably was a hundred miles north of the place where the Eldsvold was sunk eight hours later.

Whether the raiders are still off the Virginia capes hopeful of encountering more important craft than they have yet assailed or are hurrying on southward, no one here will attempt to guess.

Vance W. S. S. Chairman.

Mr. W. D. Hawfield, chairman of Vance township War Savings committee, has appointed the following men as chairmen of their school district to serve in the War Savings drive from June 23 to 28. Mr. Hawfield makes the request that these chairmen meet with him at the Indian Trail school house Tuesday, June 11th, at 2 o'clock in the evening to plan for the drive.

Mill Grove, E. J. Byrum; Center Grove, P. C. Stinson; Stouts, R. M. Conder; Indian Trail, J. E. Broom; Sistar, J. L. Benton; Henby, Rufus W. Kellough; Stallings, M. A. Stallings.

Colored—Howie, D. H. Lytle; Hudson, Nath Winchester.

The port of Wilmington has been closed to all out going vessels for an indefinite length of time. This action was taken because of the appearance of the German submarine off American coasts.

GETTING READY FOR DRIVE

Houses to Houses W. S. S. Canvass Planned—Postmasters Met Here.

Arrangements are fast being completed for the War Savings drive which opens on June 23 and extends to the 28. Mr. R. A. Morrow, chairman of the committees of the country has appointed township committees and these in turn are appointing school districts chairmen. Up to the present date around \$200,000 worth of War Savings and Thrift stamps have been sold in the county. In the drive which opens on the 23 an effort will be made to secure pledges for Union county's entire allotment of \$700,000; these pledges to be paid in by Jan., 1919. If Union county fails to subscribe her entire allotment it will be no fault of the workers.

During this drive a personal house-to-house canvass will be made. The tax books have been gone over and the names of every tax-payer in the county secured. Every man whose name appears on the tax book will be approached and asked to buy stamps. If he has bought Liberty Bonds and is unable to buy stamps then a card will be given him on which he will write the reason for not buying.

In connection with preparation for the drive the postmasters of the county at the call of Mr. E. C. Winchester, postmaster at Monroe, attended a conference at the postoffice here Monday morning. All the postmasters were present. Postmaster Winchester explained to them the part that the treasury and postoffice departments expect the postmasters to take in the War Savings campaign.

Mr. Winchester presided at the meeting and set before the postmasters their relation to the War Savings campaign. He told them that their duties had been definitely set forth by the postoffice department and quoted instructions from Postmaster General Burleson, First Assistant Postmaster General Koons and Third Assistant Postmaster General Dockery. Mr. Winchester impressed upon the postmasters what the postoffice department expects of them in regard to the War Savings campaign and showed them in detail the way to get their supply of stamps increased to meet the unusual demand that is coming. A thorough drill in the regulations and instructions of the department was given.

Names Recently Added to the Red Cross Quilt.

Mrs. R. A. Morrow reports that the following names have been added to the Red Cross quilt since the last report in The Journal:

Dr. and Mrs. S. A. Stevens, Miss Eleanor Stevens, Mrs. J. F. Doster, Mr. and Mrs. C. N. Simpson, Dorothy Simpson, Hilda Simpson, Frances Simpson, Elizabeth Simpson, Margaret Simpson, Mrs. Fannie Weed, Mrs. I. B. Bourne, Mrs. Hattie West, Mrs. C. D. Meacham, Mrs. J. C. Blakeney, George McManus, Miss Pearl McManus, Mary McManus, Mrs. J. Archie Helms, Elizabeth Helms, Mayme Helms, Nealie McManus, S. F. Broom, Cynthia Broom, Ellie Broom, Mrs. Lessie Helms, Mrs. P. H. Johnson, Odessa Richardson, Mrs. P. B. Blakeney, Louise Blakeney, Lillian Blakeney, Gladys Blakeney, Mr. and Mrs. S. S. Richardson, Frank Richardson, Clyde Richardson, Henry R. Bennett, Clement Bennett, Jr., Louis Dixon, Jr., Karl Frank Dixon, Mr. and Mrs. R. K. Helms, Dwight Helms, Arthur Helms, Mr. and Mrs. J. P. Penegar, Mrs. Fannie Penegar, Maggie Penegar, S. W. Helms, Miss Elmira Helms, Horace Helms, S. J. Helms, Mr. and Mrs. Vernon Helms, Ethel Helms, Glennie Helms, Mr. and Mrs. C. J. Helms, Edna Helms, Charlie Floyd Helms, Mr. and Mrs. T. J. W. Broom, Ernest Broom, John Griffith, Mr. and Mrs. John Fulenwider, Mr. and Mrs. Walter Henderson, Margaret Henderson, Walter Henderson, Jr., Mr. and Mrs. Tom Smith, Billie Parks Smith, Charlotte Smith, Tom Smith, Jr., Jennie V. Smith, Mrs. T. J. Gordon, Mr. and Mrs. Craven Gordon, Mary Gordon, Christian Gordon, Dr. and Mrs. B. C. Redfeare, Earnest McManus, Julia Jeanette Metts.

