

WEATHER:
North and South
Carolina—Generally
fair and somewhat warm
er tonight and Thurs-
day.

THE WILMINGTON DISPATCH

TODAY'S NEWS
TODAY

FULL LEASED WIRE SERVICE

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BAKER GIVES INFORMATION TO SENATORS

Cross Examination of the Secretary of War Was Begun This Morning

MORE TROOPS NOW IN FRANCE THAN PLANNED

Declares Transportation of the Men Faster Than Was First Scheduled—To Give Figures

Washington, Feb. 6.—Secretary Baker came up for cross examination today before the Senate Military Committee on his picture of the state of preparedness of the army, which Congressional critics have attacked as "grossly exaggerated."

But the principal point of the whole controversy—the question of whether the army is going to get ships to transport a million men to France this year—was left untouched, partly because Secretary Baker did not have the detailed figures to show the committee on what basis he made his assertion, and partly because the committee got into a squabble over whether it would be proper to have the Secretary of War disclose the figures in public.

The upshot of it was that the question of ships was left to be presented in detailed exact statements to the committee in secret session tomorrow and the cross examination went on to other subjects of a general nature.

Senator Hitchcock, who has attacked particularly the Secretary of War's statement that the United States could put a million men in France this year—in addition to 500,000 there early this spring—was insistent that Mr. Baker should show the committee what grounds he had for believing there were ships available for their transport and supply.

Secretary Baker replied he did not have the exact figures in his mind, but that his statement was made on figures which had been prepared by experts who took in the information at the disposal of the Shipping Board as well as what ships might be available from neutral and foreign sources.

The Secretary made plain that he was not counting wholly on American ships to transport the troops.

Secretary Baker did say, however, that probably the form of his original statement to the committee, which has been made the basis of attack, was unfortunate in that it expressed his general opinion of a broad situation rather than the exact statement of experts dealing in details.

"The misfortune for me, if I may call it such," said Secretary Baker, "lay in the fact that I attempted to give opinions of the broad general situation as I saw it, when the information lay in details that ought to have been gotten from the experts in direct charge, or in statistics giving specific facts. I was attempting a general survey. It was a misfortune for me to do that."

An estimate of 781,000 tons of ships available for transport on February 1, the Secretary said, he thought was small rather than too large.

LIVELY ARTILLERY ON THE AMERICAN FRONT

There Was Almost Continuous Exchange Throughout All Day Tuesday

With the American Army in France, Tuesday, Feb. 5.—American artillery kept up a continuous fire on the enemy batteries throughout Tuesday and the Germans responded with the result that there was lively shelling along the entire sector.

At the same time the American anti-aircraft guns were busy repelling attempts of enemy airmen to cross over the American lines. Two German airplanes finally abandoned the attempt after having been shelled heavily. A member of the military police today found three little French children, a girl and two boys, wandering along a road immediately behind the front, which is shelled very frequently by the enemy and is considered very dangerous. He turned the children over to an ambulance driver who returned them to their homes in a nearby village.

ACCUSES VON TIRPITZ OF CAUSING STRIKE

Dittman Says Disturbance Was Project Against Peace by Annexationists

Amsterdam, Feb. 6.—At his trial before the court martial, Deputy Wilhelm Dittman, Independent Socialist, according to The Koelnisch Zeitung, ascribed the strike movement to reaction against the maintenance of a state of siege and the machinations of the Fatherland party. The accused deputy denied that he promoted the strike and declared it was only a demonstration strike against a peace of annexations, and in favor of peace by understanding.

"If the government had entered into negotiations as requested," Deputy Dittman said, according to the newspaper, "the strike would have lasted only three days. The intellectual organizer of the strike was Admiral von Tirpitz."

The strike movement could not be connected with the Russian revolution, Dittman testified. Philip Scheidemann, the majority Socialist leader, corroborated Dittman's testimony that the strike was in favor of a peace by agreement and that it had no connection with affairs in Russia.

PLANS FOR DESTROYING AMERICAN PROPERTY

Paris, Feb. 6.—The Petit Parisien publishes a letter of instructions to German military agents in the United States dated January 15, 1915, and signed "General Headquarters, Dr. Fisher." In the letter directions are given concerning the destruction of property in the United States by explosions and otherwise, and the following is added:

"Agents to carry on destructive work can be recruited among the workmen's unions which have anarchistic tendencies."

Essary orders as were deemed desirable."

Senator Wadsworth said he referred particularly to the statutes placing innumerable checks and balances on expenditure of army funds.

