

THE WILMINGTON DISPATCH

TODAY'S NEWS
TODAY

FULL LEASED WIRE SERVICE

WILMINGTON, NORTH CAROLINA, TUESDAY, FEBRUARY 5, 1918.

PRICE FIVE CENTS

North Carolina and
South Carolina, contin-
ued cold tonight and
Wednesday.

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DAILY COST OF THE WAR \$24,000,000

The United States Has Spent
\$7,000,000,000 During
the Ten Months

EXPENDITURES BELOW
OFFICIAL ESTIMATE

The Coast is Increasing—Of
Huge Sum Spent, Over
Four Billions Represents
Loans to Allies

Washington, Feb. 5.—Ten months of war have cost the United States about \$7,000,000,000 at the rate of \$710,000,000 a month, nearly \$24,000,000 a day. More than half of this huge sum, or \$4,121,000,000, has been paid as loans to the Allies and the balance, about \$3,000,000,000, represents America's outlay for its own war purposes, exclusive of more than \$600,000,000 for ordinary governmental expenses.

The war's toll in money is increasing at the rate of more than \$100,000,000 a month, and indications now are that the two remaining months of the nation's first year as a belligerent will run its war bill to nearly \$10,000,000,000 which \$5,000,000,000 will be for Allied loans and about the same amount for the army, navy, shipping board, and other war agencies.

These figures computed today from the latest available treasury figures show that although the country's expenditures are running into totals never before dreamed of, they are below official estimates made early in the war. Since war was declared April 6, and the fiscal year for which estimates were made did not begin until July 1, it is difficult to compare precisely the actual war cost with the fiscal year estimates. Most of the war expenses have been incurred since July 1, however, and the total outlay since then has been \$6,500,000,000 in a little more than seven months, as compared with an estimate of \$18,400,000,000 for the entire year.

Two factors are held mainly responsible for this difference. Officials of the War, Navy and other departments figured liberally on their expenditures originally to allow a margin of financial safety. In addition, production of ships and war supplies has failed to develop as had been planned. Officials point also that as big contracts for ships and army material fall due in the next few months the expenditures may run up faster than is anticipated even now.

Government borrowing on the two Liberty loans have paid for four-fifths of the war's cost, and taxation and a few minor ordinary government receipts for about one-fifth.

The loan campaigns produced \$5,720,000,000 and \$1,250,000,000 came direct from the pockets of the people and will not have to be repaid. Financial demands of the war in the next few months will be met in the same way by another bond issue, and by taxes which will begin soon to roll in from the first war tax act.

How America gradually got into her stride in the war is graphically shown by the monthly outpouring of funds since the day Congress authorized a declaration of war—10 months ago tomorrow. Before last April, the monthly operating expenses were about \$75,000,000 and the total annual expenditures which were paid back into the treasury eventually reached on a little more than \$1,000,000,000.

Then came the war. In the first month, May, 1917, expenses jumped to \$134,000,000; in June to \$134,000,000; in July to \$208,000,000; in August to \$227,000,000; in September to \$249,000,000. By October, the monthly outlay had reached \$462,000,000; November, \$512,000,000; December, \$511,000,000, and last month they were \$715,000,000. In the first five days of this month, the government has spent \$150,000,000.

These big sums did not include the Allied loans. They have averaged \$450,000,000 a month from the time the United States entered the common fight against Germany.

The army, navy and shipping board alone have dipped into the financial chest for more than 95 per cent. of the nation's fighting funds.

Two-thirds of the \$3,000,000,000 expense for the war purposes in the last 10 months has been for the army, and the entire military establishment. Up to last December 1, the latest date on which precise figures for government department expenditures were available, the expense of the army, munitions supplies, training camps, soldiers pay, and maintenance, and the cost of running the vast machinery was \$1,400,000,000. Since then, it is estimated nearly \$600,000,000 has been expended for the military forces, making a total of more than \$2,000,000,000. The War Department's estimated ex-

AMERICAN TROOPS MAY APPEAR ON FLANDERS FRONT

A Proposition to Put Americans Through System of British Training

SUGGESTION IS NOW UNDER CONSIDERATION

Plan Would Send English Men to Front and Fill Training Camps With Americans

Washington, Feb. 5.—American troops may appear in British trenches on the Flanders front as a result of studies now being made both here and in Europe.

