

WEATHER  
North Carolina and  
South Carolina, Fair  
tonight, cooler in north  
part portion, Thursday  
partly cloudy.

# THE WILMINGTON DISPATCH

TODAY'S NEWS  
TODAY

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WILMINGTON, NORTH CAROLINA, WEDNESDAY AFTERNOON, APRIL 24, 1918.

PRICE FIVE CENTS

## GERMANS RESUME DRIVE ON AMIENS

### ATTACK LAUNCHED AGAINST BRITISH ON A 20 MILE FRONT

Enemy After Two Weeks Again Tries for the Important Allied Base  
**BLOW AT THIS PLACE HAD BEEN EXPECTED**  
Germans Forced to Change Their Attacks if They Would Keep the Advance Up With Their Right Flank.

The drive on Amiens, for which the Germans plunged desperately but failed to reach in their great offensive last month, was resumed today.

In the effort to push toward this important junction point and Allied base renewed after a two weeks interval in which the main German effort was transferred to Flanders, the enemy this morning launched a heavy attack on a front of approximately 20 miles.

The line at which the German infantry is again being thrown extends from the district north of Albert, northeast of Amiens to the Avre river, southeast of the city. Nearly all this front is held by the British, whose line links up with the French at the river Luce, about three miles north of the Avre.

It has been regarded as almost inevitable that the Germans would again strike here as the advance of their right flank in the Amiens region was stopped short by the strong British resistance at Albert, lagging far behind their left, which was pushed at Castellan within a short distance of the Paris-Amiens railway.

A further driving in of the western front of Amiens was thus virtually impossible unless the line to the north could also be advanced.

The attack here, furthermore, represents a continuation of the persistent German effort to push in between the French and the British by striking heavy blows near this point of junction.

The comparatively narrow field in which the enemy could attack with reasonable expectations of profit to himself has thus given the Allies warning, largely eliminated the element of surprise, which was so strong a factor in the earlier German success and doubtless has led to the massing of strong Anglo-French force at the point where the Germans are now striking.

The Germans have been working up a strong artillery fire along virtual the whole British southern front for several days, following the easing of their pressure on the Flanders front, but the preliminary intensive bombardment was of comparatively short duration. The drum fire began early this morning followed shortly by the advance of the infantry.

### GRADUATES WITH YEAR'S MILITARY TRAINING WANTED

Men of This Class Will be Given Preference in Officers' School

### WANT APPLICATIONS BY FIRST OF MONTH

Persons Seeking Entrance to School Must Be Endorsed By Three Reputable Citizens

The following issued from the War Department will be of interest to graduates of the North Carolina State College of Agriculture and Engineering and should be read carefully by graduates of all schools who have had one year of military training while in school under an army officer:

"Any graduate of draft age who has had at least one year of military instruction at an educational institution under the supervision of an officer of the Army while attending same and who desires to attend a training school, should submit without delay to the head of his educational institution or to the professor of military science and tactics of the institution, a letter applying for admission to the Fourth Officers' training School. In each case the applicant should name the years in which he attended the institution, give his legal residence, the date and place of his birth, his citizenship, weight and height. He should also submit a detailed report of his physical condition made by a well-known doctor or surgeon, the scope of this examination to be equivalent to that prescribed in regulations for a commission in the Officers' Reserve Corps, the requirements of which can be obtained from the nearest officer on recruiting duty in the locality in which the applicant resides. He should state that he thoroughly understands and agrees that, if selected to attend the training school, he will enlist for the period of the war; that if not found eligible to be listed, he will serve in the ranks, and if listed as eligible, will remain on duty as an enlisted man until such time as he may be appointed second lieutenant. In his application he should include a detailed statement of all military service and training and of all executive experience and opportunities for leadership which he may have had.

At the time his application is mailed the applicant should have three letters written by three well-known and reputable citizens, none of whom should be related to him, testifying to his character and standing in the community in which he lives, and giving their opinion as to the fitness of the applicant for a commission as an officer. These three letters should be mailed separately, and directed by the writers to the president of the educational institution. They should not be enclosed with the application.

"All applications should be in the hands of the officials of the educational institution not later than May 1. No applications will be received or considered by the War Department, and no applications will be given consideration if received after May 1, or if the records of the institution do not show that the applicant has had at least one year of military training under the supervision of an officer of the Army while attending the institution, or if an applicant on May 15, 1918, is younger than 20 years, 9 months, or older than 32 years."