"It might perhaps be wise," Secretary Baker continued, "during the period of the war to authorize the President to suspend any restrictive statute that might be found to impede such efficiency. I'm not sure that it is wise not to have these checks and counter-balances. We are spending very large sums of money and it seems to be wise to check expenditures very carefully."



FRENCH OFFICER TEACHES OUR BOYS HOW TO TAKE TRENCHES
The hand grenade is one of the most important weapons in winning trenches from the Teutons and our boys will know just how to handle them when they get to the other side. The French officer is teaching his American pupils the proper way of hurling the grenades.
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RUSSIAN CHURCH AND STATE ARE SEPARATED

The Break May Produce Another Serious Situation for the Bolshevik

London, Feb. 6.—The separation of State and Church by the Bolshevik government is explained in a long statement sent abroad by the Bolshevik official news agency. From this it is apparent that all ecclesiastical property has been declared to belong to the people and is to be used for the commonwealth. The commissioners who have been given control of the church possessions announce it is their opinion this property should be used solely "for the alleviation of the lot of the classes suffering most from exploitation by the capitalist society."

Referring to the action of the Most Rev. Dr. Tikhon, patriarch of All-Russia, in issuing an anathema, the Petrograd correspondent of The Times says the church has long lost much of its control over the people, owing to the younger generation tending toward irreligion. For this reason he does not expect that the patriarch's action will have much effect. Dr. Tikhon, however, it is added, still has a powerful weapon at his disposal. If he should lay the country under an interdict closing the churches and not permitting the priests to baptize, marry and bury the dead, the effect on the population might be immediate and far-reaching as it probably would arouse in the peasants every superstitious fear.

An official Russia wireless dispatch contains a declaration by Lettish representatives from the Lettish councils of Socialists and soldiers, protesting against the assertion of the Austro-German delegation at Brest-Litovsk that the Letts had expressed a desire for separation from Russia. The demand is expressed that the German and Russian forces be withdrawn from the Lettish territory so that the inhabitants can freely express their will for unconditional unity and undivided existence.

The Russian commission of war prisoners announces that local Workmen's and Soldiers' Councils are releasing enemy prisoners of war by the thousands. These men are moving toward Petrograd in great numbers and it is said that 40,000 already are in the Petrograd district.

MINISTER STOVALL PREPARES TO RETURN

Washington, Feb. 6.—Pleasant A. Stovall, of Savannah, American minister to Switzerland, called on President Wilson today for a final conference before returning to his post at Berne.

Minister Stovall has been in this country several weeks taking a rest and also conferring with State Department officials on the problems which as American minister in a neutral country he has to deal with.

CIVIL RIGHTS BILL PASSES.

Washington, Feb. 6.—The soldiers and sailors civil rights bill providing a moratorium for men in the military establishment was unanimously passed today by the Senate, virtually in the form it passed the House.

AMERICAN SHIPPING INCREASING SLOWLY

All Craft Now in Service of Over Five Tons Numbered 37,984

Washington, Feb. 6.—American-owned merchant vessels of five tons net register or more operating in inland waters, coastwise, and in foreign trade during 1916 numbered 37,984, and had a gross tonnage of 12,500,000, according to a report issued today by the Census Bureau.

The report made public by Director Rogers was compiled under the supervision of Eugene F. Hartley, statistician in charge of the recent water transportation inquiry made as of December 31, 1916. It showed the increase in the number of vessels as compared with 1906 was equal to only one and one-half per cent., and the gross tonnage showed a decrease amounting to five per cent. The average tonnage per vessel for the country as a whole decreased from 345 in 1906 to 323 in 1916. This is accounted for, the report said, by the marked falling off in number and tonnage of sailing vessels and in the tonnage of unrigged craft.

The geographical distribution of 12,500,000 gross tonnage was given as follows:

Atlantic coast and Gulf of Mexico, 6,509,000; Mississippi river and its tributaries, 1,621,000; Pacific Coast, including Alaska, 1,186,000; Great Lakes and Saint Lawrence river, 2,738,000; canals and other inland waters, 196,000.

RICHMOND'S GAS PLANT IS CLOSED

Richmond, Va., Feb. 6.—The administrative board issued a statement today announcing that the city gas plant has ceased operation until a supply of gas oil can arrive here. Several carloads of oil are now on the way to the city. The closing of the gas plant affects manufacturing plants, hotels, restaurants and hundreds of homes. The sudden announcement caused great inconvenience throughout the city and among the plants affected are those of the four daily newspapers here. A special train bringing gas oil is being rushed to the city and is expected here this afternoon. The situation at the gas plant has been serious for several days.