If the project suggested is carried out, American units would be passed through the British training system from recruiting camps to finishing courses to front line trenches, drawing supplies and equipment from British sources until graduate battalions were withdrawn for incorporation in General Pershing's army.

The suggestion came from British officials through General Pershing. It is still under consideration at the War Department; but final action probably rests on recommendations of General Bliss, who is considering it also in conference with the Supreme War Council.

The plan is a development of the proposal made at the time of the first meeting of the war council that American troops might be sent to England for training, releasing British forces there for front line duty. The object sought is to hasten the expansion of the American army in France. By the use of British shipping, training camps and supply lines, it has been urged that General Pershing's forces could be supplemented without a proportionate increase in the demand upon shipping.

Details of the plan are not available for publication. It is known, however, to have encountered numerous practical objections here which occurred to General Pershing in forwarding the suggestion. In its original form the plan contemplates the training of 150 infantry battalions of 1,000 men each through British facilities.

ORDER IS RESTORED IN ATHENS DISTRICT

London, Feb. 5.—Complete order has been restored at Lamia, northwest of Athens, where soldiers of Greek infantry regiments mutinied, according to an Athens dispatch to The Times. Former Premier Skoufodis and Lambros and other former cabinet members under impeachment have been ordered to consider themselves under arrest in their own houses where they are guarded closely by police. All political prisoners of military age undergoing sentences in Athens have been sent to the fortress of Nauplia.

penditures for the year ending next June 30, figured last June, are \$8,790,000,000, but officials now feel certain that actual expenditures will not reach this by a billion or perhaps more.

The naval establishment has cost \$700,000,000 since the war began, according to unofficial computations on the basis of treasury figures. Up to December 1, the actual outlay was \$513,000,000 and since then it is estimated about \$182,000,000 has been expended for the naval fighting forces, new construction and other elements. The shipping board has fallen farthest below its estimates, with payments since last April for ships and ship yard construction of a little more than \$200,000,000. Up to December 1, the government's shipping program had cost only \$123,000,000 but expenditures in the last two months increased by probably twice the former rate and as ships are completed faster in the near future, the shipping board's funds are expected to be depleted more rapidly.



The newly appointed railroad wage commission named by Secretary of the Treasury McAdoo, Director General of Railroads, to take up arising labor questions. Left to right sitting are: J. Harry Covington, Chief Justice of the Supreme Court of the District of Columbia; Franklin K. Lane, Secretary of the Interior; Charles C. C. McHard, Interstate Commerce Commissioner; William R. Willcox, formerly with the Republican National Committee. Standing are: William A. Ryan, Secretary of the Wage Commission, and Frederick W. Lehmann, legal advisor of Wage Commission. Copyright, Clinedinst, from Underwood & Underwood.

TWO OUNCE BREAD RATION.

Washington, Feb. 5.—A two-ounce bread ration was ordered by the Food Administration to-day for patrons of hotels, restaurants and dining cars. This allowance is about that now observed in England.

Telegrams went out today to the Food Administration's hotel representatives in every State designating the new ration. Not more than two ounces of bread may be served to any one at any one meal except that when rolls or bread made from corn, oatmeal or bran are served and when only one kind other than wheat bread is ordered, a portion may consist of four ounces. Rolls may not weigh more than one ounce each.

Public eating places are now licensed under the new bread regulations and the bread ration rule is issued under this authority. Hotel representatives have been instructed to see that immediate observance is given in hotels for Monday and Wednesday as wheatless days, Tuesday as a meatless day, Saturday as a porkless day and that there is one wheatless meal and one meatless meal every day.

HINDENBURG SAYS HE IS PARIS BOUND

The Hague, Jan. 29.—(Correspondence of the Associated Press).—Travelers from Germany bring an account of a recent conference at Berlin, at which Field Marshal von Hindenburg received the editors of 30 German newspapers, and discussed the food situation with them. The editors told Von Hindenburg that by next May there would be no food in Germany.

"My reply," said the Field Marshal, "that by next April I shall be in Paris."

MAY NOT CALL OFF HEATLESS MONDAY

Washington, Feb. 5.—Most discouraging reports on movement of freight and coal because of the extreme cold, threaten to defeat the plan to abandon the Monday industrial closing order.