New York Is Making Preparations For Air Raid.

New York June 5.—Allen R. Ryan, special deputy police commissioner in command of the national defense of New York, announced tonight that he would go to Washington tomorrow morning to obtain from Secretary of War Baker definite instructions as to what military authorities require from the police in protecting the city from possible aerial attack.

Commissioner Ryan will return in time to fly over the city tomorrow night and observe the manner in which the general public is co-operating with the police in enforcing the lightless order which was issued by Commissioner Enright yesterday and which he announced today would be in force indefinitely.

Reports compiled at headquarters indicate that violations of the order were most frequent in sections largely populated by enemy aliens. Policemen in plain clothes were at once sent to these districts to cooperate with the agents of the department of justice in enforcing a rigid compliance with the regulation. As an additional precaution Commissioner Enright tonight permitted only one third of the usual number of street lamps to be lighted and stated tomorrow the number would be reduced still further.

Vigilant-patrol of the coast by airplanes was continued during the day. Many of the army aircraft were armed with machine guns for the first time.

U-BOAT CAPTAIN FORBADE WIRELESS HELP MESSAGE

Latest Hun "War Slogan"—"Don't Use Your Wireless And We Won't Shoot"—Carolina's Operator Refused to Obey.

New York, June 5.—A schooner carrying Captain Barbour and 154 passengers and 94 of the crew of the steamer Carolina of the New York and Porto Rico line which was torpedoed by a German submarine last Sunday night arrived here early today.

This was what occurred as related by Vogel—"Sparks" Vogel, the nickname commonly given wireless operators—who stuck to his key sending out appeals for help until ordered into a lifeboat by his captain.

"I was awakened at 5:35 o'clock Sunday evening, as usual for supper. The other fellow (assistant operator) Werner came running in while I was dressing and yelled, 'come up here quick!' I rushed into the wireless room and there was an 'S. O. S.' regarding the schooner Isabel B. Wiley being shelled by armed German submarine—latitude 38.07; longitude 75.10."

"I told Captain Barbour he had better make quick headway, for judging by the strength of the signals the 'sub' must be right upon us.

"You're right, Sparks," the skipper said, and he bawls out to change our position and we began to zig zag and speed up.

"At about 6 o'clock I was down for supper when I heard something smack alongside. I went on deck without attracting any more attention than possible and hurried up to the wireless house and sent the other operator to get our position. He returned saying some one else was figuring out where we were and meanwhile I shot out our first S. O. S."

"S. O. S.—steamship Carolina being sunk by German submarine." I sent it out a couple of times. Within two minutes Cape May station had picked us up and queried for location. But just then our German visitor (the submarine operator) butted in and says 'you don't use wireless—we don't shoot.' I could tell from the faintness of the vibrations that the Hun sender was geared to be heard not over half a mile away.

"On order then from my captain I replied that we were laying to."

"But I followed that by repeating the S. O. S. call.

"I forgot to say that the first shot went right across our bow. When I repeated the call for help the Huns sent over another which whizzed some distance over our top. A third went to the rear and the fourth and last fell short. It seemed as though it was designed to do so. I guess they intended only to scare us.

"By this time every one had rushed from the dining room and was trying to find shelter.

"I listened in again and caught repeated calls from Cape May and one from the Brooklyn navy yard asking where we were. I hadn't our bearing from below yet, but knew approximately where we were. Just when I was rigging up to give this Captain Barbour ordered 'no.'"