STOPS SPECULATION IN GREEN COFFEE

Washington, Feb. 6.—Speculation in green coffee on the New York Coffee and Sugar Exchange was ordered discontinued today by Food Administrator Hoover. The prohibition is effected by forbidding dealing in green coffee on the exchange at a price above \$1.2 cents a pound for type No. 7 on spot months.

The Food Administrator's action was taken after a conference with members of the New York Coffee and Sugar Exchange in which dealers volunteered to take the necessary steps to eliminate coffee speculation.

A FINAL TRIBUTE PAID TO A GREAT CHAMPION

Crowds Turned Out to Attend the Funeral of John L. Sullivan

Boston, Mass., Feb. 6.—Final tribute to a great champion was paid today when the body of John L. Sullivan was buried in Calvary cemetery. In the crowds that lined the snow-covered streets as the casket was borne from the home of Sullivan's sister, Mrs. Annie Lennon, in the Roxbury district, to St. Paul's church, where the funeral mass was celebrated, were scores of children bidding farewell to their big "pal." For them the tales of his prize ring days were legends. They remembered him best as their big "pal," whose watchword was courage and who regaled them with stories of Kings and Presidents he had met.

Sullivan virtually had been out of sporting life ever since James J. Corbett won the American heavyweight championship from him by a knockout at New Orleans in 1892, and the honor paid his memory today came from walks far removed from the "squared circle."

Leaders of the temperance movement were there to testify to their regard for the man who boasted that his greatest victory was gained when he conquered drink. Many were there also whom the former champion had helped in their hours of need, while unmindful of the bitter cold and demoralized transportation neighbors, who had watched Sullivan settle down to country life journeyed from his former home in Abington, where he died suddenly of heart disease, last Saturday. Nor did the sporting fraternity forget their once great idol and they came in numbers from far and near.

The burial was in Calvary at Forest Hills, beside the body of Sullivan's wife.

WILL OF JOHN C. KING DECLARED A FORGERY

Paper of Chicago Millionaire Found by Gaston Means is Attacked

Chicago, Feb. 6.—In a petition on file today in the probate court, Edward Brundage, Attorney General of the State, charges that the will of the late John C. King, filed some time ago, is a forgery and not the last testament of the millionaire lumberman. March 12 has been fixed as the date for hearing the Attorney General's petition.

After King's death in 1905 a will was filed leaving the widow only a nominal sum. It was understood at the time she had waived all dower rights on receipt of \$10,000 before her husband's death. Some years later a new will purporting to be the last, was discovered by Gaston Means, secretary to Mrs. Maude A. King, who was tried recently in North Carolina, and acquitted of her murder. This latter document was filed in the Probate Court here. By its terms Mrs. King received an estate the value of which was approximated at \$3,000,000.

NEW YORK FACING A MOST CRITICAL FUEL SITUATION

With Scarcely a Day's Supply of Coal, Administrators Became Alarmed

TUGS BATTLE WITH HUGE ICE MASSES

Besides Inability to Get Coal, General Freight Congestion is Serious—New England is Tied up

New York, Feb. 6.—With 150,000 tons of coal at tidewater points in New Jersey cut off from New York by ice fields in the harbor and scarcely a day's supply of coal ahead, fuel administrators today were alarmed over the situation which they described as the most critical of the winter. Only 14,000 tons of anthracite reached the city yesterday, about 6,000 tons less than is actually needed to supply hospitals, homes, schools and public utilities. More than 400 apartment houses in the Bronx were reported to be without heat today.

On the poorer sections the suffering is declared to be the most acute in years.

With scores of manufacturing plants already closed for lack of fuel, almost complete industrial paralysis here is feared by the administrators unless relief comes quickly.

A fleet of tugs today attacked the ice floes in the harbor in an endeavor to release hundreds of coal-laden barges, frozen solidly in the ice. Progress was painfully slow for the ice was jammed into great hummocks. Many tugs were unable to stand the strain and were forced to drydock. Sixty-five were reported disabled by towing companies last night.

The freight situation also has been aggravated by the cold and the congestion is worse than it has been in some time, according to transportation officials. Nearly 1,800 freight handlers at the piers here quit work yesterday, refusing to face the icy blasts along the water front.

New England in Bad Shape.
Boston, Mass., Feb. 6.—New England found little hope today of early relief from the fuel shortage which was made more serious by the shutting off of most of the incoming supply of cold weather. Reports of factory closings were numerous and many plants were operated by the use of wood instead of coal.