As Director General McAdoo and Fuel Administrator Garfield went into conference to discuss abandoning the heatless Monday reports came in showing coal movements east of the Mississippi cut more than 15 per cent. in the last two days.

Successful British Raids.

London, Feb. 5.—"We carried out successful raids last night south of Fleurbaix, southwest of Armentieres, and in the neighborhood of the Ypres-Staden railway," says today's official report. "Many Germans were killed and prisoners and a machine gun were captured by us."

Notice to German Aliens.

Postmaster H. McL. Green gives notice that all German aliens of New Hanover county, living out side of the limits of the City of Wilmington, are required to register at the Post Office in Wilmington, N. C. Registration days, are February 4th, 5th, 6th, 7th, 8th, 9th, 1918.

AMERICAN CASUALTIES.

Washington, Feb. 5.—Private Louis Ousley, infantry, was reported today by General Pershing as killed in action on February 2. His home address is Wilcox, North Dakota. No details were given.

The following were slightly wounded on the same date: Corporal Ernest Sudday, Louisville, Ky.

The following privates, Boyd A. Close, Poland, Ind.; Felix Woyaski, Wyoming, Pa.; Dallas C. McRorie, R. F. D., No. 1, Unionville, N. C.; Joe Matthews, Bismarck, N. D.; Elmer D. Young, Farmersburg, Ind.

OLD MANagements TRY TO DISCREDIT RAILROAD CONTROL

Lee Says Men Are Not Permitted to Operate Trains Properly

WANT GOVERNMENT OPERATION TO FAIL

Head of Railway Trainmen Makes Serious Charges Against Management. at Hearing

Washington, Feb. 5.—Traffic congestion throughout the country was blamed on the railroad managements today at the railroad wage hearing by union leaders, who said the managements desired to discredit the operation of the 8-hour law and more lately to make government operation of the roads a failure.

W. G. Lee, president of the Railway Trainmen, said he had evidence that veteran railroad men were replaced by inexperienced employes at important gateways, that engines had been allowed to freeze up over night and that train crews had been called out and kept waiting until the 16-hour law overtook them before being sent out of the terminal.

Asked by Chairman Lane, of the railroad wage commission, who was responsible for these things, Mr. Lee said he believed he could trace it back to about four banks in New York city, which control railroad financing, if he wished to seek the real cause.

Charges that the railway management are attempting to discredit government operation of railroads were made by W. G. Lee today, head of the railway trainmen, at the railway wage hearing.

"I have facts to prove that experienced railroad men are not permitted to operate as their training dictates," said Mr. Lee.

"The old managements do not want government operation made a success," said Lee. "Do you think the public will let the roads go back to the old system if government management proves efficient? That's why I want to see the government make a success of operating the railroads."

Mr. Lee's remarks were made in the course of a spirited discussion precipitated by the presence of several representatives of railway managements in the room.

A. B. Garretson, head of the Railway Conductors, charged their presence was in controversy of the understanding with Director General McAdoo that the hearing was to be expert.

Commissioner Covington said the railway officers were there by invitation of the Wage Commission to supplement, not antagonize, the information presented by the employes.

"You will pardon my being suspicious," Mr. Lee said, "but I have been dealing with those gentlemen for half a century."

"We do not pretend to take the position of discussing matters with our former employes," said Garretson. "We don't intend to deal with a second set of employers and having come here to put all the cards on the table, we don't intend to disarm ourselves."

Mr. Lee said the demands for increased wages were asked solely because of increased cost of living.

More than 5,000 members of the Brotherhood of Railway Trainmen are with the colors and the organization is keeping up their insurance and membership dues during their absence.

THE AMERICAN SECTOR.

With the Americans in France, Feb. 5.—The sector occupied by the American troops is northwest of Toul. It is inadvisable to mention the number of men in line, the length of the sector and other details.

The location of the sector was kept secret until it became certain that the enemy had discovered it.

Toul, capital of the department of Meurthe-et-Moselle, is 14 miles west of Nancy and is a fortress of the first class.

