

THE WILMINGTON DISPATCH

FULL LEASED WIRE SERVICE

FINAL EDITION

WEATHER FORECAST. North Carolina—Rain tonight. Tuesday, fair and colder in west and central portions. South Carolina—Rain tonight. Tuesday, fair and colder.

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WILMINGTON, NORTH CAROLINA, MONDAY AFTERNOON, FEBRUARY 19, 1917.

PRICE FIVE CENTS.

THOUSANDS OF SPIES IN COUNTRY SAYS SENATOR OVERMAN

North Carolina Junior Senator Insists On Drastic Laws for Protection

ANSWERS OBJECTION OF SENATOR CUMMINS

Declares Such Laws Necessary to Protect Naval Stations and Submarine Bases—First Cummins Amendment Goes Down In Defeat.

(By Associated Press.) Washington, Feb. 19.—Opposing amendments by Senator Cummins to temper some of the stringent provisions of the espionage bill, pending in the Senate, Senator Overman of North Carolina, today declared he had learned there were 100,000 spies in the United States and that it was absolutely essential that drastic laws be enacted to protect naval stations, submarine bases and other National possessions.

Senator Fall, Republican, of N. M., argued for stringent laws and declared that the government of the United States was on trial for efficiency to perpetuate itself.

Senator Cummins' first amendment, to modify the first section of the bill, was rejected.

COMPLAINT OF RICE GROWERS SUSTAINED

(By The Associated Press.) Washington, Feb. 19.—Complaint of the Southern Rice Growers' Association that the railroads in Texas and New Mexico and the other Spanish drawing milling in transit arrangements which were maintained by them from December, 1912, to September 1914, was sustained today by the Interstate Commerce Commission.

The restoration of such arrangements was ordered. A two cent milling in transit charge was found by the commission to be reasonable.

SAW SUBMARINE SINK TWO BRITISH STEAMERS

(By Associated Press.) London, Feb. 19.—Captain Jacobson, of the Norwegian ship Thor II, who with his wife and daughter, were taken aboard a German submarine after the sinking of his vessel two weeks ago, arrived at Copenhagen today, says a dispatch from the Danish capital to the Exchange Telegraph Company. The captain and his family spent eight days on the submarine and it is that time the U-boat sank two British steamers and a trawler. One of the steamers, according to the captain, was loaded with ammunition and as it was sunk without warning the explosion was so sudden and violent that the submarine was severely damaged and forced to return to port.

DRASTIC RULES TO GOVERN IMPORTS

Bonar Law Announced Such Today But Particulars Not United Thursday

(By The Associated Press.) London, Feb. 19.—Andrew Bonar Law, chancellor of the exchequer, stated in the House of Commons today that the British government had decided upon very drastic restrictions on imports. The new measures, he added, would affect the allies of Great Britain and the British dominions. A statement regarding the steps to be taken, he said, would be made Thursday. This statement was to have been made by Premier Lloyd-George today, but the delivery of his speech was postponed because of unexpected delay in the completion of necessary negotiations with the dominions, and allied and neutral countries.

CHICAGO NATIONALS READY TO TRAIN

(By The Associated Press.) Chicago, Feb. 19.—Twenty-four members of the Chicago Nationals reported here today to Manager Mitchell. The players will get away on the training trip to Pasadena, Cuba, tomorrow. President Weewhman expects that every member of the club will have signed before tomorrow. Pitcher Weewhman, regarded as a hold-out, advised that he would board the special train at Kansas City.

PROJECTILE CONTRACTS GIVEN AGAIN TODAY

(By The Associated Press.) Washington, Feb. 19.—Contracts for heavy projectiles which had been let to Hadfields Limited, an English concern, were today given to the Midvale Steel Company, the Washington Steel and Ordnance Company, and the Crucible Steel Company.

SENATE DEBATES A BILL TO REGULATE JUNK DEALERS

Holderness Says He Was Told Wilmington Dealers A Questionable Lot

NEW MACHINERY ACT INTRODUCED TODAY

Would Allow Towns Operate Under New Constitutional Amendment—House Held No Morning Session

(Special to The Dispatch.) Raleigh, N. C., Feb. 19.—The Monday session of the Senate largely concerned itself with junk. This is said advisedly, in spite of the fact that many local, semi-public and public bills were passed, and at least one measure of great State-wide importance was introduced, for the day of the day, and the Senate must always have its debate. It was on a bill providing that the records of junk dealers should be complete as to each purchase of copper, brass, lead, zinc, rubber and leather belting.