"I went out of the wireless room and watched the passengers and crew getting into the boats then went back to the operating room and tore up a secret navy code book which the Huns might have found useful. All other papers of any importance I tore up and put in a silver water picher and threw overboard.

"Then the captain came in and with I took to a boat—every one else had left."

After abandoning ship, survivors reaching here said some one in a lifeboat began whistling "The Star Spangled Banner" and it was taken up by those in the other boats—the men joining in the whistling and many of the women singing the words.

Burglar Observes 50-50 Ruling

A Council Buuffs grocery store was robbed of five sacks of wheat flour one Sunday night. The next night it was robbed of five sacks of corn meal. The grocer's explanation is that the burglar upon finding that he had disregarded the 50-50 rule was so conscience stricken that he could not rest until he had conformed to the Food Administrator's ruling that one pound of other cereals must be obtained with every pound of wheat flour.

Theodore Roosevelt was the most distinguished of the prodigal sons who returned to the fold of the Republican club in New York at a dinner Wednesday night. He swept through the crowded lobby shouting "hello" to the men who once turned his picture to the wall, while they cheered him rapturously. The dinner was in the nature of a reception to Will H. Hays, chairman of the republican national committee.

AMERICAN MARINES DRIVE BACK GERMAN MORE THAN 2 MILES

Soldiers of the Sea Occupy Important High Ground Northwest of Chateau Thierry—Machine Gun Had Made Shamble of the Village—Berlin Says "No Change."

Although the latest German official communication announces that the situation on the battle front is unchanged, there has been a change on one of the most important sectors in Picardy. And American marines were responsible for it.

Attacking on a front of about two and one-half miles in a fight that began Thursday with the break of dawn, the marines in four hours drove back the enemy over a distance of virtually two and one-quarter miles and occupied all the important high ground northwest of Chateau Thierry which village in a previous fight American machine gunners had turned into shambles by the accuracy of their aim as the Germans tried to wrest a bridge from them.

After a breathing space in Thursday's battle the Americans late in the afternoon returned to the fray and at last accounts had fighting was in progress for this important sector, which commands the Marne at that part of the front where the battle line swings eastward toward Rheims. The marines took 100 Germans prisoner in the early encounter, while the French troops on their left also gained an advantage over the enemy and made 16 of his men captives.

So hard pressed have the Germans been by the attacks of the Americans in the Chateau Thierry sector during the last few days that they have been compelled strongly to reinforce their front, using three divisions of picked troops in an attempt to hold back the men from overseas. Thus far, however, their efforts have been unavailing. The Americans could not be denied their objectives.

To the northwest around Venilly-La-Poterie, where recently the Americans have dealt the Germans several savage blows and captured portions of the terrain they were occupying the enemy now seems fearful on another onslaught and is deluging the region with shells. No infantry attack by either side has been reported, however.

It seems not improbable that the Germans soon are to ask the Americans to show their merit as fighters in a battle on the St. Mihiel sector, southeast of Verdun. American patrols report heavy movements of troop trains from the northwest passing westward behind the Toul sector in the direction of St. Mihiel.

The heavy attacks of the Germans along the front from Rheims to the northeast of Soissons are still at a halt, although sporadic offensives are being attempted at isolated points and bombardments of violence are being carried out on various sectors, especially in the region of Rheims. Everywhere that the Germans have essayed an attack it has met with sharp repulse. There seems to be no doubt that the allied line has been sufficiently strengthened to withstand the shock troops of the Germans and it is seemingly not beyond the realm of possibility that General Foch's armies soon will take the initiative into their own hands.

Admission has been made by the military correspondent of the Berlin Vossische Zeitung that the German offensive is spent and that the German armies cannot be expected to proceed at present against the newly strengthened allied lines.

In the Italian theatres there has been somewhat of an increase in the artillery and patrol encounters on the mountain front and on the lower reaches of the Piave river, but the expected attempt at an advance by the Austrians has not yet begun.

Still another vessel—this time a British steamer—has been sunk in American waters. The sinking occurred off the Virginia capes.

John Collins Writes That He Is Well And Happy.

(From the Waxhaw Enterprise.)