In Boston an embargo forbidding delivery of coal except for pressing needs was replaced today to continue in effect until Monday, after having been lifted only two days at the end of a five day period of restriction.

FRENCH VEGETABLES FOR AMERICAN ARMY

United States to Furnish Sugar and Tin For Canned Goods

Paris, Feb. 6.—An agreement has been concluded between the French and American governments by which the canned fruit and vegetables required by the American expeditionary forces will be supplied by France. This action was taken after an investigation showed that the normal fruit and vegetable crop in France was sufficient to supply both armies as well as all domestic needs. The Americans will be required only to import sugar for preserving the fruit and tin plate for the manufacture of cans. These materials will be sold to the French government which will apportion them among private manufacturers.

OFFICERS ON GUARD IN VEEDER'S OFFICE

Chicago, Feb. 6.—Deputy United States Marshals today still guarded the vault of Henry Veeder, attorney for Swift and company, after an all night vigil following a raid on the lawyer's offices yesterday, growing out of the Federal Trade Commission's inquiry into alleged acts of the packers. The deputies expected to remain on guard at the vault until the court decides some time today whether papers taken may be examined and the search into other documents continued. The raid on the Veeder office was made under authority of a Federal search and seizure warrant issued by Judge Landis, and conducted under direction of Francis J. Heney, counsel for the Federal Trade Commission in its inquiry into the affairs of the packers.

DECLARES LABOR RESPONSIBLE FOR BUILDING SHIPS

Success or Failure of the Program Depends Wholly Upon Workmen

GOVERNMENT'S ONLY NEED NOW IS LABOR

General Manager of Emergency Fleet Corporation Talks Plainly—Appeals to Country

Washington, Feb. 6.—Responsibility for the success or failure of the government's shipbuilding program was put on labor today by Charles Pler, vice president and general manager of the Emergency Fleet Corporation, in an appeal for ship yard workers.

"The shipping board has the necessary yards, the materials and the money," he said. "All that is lacking is a spirit in the nation that will send a quarter of a million American mechanics into the yards to give the best and most efficient work."

The fact that shipyards are working only one shift six days a week was characterized by Mr. Pler as "monstrous."

"If we are to keep ahead of the submarine campaign," said he, "we must run three shifts a day, 52 weeks in the year."

Mr. Pler's statement follows: Within 60 days the government yards will be completed and thereafter more than 60,000 workmen will be required to furnish for the three 8-hour shifts necessary if the yards are to turn out their ships according to schedule.

"The shipping board now has 71 shipyards; 302 are for wooden ships and 414 are for steel construction. The yards in which they are established are only working one 8-hour shift a day, six days a week. This is monstrous. If we are to keep ahead of the submarine, we must keep the shifts per day, 52 weeks in the year."

"Our program calls for the construction in 1918 of eight times the tonnage delivered in 1916 at a cost of more than a billion dollars. The shipping board has the necessary yards, the materials and the money—all that is lacking is a spirit in the nation that will send a quarter of a million American mechanics into the yards to give their best and most efficient work."

"I am sorry to say at the present time the native born American workmen is not the mainstay of the shipyard, for he is there only to the extent of 35 per cent of the men employed, and to the extent of 85 per cent. We are forced to depend on foreign born labor."

"We all honor the men in uniform and the same honor must be given to the men who go to work in the yards. Just as the navy is the first line to the British empire, and just as Germany depends upon her submarines, so much America depends on victory upon the shipbuilding in the American yard."

"To the women of America, I say: 'Send your men to the shipyards where they will be doing their no less service than in the army or the navy, and they will be returned to you safe and well paid after having performed a duty that is a prime necessity of this war.'"

COMMITTEE NAMED TO DIVERT TRAFFIC

Will Investigate Condition Looking Toward Relieving the Congestion

Washington, Feb. 6.—Further step looking to diversion of railroad traffic from the most congested Eastern gateways were taken today by Director General McAdoo by appointment of a traffic investigation committee. This consists of B. L. Winchell, Chicago, traffic director of the Union Pacific; G. F. Randolph, New York, head of a number of trunk line committees; and T. C. Powell, Cincinnati, vice president of the Southern Railway.

"This committee," said Director General McAdoo's announcement, "is to make a study of the great traffic currents of the country with a view to seeing what steps can profitably be taken in order to shift traffic from the most seriously congested gateways to less congested gateways and from the more congested ports to the less congested ports."

Appointment of the committee is in line with the railroad administration's policy of diversion, an example of which was the dispatch of between 50,000 and 100,000 bales of cotton recently to South Atlantic and Gulf ports for trans-shipment to New York and New England or for export.