As the bill came up it provided for a record of every purchase, but a majority thought that scrap iron might be eliminated. Senators from Robeson, Caldwell, Randolph, Buncombe, Anson and Davidson secured the exemption of their counties. In this connection it seems that Thompson, of Davidson, must have bought some junk in time, for his first motion of the session was one to table the bill. Some comparison of the character of the junk dealers of Buncombe and New Hanover counties was made. Jones, of Buncombe, said Asheville dealers were about all that they should be, while Holderness, of Edgecombe, quoted Wilmington people as having told him their junkers were a questionable lot.

Brenizer, of Mecklenburg, introduced a machinery act for the cities and towns of the State to conduct their affairs under the operation of the new constitutional amendments, which prohibit local legislation by the General Assembly.

The House was not in session until 2:30 o'clock.

SHIP IN PORT WITH NEW SMOKE DEVICE

(By The Associated Press.) Baltimore, Feb. 19.—The Donalson Line freighter Lakonia, of Glasgow provided with the new smoke device of the British admiralty to render shipping immune from submarine attacks, arrived here yesterday. The ship also carries a three-inch gun mounted astern. According to one of the ships gunners today the new device, perfected by British chemists, and scientists, can generate enough smoke in several minutes to mask a vessel from the enemy's view for several hours. The Lakonia encountered no enemy craft on the trip to this port.

NO MORE NEWS OF SHIPS IN THE CANAL

(By The Associated Press.) Panama, Feb. 19.—The canal authorities today ceased the publication of information concerning movements of traffic through the canal.

ROADS GIVE MORE TIME FOR CARS

Order as to Empty Coal Cars Has Been Postponed to March 15th.

(By The Associated Press.) Washington, Feb. 19.—The Interstate Commerce Commission postponed from February 21 to March 15 the operation of its recent order requiring railroads, to return under \$5,000 penalty, empty coal cars to connecting lines.

The order, adopted as a measure to relieve congestion after the railroads had unsuccessfully sought to do so by their own rules, was regarded as the forerunner of other similar orders to be applied to all classes of freight cars. Recent action of the railroads, however, in agreeing to return as speedily as possible all empty cars on their lines, it is understood, impelled the commission to postpone the effective date of its order so that the railroads might have a further opportunity to relieve congestion by their own methods.

"BOY PLUNGER" CLEANS UP ON "LEAK"



JESSE LIVERMORE

New York, Feb. 19.—New details brought to light in the Congressional investigation of the "leak" which is supposed to have come from the White House on the German peace note, developed during the last days of the hearing. Jesse Livermore, once known in Wall Street as "The Boy Plunger," testified that he had made a clean million dollars on the day in question. From testimony introduced at the hearing it was evident that Livermore had advance information on the contents of the note.

KING REX GIVEN KEYS TO NEW ORLEANS

(By Associated Press.) New Orleans, Feb. 19.—Rex, king of the Mardi Gras Carnival, arrived from his mythical retreat this afternoon and was given the keys to the city. The royal yacht was escorted by the river by a large fleet of all sorts of craft, including several warships. Several pageants and balls tomorrow and promiscuous masking on the streets in the day, will end the 1917 carnival.

WOULD HURRY AND TURN CLOCK FORWARD

(By Associated Press.) New York, Feb. 19.—Marcus M. Marks, president of the National Daylight Saving Association announced today he had written to President Wilson urging him to expedite for passage the Gallinger-Borland bill, now in the hands of committees, providing for turning the clock forward one hour during the summer months.

FIVE SHIPS FROM THE DANGER ZONE

Reached New York Today and Big Standard Oil Steamer Left For Europe

(By The Associated Press.) New York, Feb. 19.—Five steamships from war zone ports arrived here today. The British steamers Folla, from Bristol, and the Sebastian, from Rouen, both left after Germany's new submarine campaign commenced. The Folla, a Cunard freighter, came by way of Halifax. The other arrivals were the Belgian steamer Escout, from Cardiff; French steamer Guyane, from Bordeaux, and the Dutch steamer Noordwyk, from Rotterdam.

The Standard Oil tanker Wico sailed from here today for an unnamed European port, the first vessel of the Standard Oil fleet to leave an American port since the U-boat campaign was inaugurated. The Wico was not armed.

Soon after the German restrictions were announced the Standard Oil Company recalled by wireless all its vessels then at sea bound for the war zone.

