

THE CLIMAX NOT YET

Though Allies Claim the Germans Are Slowly Yielding

BOTH ARMIES IN EXHAUSTED STATE

Much Depends Upon the Strength of Reinforcements Received by the Opposing Armies—Third Big Battle is Raging Between Austrians and Russians

London, Sept. 22.—All eyes are fixed on the western section of the battle lines in France, where the allies are expected to descend on the German right, already bending back under constant pressure. If the positions beyond the Aisne are again carried it is believed the whole German front will be endangered. German reinforcements have beaten their opponents in race to the fighting zone, according to Berlin reports and General Von Kluck has been delivering a rapid series of Hussar strokes, in effort to stem the enveloping movement of the allies around St. Quentin.

The ten days of furiously contested struggle have left both armies in such position that neither can claim any definite advantage and result must depend largely upon reinforcements. The Germans are thrusting persistently at the allies center, while the French and British troops are working around the German flank. Day by day the allies line appears to gain slowly on both flanks, though the center is stationary.

In Galicia the Russians and Austrians, numbering two million fighting men, are engaged in a third great battle, involving the whole line from Przemyśl to Cracow. Details are meagre of the preliminary skirmishing.

FRENCH OFFICIAL ANNOUNCEMENT

Paris, Sept. 22.—An official announcement today says: "Along the entire front, from Oise to the Woivre rivers, the Germans manifested yesterday certain activity without appreciable results. On our left the Germans were obliged to yield ground. Between Oise and Aisne the situation is unchanged. The enemy has not delivered any serious attacks, contenting himself with cannonading. On the center, between Rheims and Souain, the enemy attempted the offensive, but were repulsed and we made some progress. Between Aisne and Meuse there is no change. In the Woivre district the enemy made a violent effort, attacking the heights of Meuse without success. On our right, in Lorraine, the enemy has again passed the frontier in several small columns. Donestre, to the south of Blamont, has been reoccupied by the enemy."

The statement adds that twenty automobiles and many prisoners were captured and of Galician situation says the Russian artillery is bombarding Jorosky.

Paris, Sept. 22.—The limit of hush along the Sambre, from Maubeuge to Namur and also along the hundred-mile battle front of the opposing forces along the Aisne, after seven days of continuous fighting, night and day. This is shown by diminishing in the intensity of the struggle in front of Rheims. At Craonne alone yesterday was the fighting of hand-to-hand nature, the Germans leaving their attack elsewhere to Brummers, as the huge mortars with which they have battered Rheims are termed. The great projectiles of these guns are five and six feet in length and were rained upon the town and its seven hundred-year-old Cathedral, but are said to have had little effect beyond damage to buildings. Official announcements indicate that the allies are slowly gaining ground at points where danger is greatest to the Germans. The advance west of Noyon threatens an envelopment of the German right, while gains made between Rheims and Argonne threaten their line of retreat. Experts believe these advances are due to the greater exhaustion of the invaders, while the allies are bringing up fresh men to renew the assault.

The Germans are fortifying fever-

(Continued on Page Three.)

THREE BRITISH CRUISERS SUNK.

London, Sept. 22.—The British cruisers Aboukir, Hogue and Cressy, were sunk by submarines in the North Sea, according to official announcement. The casualties are unknown, but it is reported that many were saved. The Aboukir was torpedoed first and the others were coming to save the crew when also torpedoed. The cruisers were of the 12,000-ton class.

AMERICAN PHOTOGRAPHERS AT LOUVAIN WITH GERMAN GUARD



GERMAN CRUISER'S DARING WORK

Capetown, South Africa, Sept. 22.—Details of the disabling of the British cruiser Pegasus, in Zanzibar harbor, by the German cruiser, Königsberg, available here say the German ship entered the harbor at full speed Sunday, disabling the patrol boat and opening accurate fire on the Pegasus, at 9,000 yards, closing in to 7,000. The guns of the Pegasus were silenced in

fifteen minutes and her flag shot away twice, but were replaced by marines. The Königsberg continued her fire for fifteen minutes. After the Pegasus was silenced the German ship then steamed away, apparently uninjured. The Pegasus was littered with dead and wounded about her guns and listed from the damage inflicted along the waterline.

These men are permitted to take only the pictures that the Germans in the car approve. After the pictures are taken they are immediately developed and passed on to a German officer for his approval. The many excellent war pictures that have been received from these men, however, give mute evidence that there are frequent picture-taking excursions when the German guard has no part in the party.