The present battle line is about 16 miles north of Toul, where it extends eastward from St. Miehel to the German border. Recently there have been raids by French troops in the region of Fliry and Seicheprey. When the American trench was raided last November it was in the German official statement that the Americans were stationed along the Marne-Rhine canal northeast of Luneville. Toul is about 28 miles west-northwest of Luneville.

MRS. F. A. JUDD, OF SPARTANBURG, DEAD

Spartanburg, S. C., Feb. 5.—Mrs. F. A. Judd, philanthropist, who has given over 100,000 to Spartanburg institutions during her life time, died in this city last night at 6 o'clock. Mrs. Judd was probably the oldest resident of Spartanburg, being 92 years old. The funeral will be here tomorrow morning at 11 o'clock.

Steamer in Trouble.

An Atlantic Port, Feb. 5.—A radio message received here today reported an unidentified vessel in trouble 20 miles off the coast. The message came from a steamer which reported that she was barely able to hold her own because of high winds and ice and could render no assistance. Government steamers were ordered to proceed to the assistance of the vessel soon as the weather moderated.

Henry Wants Papers.

Chicago, Feb. 5.—Francis J. Heney, counsel for the Federal Trade Commission, appeared before Federal Judge Carpenter today and obtained an order to take possession of certain papers in the offices of Henry Veedr, attorney of Swift and Company, wanted in connection with the government investigation of the packing industry.

Girl Burned to Death.

Richmond, Va., Feb. 5.—Miss Gertrude Lacey, one of the most prominent girls of Southside, Va., was burned to death last night when the home of her parents, Mr. and Mrs. E. S. Lacey, in Houston, was destroyed by fire. Other members of the family narrowly escaped from the burning building. Miss Lacey was a niece of State Senator James T. Lacey.

Steamer Aground.

An Atlantic Port, Feb. 5.—An American steamer which ran aground on an island off the New England coast Sunday night, was still deep in the sand today. The captain sent out an urgent call for tugs in the hope of floating the vessel at high water. A high wind and heavy drifts of ice made rescue work difficult. The captain reported her plight was not regarded as dangerous. The government vessels were unable to drag her off yesterday.

hour limit was imposed why a run of 150 or 200 miles could not be made without extra pay in the interest of speeding up the service at this time when the public welfare demanded all the mileage possible in the movement of freight.

"You would stir up a hornet's nest if you attempted to change the basic principles of our wage contracts," said Lee. "The government wants things done harmoniously. If such a change were made, I believe that the Commission might have to hold hearings throughout the country to determine why the railway men were leaving the roads to work for the munitions factories."

A COLD WAVE SWEEPS OVER WHOLE EAST

WADSWORTH SAYS OUR WAR MACHINE LACKS TEAM WORK

He Argues Strongly for the Establishment of a War Cabinet

CONGLOMERATION OF
SCATTERED AGENCIES

New York Senator Pleads for Centralized Body to Direct the Nation's War Preparations

Washington, Feb. 5.—America's war-making machinery was pictured as a "conglomeration of ambitious and scattered agencies," incapable of team work, in an address in the Senate today by Senator Wadsworth, a Republican member of the Military Affairs Committee.

The speech renewed the debate over war efficiency which occupied the Senate all day yesterday, after Senator Hitchcock, a Democratic congressman, had held a similar arraignment of the lack of coordination in the government's activities. Several Senators were waiting with replies upholding President Wilson's opposition to the committee's war cabinet and munition director bills.

Without detailing army conditions revealed by the Military Committee's war inquiry with which he said the country is now fairly familiar, Senator Wadsworth confined himself largely to an argument for the proposed legislation for centralization of war-making agencies. President Wilson cannot coordinate these agencies, he said, and with long war in prospect radical steps to unify the nation's efforts are necessary.

That great things have been done, cannot be denied, he declared. That other great things have been left undone must be admitted. Credit for the things accomplished can be assigned to several individuals. The blame for shortcomings ought not to be laid upon any individual. Criticism should be directed against our system or rather the lack of cohesive system.

Referring to the committee's war inquiry, Senator Wadsworth said it had covered only a part of the ground and that to investigate all army activities which might justify inquiry would not permit the committee to finish its work during the present session of Congress.

All of the expert civilians appearing before the committee, Senator Wadsworth declared, testified in the same direction—"proper centralization of authority established preferably by statute whose decisions may be promptly reached and accepted as final."