The American freight steamer, Borinquen, reported two weeks overdue at Boston from Fowey, England, has been sighted off Bermuda in tow of a Dutch steamship, according to cable advices received here today by the owner, the Garland Steamship Company.

The Borinquen was last reported leaving Fayal, the Azores, on January 22. Just prior to that she had been stopped by a U-boat and ordered to rescue the survivors of a destroyed ship. She carried these men into Fayal.

The Dalmata was a vessel of 1,773 tons gross, 245 feet long and built at Port Glasgow in 1902.

The Mar Adriatico was 3,410 tons gross, 295 feet long and built in 1895 at Sunderland.

The American liner Philadelphia, which left Liverpool February 14, for New York, with passengers, reported her position by wireless as 1,235 miles east of New York at 10 a. m. She is expected to dock Thursday.

ZEPPELIN RAIDS ON LONDON NOT WORTH WHILE

Air Attacks on English Metropolis Declared to Be Unprofitable

ONLY OF BENEFIT IN ONE RESPECT

Serve to Keep Guns and Aeroplanes at Home, So Will Not be Entirely Abandoned

(By Associated Press.) Genen, Feb. 19.—(From a Correspondent of the Associated Press.)—The Zeppelin campaign against London has been found to be unprofitable. The cessation of German air attacks on the British metropolis after the latest appearance of the big dirigibles over the city last fall has been due, not to fortuitous circumstances, but to the deliberate determination of the German leaders to abandon these attacks, as has long been done in the case of Paris.

The correspondent, who was then in Berlin, was informed from a trustworthy source a few days after the final London raid of the decision to send no more Zeppelins and sister ships of the Schuettelanz type against London.

Air raids against England, the correspondent was told, would not be entirely abandoned. They were considered to be of great service in holding at home guns, airplanes and men of the British aerial defense, which otherwise would be freed for service in France, but in the future the attacks would be directed against the provinces instead of London. The next and final expedition of the year, on November 27, was directed against the Midlands counties, in accordance with this prophecy and resulted in the loss of two Zeppelins.

The predominant reason for the decision to discontinue attacks on London probably is the increasing strength and efficiency of the air defenses of the city, but the effect of raids on neutral opinion, in view of the contemplated peace overtures, may also have been a factor.

It may be interesting in this connection to record a bit of unwritten history of the war.

In the early days of the conflict, when the air raids were just beginning, President Wilson caused to be conveyed to Emperor William and the German government a personal and unofficial message which set forth that airships and airplane raids upon populous cities were looked on with disfavor by the American people and contributed largely to stirring up anti-German feeling in the United States.

In view of this, the wisdom of their discontinuance was suggested. The message did not fall entirely on deaf ears, but the views of the military party prevailed and the air attacks, then the only German means of bringing home the realities of war to the people within the British Isles, continued.

Later they ceased for a time, to the displeasure of an element which openly accused Chancellor von Bethmann-Hollweg of sheathing his weapon in defense of neutral opinion. This element was appeased but little by Count Zeppelin's published letter to the Chancellor wherein the Count disavowed responsibility for this accusation. The raids were resumed with the object of tying up within the islands and eliminating from the Somme offensive as large a number of anti-airship guns, airplanes, searchlights and men to equip them as possible.

Aside from this service which is of considerable military value, the role of the Zeppelins in land warfare is now regarded in expert circles in Germany as decidedly secondary to their great value as scouting agents for operations of the fleet.

"The people here are decidedly with our movement. We occupied the public offices which are running smoothly and satisfactorily. Tranquillity general. Have guaranteed national and foreign interests with the assistance of the more sedate element of these populations for the triumph of our cause of peace and right against the actions of an arbitrary government."

TWO BRITISH STEAMERS SUNK

(By The Associated Press.) London, Feb. 19.—The British steamer Iolo, of 3,903 gross, has been sunk, Lloyds announced today.

The British steamship Oke-ment, 4,339 tons gross, also has been sunk, Lloyds announced.

Eleven men of the crew of the British steamer Romsadlen, reported sunk yesterday, are missing, Lloyds said today, but later in the day the Central News said the men had been landed.

RICHARD D. KATHRENS.



RICHARD D. KATHRENS

Rich D. Kathrens, of Kansas City, is known as one of the most virile writers in the West. Some time ago he created quite a sensation by writing an article on "Let's Civilize Marriage Laws."