CALLED TO DEAL WITH IT

Board of Agriculture to Meet On Cotton Situation.

OCT. 1ST. THE DATE

Governor Calls Off Special Term of Court For Pender County, Because Nearly All Prisoners Have Escaped.

Special to The Dispatch.

Raleigh, N. C., Sept. 22.—Commissioner Graham today issued a call for the Board of Agriculture to meet here October 1st to consider the cotton situation. Major Graham said the department had given the farmers the benefit of its men and did not see what more could be done.

BERLIN CONFIRMS SINKING OF SHIP

Berlin, Sept. 22.—The sinking of the German armed merchantman Trafalgar, by the British converted cruiser Carmania, is confirmed in an official statement. The crew of the Trafalgar were saved by the German steamer, Elenore Woerman.

POPE SENDS PROTEST TO THE KAISER

London, Sept. 22.—A Rome dispatch says the Pope has telegraphed Emperor Wilhelm a protest against the destruction of the Cathedral at Rheims.

SUFFRAGETTES JOIN IN "BUY A BALE"

New York, Sept. 22.—The National American Woman Suffrage Association broke all precedents in its history today by joining officially the "Buy-a-Bale" movement which is spreading over the country. Dr. Anna Howard Shaw, president of the association, authorized Mrs. Stanley McCormick, treasurer, to invest in Southern cotton the fund known as the "Anna Howard Shaw fund," a small reserve fund amounting to \$704 which has heretofore been held subject to call. Dr. Shaw, who is an interested student of Southern problems, instructed the treasurer of the association to invest this fund in 14 bales of cotton at ten cents a pound.

"It is Dr. Shaw's idea," said Mrs. Stanley McCormick, "that this money, instead of lying idle in the bank, should be put out where it can do a little public-spirited service. It is a very modest sum, of course, but I am sure it will prove to be at least an earnest effort of our good will toward the South where we have so many gallant friends."

Mrs. McCormick added that the fund would be divided up among the 14 Southern State associations.

"Each state president," she said, "will receive in a day or so a check for \$50. She will be authorized to go into the open market and buy a bale of cotton at ten cents a pound. She can leave it in the warehouse if she likes, or she can take it to the State suffrage headquarters and give it a place of honor on the platform. The point simply is that the National authorizes her, as trustee, to do her share in a perfectly disinterested way in a matter which we know is deeply engaging the attention of men and women in the South."

The treasurer concluded with the statement that so far as she knew the suffragists were prepared to stick to their investment until things had eased up in the South and cotton had come back to its normal figure.

Relief Ship Delayed by Fog.

Falmouth, England Sept. 22.—Admiral Aaron, who will command the American relief ship, Red Cross, received a wireless today saying the ship was delayed in a fog and would arrive here Wednesday night.

See the Tide Water Power Company's statement on page Seven.—Advertisement.

THE WAR REVENUE BILL REPORTED TO HOUSE TODAY

Tentative Agreement to Vote On Measure Friday.

A SPECIAL RULE

Reported to Force Prompt Consideration—Republicans Are Against the Bill.

Washington, Sept. 22.—The war revenue bill was formally reported by the House Ways and Means Committee today, all Democrats voting in favor of it and Republicans against it. The Rules Committee has arranged a special rule for its prompt consideration tomorrow. A tentative agreement has been reached to vote at 4 p. m. Friday.

SHELLS STRUCK

RED CROSS HOSPITAL

Paris, Sept. 22.—Madame Pau, who heads the women's ambulance corps, reporting the bombardment of Etain, Department of the Meuse, by the Germans, says the first shell struck a Red Cross flag on a hospital and a fragment of shell shattered a basin beside a doctor about to perform a serious operation. The doctor took the patient to the other wing of the building but the shells fell so fast he was finally forced to abandon the structure, carrying out the German wounded under fire.

TROOPS STILL ON THE MOVE

Less Secrecy Now About Despatch of Soldiers From Southampton

ARE EASILY HANDLED

Facilities Such as to Make Movement Without a Hitch—Scores of Hospital Cars.

Southampton, Sept. 22.—The despatch of troops from Southampton continues, but the movements are now kept less secret than during the passage of the first expeditionary forces. The record then made provided an excellent test of the facilities here for handling such a great movement of troops.