Mr. W. H. Collins has just received a letter from his son, Mr. John W. Collins of the army, stationed at Camp Doniphan, Fort Sill, Okla., in which he says: "I saw a little piece in the Waxhaw Enterprise which was certainly interesting. You can inform The Enterprise that I am still living and enjoying life to the full and believe I can lick any Hun that lives in Germany in a hand-to-hand fight." John was very much amused over the report that he was dead. In his letter he also said that in field day exercises his battery won six cups out of seven contests, and his baseball team had won three straight games out of a seven game series and thought they were good for at least two more of them. John says he expects to come home on furlough late in the summer or fall.

Liberty Loan workers have been asked by Secretary McAdoo to help make a success of National War Savings day, Friday, June 28. "I earnestly desire," said Mr. McAdoo in a letter to loan organizations, "that Liberty Loan workers shall render all assistance possible to war savings committees in this campaign. The more thoroughly the necessity for individual saving and economy is brought home to the people of the nation, the easier will be our work in future Liberty bond issues, the more quickly and adequately can the army and navy be equipped, and the more certain will be the future welfare and prosperity of our people."

PRESENCE OF SUBMARINES WON'T STOP FLOW OF MEN

Duty of the Navy Is to Keep the Road Open to France—This Duty Is Supreme And Will Be Accomplished, Declares Daniels—Raids Are Likely To Continue.

Germany's hope has been that submarine raids off the American coast would cause a partial withdrawal of American destroyers from duty in European waters. That hope is not going to be realized, for Secretary Daniels has pronounced the policy of the United States to be one of undiminished concentration of the transports of men, munitions and food, even if the coastwise trade must be slowed up for the introduction of a convoy system commensurate with American destroyer strength on this side of the Atlantic, declares David Lawrence, in his Washington correspondence to the Greensboro News.

"The great duty of the navy," he said, "is to keep the road open to France in order to send our men and supplies and food for the allies. This duty is supreme, and it must and will be accomplished at all hazards."

Just what precautions are being taken cannot be revealed. More than ever it is necessary to keep secret not only the sailings of American ships, but the specific measures taken to guard them, as the presence of submarines so close at hand may make it possible for wireless communication from undiscovered stations of short radius.

There is no panic or grave disturbance here over the submarine raids, no one, of course, can predict what depredations Germany may accomplish, but the general disposition of the navy men is to adopt every practicable course possible to thwart the enemy craft. But at the same time I cannot find any deep-seated conviction on the part of any navy officers that the German raids are of a serious character—at all events serious enough to affect the cause of the allies by retarding the flow of men or materials to France.

The long range gun did some damage, but the weapon did not measure up in military effectiveness to the alarm that it spread. And after all that is the least not only for new weapons of war but of new plans of campaign or tactics.

But while the raids undoubtedly will continue from time to time and we will suffer occasional losses, there is a good deal more speculation here as to the why and wherefore of the German submarine campaign at this particular time than as to the possible injury that can be done our shipping. For, as to the latter point, supreme confidence prevails in the navy's ability to cope with the situation before long.

But why did Germany suddenly send her submarines across, after a whole year of war with the United States? Our navy officials expected it much earlier. They expected it in the first few months of war. They had to make their decision then as to whether they would send the bulk of the destroyer strength across the ocean or attempt to patrol our long coast line. At the "neck of the bottle," they concluded, was the place to use our navy and protect our coastwise shipping by such measures as could be devised when the emergency arose. For just as Germany could not afford to detach too many submarines for service on such a long coast, the United States could not afford to keep her splendid destroyers from the zones where the submarines were doing most damage.

Germany, it was reasoned, could not detach many undersea craft, and even today it is the estimate of competent navy observers that Germany has released not more than two and possibly three submarines in all for raiding purposes. Sailing craft will suffer for a time until more submarine destroyers and patrols can be brought into play.

Germany's motives are always puzzling, but it is generally believed here that men like Count von Bernstorff, Dr. Dernburg and others who had resided in America were responsible for the long period of abstinence on the part of the German submarines.

Germany has confidently expected America to move slowly in war preparation, and has tried to make us slacken our efforts by various devices, including a propaganda to the effect that peace was near at hand and therefore American manufacturers should not invest too heavily in war contracts. For a whole year Germany has not bestirred herself particularly against America, and reports from the western front even indicate a tendency to fraternize, all of which is part of the propaganda to prevent feeling over the war to become so intense as to arouse America to go to extremes in war preparations.