Lack of preparedness before the war, the Senator said, is costing "many many lives and millions of dollars," besides prolonging the war. Illustrating his argument from a large chart hung on the Senate wall with Secretary Baker's reorganization plan and that of the committee shown together, Senator Wadsworth called attention to the existing vast number of official, semi-official and purely advisory agencies, bureaus and other bodies which, he asserted, are not coordinated, consulting or harmonizing.

On the railroads, the Senator declared, goods with blue tagged priority orders have exceeded normal shipments and, in the East, 38 per cent of all freight was so tagged.

"What has been the result?" he asked. "A hopeless jam and congestion of our railway transportation facilities. A million and three thousand tons of munitions and supplies are piled upon the docks along our Atlantic coast billed to France and Italy alone. On some places locomotives and other important materials have been dumped out upon the ground and lying rusting in winter weather."

Reviewing the government's handling of the coal industry the Senator said: "As a result of lack of planning, we have great communities starving for coal and an order issued by the Fuel Administration closing down thousands of factories and throwing out of work hundreds of thousands

New Low Records Established in Many Sections of the Country

A FUEL FAMINE ADDS TO SUFFERING

Some Places Entirely Without Coal—Below Zero is Registered Over the North-east

Washington, Feb. 5.—Severe cold today gripped the country east of the Mississippi river from its northern borders to the Gulf of Mexico, adding its share toward making this one of the most extraordinary winters of modern times. The present cold wave, however, is not expected to be of long duration as there is indication of moderation in the Lake Region and Ohio Valley tonight, in the western portion of the Middle Atlantic States tomorrow and in the Atlantic Coast districts Thursday.

From 35 degrees below zero in the St. Lawrence valley the cold graduated to unseasonable temperatures as far as the extreme Southern parts of Florida.

Seoul, St. Marie was the coldest place in the United States with a low temperature of 32 degrees below zero during the last 24 hours and 29 degrees below zero at 8 o'clock this morning.

In New York City, the coldest February weather on record at the Weather Bureau was reached during the night with six degrees below zero. Records there extend back to 1877. February records were broken at Hartford, Conn., Saginaw, and Ludington, Mich., and equaled at Oswego, N. Y., where it was 18 degrees below zero.

In the below zero area temperatures during the night reached the following minimums: Quebec 28; Montreal 24; Boston 10; New York 8; Buffalo 12; Philadelphia 2; Washington 2; Detroit 18; and Chicago 4.

At Key West Fla., the thermometer was 54 above at its lowest; Miami 44; Jacksonville 34 and Atlanta 16.

Serious in New York. New York, Feb. 5.—Zero weather, continued today and accentuated the seriousness of the city's coal shortage. Despite the saving of fuel resulting from the closing of industrial plants yesterday, coal receipts were far below normal and fuel administrators estimated that the Metropolitan area had only one day's supply of coal ahead.

The cold wave which the Weather Bureau says will continue, not only has caused increased suffering among the poor, but has aggravated the ice blockade in the harbor, hindering the progress of coal barges from tide-water. The mercury fell today registered 7 below zero, making the day the coldest except one in the history of the local Weather Bureau.

Distribution of the first allotment of coal tickets, issued as an emergency measure by the mayor's Committee of Women for National Defense, was made today in many sections of the city. These tickets served as priority orders for 100 pounds of coal each, and dealers who decline to honor them are subject to immediate arrest.

STEAMSHIPS ADOPT FOOD SAVING PLAN

Washington, Feb. 5.—Operators of more than 600 American steamships have agreed to adopt the wheat and meat saving menus proposed by the food administration for ships plying in the Atlantic and Gulf of Mexico.

With eight-wheatless meals a week, one meatless day a week and one meatless meal a day, it is estimated that a reduction of about 50 per cent in wheat and meat consumption will be effected. On addition consumption of pork is to be cut about 75 per cent by serving that product only three times a week.

Other emergencies will overtake us," Senator Wadsworth said, in conclusion. "If we are wise and prudent and far sighted, we shall establish some agency in our government, whether it be called a war cabinet or by some other name, whose members shall sit around a council table every day, morning, noon and night, and devote their whole time and every ability toward working out in advance the methods of meeting and overcoming the emergencies."