Although the Expeditionary Forces was despatched from several points, Southampton handled the bulk of the 150,000 to 200,000 men who were sent to the continent during the week's time. The docks at this place afford more than one and a half miles of water front, with railway lines so close to the ships' docks that it is but a moment's work to transfer trainloads of men, horses, and equipment from the railway to the steamships. The precision with which the transfer was made was so marked that an entire train frequently unloaded in three minutes, and it was not uncommon for twenty trains to enter the docks and complete their task of unloading within a single hour.

The plan had been worked out by the War Office two years before. The small cars used for transporting horses accommodating only seven or eight animals, proved a great factor in the speedy transfers. Each horse had a separate compartment, and the sides of the cars dropped down in such a manner that the animals stepped out without the slightest confusion. Some Americans who witnessed this movement remarked that the cars were far more practical for this sort of work than the large freight cars used in America, into which a number of horses were crowded.

Scores of hospital cars still line the dock tracks here ready for the reception of sick and injured returning from the continent. Red Cross signs are displayed and surgeons and nurses are in the cars with everything ready for the wounded. The hospital trains are made up of converted passenger

MUST EXPLAIN OR STATION WILL HAVE TO CLOSE

Secretary Daniels Gives Marconi Company Until Tomorrow

NO REPLY AS YET

Government Wants to Know Why a Neutral Station Transmitted Messages to British Cruiser.

Washington, Sept. 22.—Secretary of the Navy Daniels has announced he would give the Marconi Company until tomorrow to comply with his demand that the Siasconset station's action, in receiving and forwarding messages from a British cruiser regarding supplies be explained. No reply has thus far been received, although the Secretary said he would close the station if the unneutral message is not explained.

FORMS SOLID

WALL OF WARSHIPS

London, Sept. 22.—A "solid wall of warships" is thrown across the northern part of the North Sea, according to the captain of a British trawler who has just arrived from Iceland. The skipper said it was "absolutely impossible for any foe to break through undetected", so constant and thorough was the patrol to the north. It was his own experience to be halted and searched and after being released his boat was followed by the torpedo-boats until it reached its destination.

The thoroughness of the patrol was further testified to by another North Sea skipper. His trawler was lying along shore, when shortly after midnight it suddenly found itself hemmed in by a huge black object which proved to be a British cruiser. Its officers seemed to have had cat's eyes. From the dark a voice demanded to know the identity of the trawler. It was promptly shouted back.

"The name is quite correct, sir—came another mysterious voice astern of us," said the skipper. "A submarine had crept up behind us and read our name. Although all of our crew had come on deck to see what was happening, not one of them had seen the submarine appear. The whole episode only occupied a few minutes and the cruiser, after wishing us 'Good Morning', and plenty of fishing, disappeared in the darkness."

ENGLAND DENIES SEIZED FUNDS

Washington, Sept. 22.—An official message to the British embassy denies the reports that England had seized funds of the Egyptian Dette Publique and funds in the National banks, issuing notes instead and transferring the cash to London.

STEAMER SUNK; LIKELY HIT MINE

Trebizond, Asia Minor, Sept. 22.—The British steamer, Belgian King, was sunk near Cape Kurell yesterday and twenty perished. It is believed the steamer struck a mine. A Russian steamer saved the remainder of the 120 aboard.

See the Tide Water Power Company's statement on page Seven.—Advertisement.

A swell comedy, "She Gave Him a Rose," at the Grand Theatre today.—Advertisement.

FILIBUSTER WINS ITS LONG FIGHT

Washington, Sept. 22.—The new rivers and harbors bill, appropriating twenty millions for continuing the projects under way, was reported to the Senate today and probably will pass soon, completing victory of a three-month filibuster by Senator Burton and others against a \$53,000,000 measure.

See the Tide Water Power Company's statement on page Seven.—Advertisement.

"Farmer Rodney's Daughter" is a strong dramatic picture at the Grand Theatre today.—Advertisement.

coaches and sleeping cars. All have the small compartments common to English railway coaches with doors opening at the sides. Litters are provided which will enter these small side doors and consequently it is much easier to place the seriously injured in berths than it would be if it were necessary to carry them through the end doors common to American sleeping cars and along narrow aisles or hallways.

Baggage cars have also been converted into hospital cars where patients can be placed who need attention of a sort which can be rendered more satisfactorily in a roomy car than in a small compartment.