The careful handling of some of the survivors, the failure, for instance, to shell open boats, as is so often the case in European waters, is looked upon as part of the same German effort to do as little as possible to stir America.

The judgment of most of the men in the government with whom I have talked seems to be that Germany is in reality preparing for a peace drive, that she realizes how futile has been her effort to cause the allies to give up because of reverses on the western front, and that she hopes to spread a feeling of discouragement and war weariness in America by the spectacular attack on coastwise shipping, an attack she knows well will be well advertised throughout Amer-

NEW DRAFT OF 200,000 IS ORDERED FOR JUNE 28

While Million Young Men Were Registering Wednesday Order Went to Governors—Wednesday's Registration Expected to Produce 750,000 for Duty.

Washington, June 5.—While a million young Americans just turned 21 were registering today for service in the war for world freedom, orders went out from the office of Provost Marshal General Crowder to the governors of all states except Arizona, for the mobilization between June 24 and 28 of 200,000 more registrants. This brings the total number of selective service men called to the colors to 1,596,704 and when they are in camp the nation's army will number well over 2,000,000 men.

The registration today apparently was attended by the perfect order that marked the enrolling a year ago of 10,000 men men who from the great reservation upon which the balance of power on the western front to crush the German war machine.

The men who appeared today before the 4,500 local boards over the country have become of age since the first registration day, June 5, 1917. Military authorities estimate that from their number there will be had 750,000 men fit for active duty.

While an act of Congress requires that the new registrants be placed at the bottom of the class to which they are assigned, many of them may soon be called to the colors as today's requisition upon governors probably will exhaust the first class in some states. While no formal explanation was made this was believed to have been the reason why Arizona was not included in today's call.

Results of the second registration will not be known until tomorrow. General Crowder has requested the adjutant general of each state to telegraph then a comprehensive summary of the result, giving the total registration, the proportion of the number that had been expected to enroll, reasons obtained for any difference between the figures, and the nature of any untoward occurrence attending the registration.

Registration days for men hereafter becoming 21 years of age probably will be fixed every three months. It is estimated that 1,000,000 men become of age yearly and the new registrants are expected to go far toward keeping up the first class in each state from which thus far all men for the national army have been drawn.

Assignments for the men called to the colors under today's order indicate the rapidity with which troops now are moving overseas. In nearly every instance the registrants under today's requisition are assigned to national army cantonments, whereas, recently when calls were made it was necessary to send the men to national guard, regular army and other camps because the cantonments were filled.

No Panic! Fight It Out!

(From the New York Herald.)

Two reasons of policy may have moved the German command to send submarines to ply upon our coast, thousands of miles from their base. They may have looked for a slovenly guard and easy prey. They have planned to cow the American spirit, as they hoped to do in 1916 by sending the U-53.

There is also a reason of desperation: Our swiftly ferried armies do not more menace Germany by land than our naval forces on the coast of Europe harry her submarines and make cruiser raids hopeless. No transport under American guard has yet been sunk with loss of life upon an eastward course. Submarines planning to attack troop-ships here would hardly have advertised their presence by assailing small merchantmen.

As raids on London are made to frighten the people into demanding that airplanes be held from the front for their protection, the submarine raids on our shores may have added motive the hope that panic will prompt us to demand the withdrawal of naval forces from the other side.

Set all these down as blunders of Berlin. What we have we shall watch. Where we fight we shall win. We did not enter the war expecting to remain immune to suffering and sacrifice; and to us the game of bluff is old. Whatever havoc the Tirpitz sharks can contrive, the ships shall go, the guns and stores shall reach their haven, the lines shall be manned.

And our navy is big enough and strong enough to protect our shores without withdrawing ships form useful service on the other side. There is no occasion for panic. By land and sea, America will fight it out.

ica in a way out of all proportion to the actual military loss.

But the German psychological strategists, if they have any such plan in mind, are doomed to fail. The submarine attacks on our coast may not have driven all Washington into a state of panic and apprehension, but they have helped, as indeed did the German drive itself, to speed up everywhere along the line and convince officials high and low that America must make her maximum effort every day as this is the decisive year of the war, decisive particularly in the sense that Germany's greatest power will have been thrust into the conflict and will not have broken the determination of the allies to see it through to a final triumph.