He is deeply interested in the Chinese problem and in speeding of the questions involved says: "Measured by a military yardstick, China seems to be somewhat outclassed by her Christian rivals, but let's have another look at China: Its statesmen and scholars have ever stood at the forefront with the greatest of the earth. Much of our Western wisdom is but the borrowed and revamped learning of old China. Our much preached, but little practiced, Golden Rule—the very soul of our moral life—came to use from Confucian sources.

"And take another look at China, my munition-boosting friends; let me point you a perspective of this wonderful nation that evidently has never come within the range of your observation. For more than 4,000 years China has preserved her geographical integrity practically unchanged, and without a gun! And, mark you, the only thing now menacing China's territory is the attitude of certain Christian exploiters (not Japanese) who look upon these unfeeling yellow millions with about the same brotherly concern that inflames the savage heart of a chop-lapping wolf in the presence of an unprotected sheep fold.

LET DOWN COMES IN WAR THEATRE

Activity in Various Fields Seems Have Temporarily Subsided—Another Steamer Sunk

The activity in various war theatres reflected in the bulletins of the war offices during the last few days has subsided temporarily. None of the official statements indicates any really severe fighting during the last 24 hours. Operations along all the fronts have been confined to reconnoitering, artillery and aviation activities.

The current Paris official statement contains one item possibly forecasting a renewal of operations by the Zeppelins with the coming of more favorable weather. One of these airships flew over the French coast on Saturday night, proceeding as far as Boulogne, near the entrance to the English channel. The bombs which it dropped did no damage, the French report declares.

Shipping agency reports today added one more steamer to the list of merchant vessels sunk as a result of the German blockade measures. The steamer was the British Iola of 3,903 tons. Eleven men from the British steamer Romsadlen, which was on yesterday's list of shipping destroyed, are today reported missing.

A COUPLE OUT OF GOTHAM GO DOWN

One a Norwegian and Other Spanish, But No Americans Were On Aboard

(By The Associated Press.) New York, Feb. 19.—Two steamships out of New York under charter to the Kerr Steamship Company, one Norwegian and the other Spanish, have been sunk in the submarine zone, according to advices received by the company today. They were the Dalmata, Norwegian, January 24th for Havre, and the Mar Adriatico, Spanish, January 16 for Bordeaux.

The Dalmata was sunk February 9, and the Mar Adriatico February 11. The latter arrived at London on February 2 and was probably proceeding for Bordeaux when sunk. Officials of the Kerr Steamship Company said they did not believe either vessel had Americans aboard.

UNCLE SAM AWAITS BUT ALERT TO TAKE DECISIVE ACTION

FRENCH LINER GAVE BATTLE WHEN A SUB. ATTACKED.

Steamer and Undersea Boat Had Fight for Forty-five Minutes at Sea

LATTER HIT AND PROBABLY DESTROYED

Master of the Guyane Makes New York With Tale of Thrilling Experience

(By The Associated Press.) New York, Feb. 19.—In a forty-minute battle between a German U-boat and the French Line steamship Guyane, off the coast of France, on January 22, the submarine was sunk, according to officers of the freighter, which arrived here today from Bordeaux.

The Guyane was one day out of port. At 3:30 p. m. Captain Rousselet said, the U-boat was sighted some distance to port and apparently endeavoring to cross the freighter's bow in order to stop her. The submarine fired a shot which fell short and the Guyane then turned sharply to starboard, so that her big 65-millimetre gun, mounted at the stern, could be trained on the approaching vessel.

The submarine fired a second shot, which fell considerably short and a third, which struck the water close by the freighter. Meanwhile the Guyane's gunner had some one miss, which failed to hit, but struck very near its mark. A second shot from the Guyane, Captain Rousselet said, hit the U-boat squarely and the underwater boat was seen to collapse.

During the next thirty minutes the German craft seemed to be struggling for existence. No one appeared on the deck and no further attempt to shell the freighter was made and the Guyane refrained from firing any more shots. At the end of the half hour the submarine disappeared. The freighter's officers said they had no doubt but that the U-boat was lost.

The Guyane, a steel vessel of 2,068 tons net, carried 37 men. There were no Americans aboard. She brought a general cargo of about 1,000 tons.

Names New Rear Admirals.

Washington, Feb. 19.—Captains Henry Knapp and William L. Rogers were nominated today by President Wilson to be rear admirals.

ALL WILL BE HOME IN EIGHT WEEKS

Gen. Funston Makes Known Plans for Moving Guardsmen From Border

(By Associated Press.) San Antonio, Texas, Feb. 19.—The general plan to be followed in sending all National Guard organizations home from the border for muster out, in accordance with War Department instructions, was announced by General Funston today. The 50,000 troops to be moved have been divided into two contingents, each including approximately 25,000 men, and units embraced in the first contingent have been arranged in four groups.

It is estimated that four weeks will be required for the movement of these four groups. It is expected to dispatch each group at an interval of one week. Then the home-going of troops in the second contingent will be commenced.

To Start Going Next Week

San Antonio, Texas, February 19.—Organizations placed in the first group of the first contingent will begin departing within the next few days, according to headquarters. The fourth Illinois Infantry at Camp Wilson probably will inaugurate the movement by leaving for Fort Sheridan February 22.

The first group includes the following organizations: Third district of Columbia Infantry, Troops A, cavalry and battery A, field artillery second Florida Infantry, first battalion Georgia Field Artillery, second North Carolina Infantry and Brigade headquarters, second South Carolina Infantry.

The second group includes: Third North Carolina Infantry; Ambulance Company No. 1, Field Hospital No. 1 and troops A, and B, cavalry; first and third Tennessee infantry; first battalion and battery D, Virginia field artillery.

Submarine Campaign Slackens But Expected Break Forth Again Soon

YARROWDALE PRIS. SOON BE RELEASED

Administration Perplexed Over Austria's Attitude—What Would Be Central Powers Position if Merchants Ships Were Armed Not Known.

(By Associated Press.) Washington, Feb. 19.—The submarine situation seemed at a standstill today, with the government apparently closely watching developments, steadily preparing itself for eventualities, and adhering to its plans for taking action to protect American rights when the moment arrives.

The slackening of the ruthless campaign in the last three or four days is regarded as reducing the chance of an attack on an American ship or loss of American lives, but with the coming of warmer weather it is expected to increase in intensity.

There was no further indication today of the President's plans for going before Congress to ask for additional authority.

Through the Spanish embassy, the State Department has been informed, that the American sailors taken as prisoners in Germany on the prize steamer Yarrowdale "would be released shortly."

The State Department, through the Swiss minister, forwarded to Berlin Saturday a request for their immediate release. A previous message inquired as to the reason for keeping the men prisoners and insisting upon their detention. Because of the slow and uncertain communication between Washington and Berlin, State Department officials were unable to decide whether today's dispatches were in answer to its last request or the previous one. State Department officials are watching the situation with some impatience.

Austria's real attitude perplexes officials here and there is hope that Ambassador Penfield will find some way to influence the Vienna government not to formally sanction the extreme position taken by Germany. No answer has been received to a direct inquiry as to whether Austria intended to follow Germany.

It was authoritatively said at the State Department today that so far nothing has been heard from the Central Powers as to what course they would take in the event that the United States authorized the arming of American merchantships.

It was stated definitely that President Wilson has made no plans so far for going before Congress, although it was not denied that he still is considering the advisability of such a step. In some quarters it was believed possible that he concluded not to go to Congress at present.

Officials generally said, however, that some means must be found for getting American and other vessels to resume sailings. While consideration has been given to various suggestions for arming and conveying merchantmen, it was considered possible that before long the vessels may sail of their own accord.

Although officials maintain reticence, there has been an unmistakable lessening in the tension within the last two or three days.

DECLARES GERARD BETRAYED TRUST

Count Reventlow Makes Bitter Newspaper Onslaught On Ambassador

(By The Associated Press.) Amsterdam, Feb. 19 (Via London).—Count von Reventlow devotes the leading editorial in the Berlin Tages Zeitung today to an attack on James W. Gerard, former American ambassador, whom he accuses of having used his official position deliberately to transmit important war information to the Entente by way of America.

Many indications, he writes, have continually pointed to the theory that the uncontrolled cable service and letter service to the United States permitted to the American embassy had also been an uncontrolled method of communication with London and Paris. This was best illustrated in the events which led to the capture and execution of Sir Roger Casement. Thus London learned in good time of the enterprise which led Casement to the Irish coast and his capture followed. American Ambassador Gerard and his personnel were the ones "who delivered the honorable Irishman to the hangman."

An attack on newspaper service from Berlin is appended and the article closes with an expression of hearty thankfulness that Mr. Gerard has left Berlin.