### HUDSON GOES WITH SEABOARD AIR LINE

Norfolk, Va., April 24.—W. R. Hudson, former general superintendent of the Chesapeake and Ohio railway, has been appointed general superintendent of the Seaboard Air Line railway, with headquarters at Hamlet, N. C. He succeeds R. S. Marshall, resigned. The announcement of the appointment was made here today.

### CONTRACT FOR SHIPS SIGNED.

Washington, April 24.—Contracts for 22 steel freighters of a total of 204,600 tonnage were let today by the Emergency Fleet Corporation. The ships will be built at San Francisco and Wilmington, N. C. The ships will be of the Isherwood type. Twelve will be of 9,600 tons each and the others 9,400. The contracts went to the Union Construction Company of San Francisco and the Carolina Shipbuilding Company of Wilmington.

### Instructor and Cadet Killed.

Wichita Falls, Texas, April 24.—An instructor and a cadet were burned to death when the plane in which they were riding exploded and fell to earth near the camp this morning. Details have not reached Call Field headquarters.

### Increase Building Program.

Washington, April 24.—The Shipping Board has decided on a substantial increase in its building program for 1918 over the tonnage planned for this year and indications are that the increase will be continued in 1920.

### No Use to Telegraph.

Sacramento, Cal., April 24.—An announcement that he would "pay no attention whatever to the organized sending of telegrams and letters, nor to strikes or other demonstrations designed to influence him in the case of Thomas J. Mooney, sentenced to hang, was made today by Governor Stephens.

### Twenty-Nine Guilty.

San Francisco, April 24.—Twenty-nine persons, Hindus, former German consular officers, business men and others, were found guilty early today by a jury in the Federal court of conspiracy to violate the neutrality of the United States through plots to foment revolution against British rule in India.

### Air Raid on Paris

Paris, April 24.—Airmen having been heard coming toward Paris, an air raid warning was given shortly before midnight last night, but no airplanes were seen in the Paris district, according to an official statement.

## HEROIC DEEDS AT SEICHEPREY FIGHT

Battle Destined to Hold Proud Place in American History

### A FEW CASES OF INDIVIDUAL HEROISM

Passed Through Barrage Seven Times—Two Armed With Pistols Killed 8 German and Captured Machine Gun.

With the American Army in France, April 23.—The shell-torn village of Seicheprey, around which centered the hardest fighting in connection with the recent heavy German attack on the American positions appears to be destined to hold a proud place in the story of American participation in the world war. As further details of the engagement become known there are disclosed deeds which are fully in accord with the finest American traditions.

The correspondent is now permitted to tell of a few cases of individual heroism which will convey an idea as to the mettle of the men. One of them, David Griggs, of East Hampton, Conn., passed through the enemy barrage at least seven times to carry ammunition to his hard-pressed comrades. Twice he was partly buried by earth overturned by shells falling all around him, but he kept at his task. Griggs, who is 19 years old, was so modest that he would not tell his story, but insisted on speaking of the bravery of others. Finally one of his

### FEMALE TROLLEY CAR CONDUCTORS FOR WILMINGTON

Tidewater Power Company is Calling on Womanhood of City Just Now

### EXPECTED FOR MONTHS AND IS NOW HERE

Must Be Over Twenty Years of Age—That is Only Qualification Mentioned in Advertisement

Female street car conductors and motormen—in Wilmington Can you "beat" it? It's come at last. New York has nothing on Wilmington, the coming metropolis of the South. Appearing elsewhere in today's edition of The Dispatch is an advertisement of the Tidewater Power Company to the effect that conductors and motormen for operating trolley cars are needed to handle the increased summer schedules and war service, and that applications will be received from women over 20 years of age. The age is the only qualification mentioned, and the presumption is that the charm of the applicant will play no part in the arrangement looking toward placing her in charge of one of the Tidewater Company's cars. Application, according to the advertisement, should be made to Mr. T. J. Baird, superintendent of transportation. Don't be bashful, girls—step forward and get your badge and assist in winning the war through your release of manpower for work that cannot be performed by women.

It's been expected for months—this radical departure from a custom of years—and it is fitting that it should come at a time when Wilmington, through the establishment of a shipyard here, has been awakened to a future that means a most rosy one, and those girls and women who have been wanting to do something to help win the war, being denied the privilege of wearing the uniform, now have this opportunity and in event they shirk it some sticky fellow is going to say "lacker." New York has 'em; why not Wilmington?

### ATTACK RESUMED.

London, April 24.—Strong German attacks delivered last evening in the neighborhood of Dranoutre, on the Flanders front, but were repulsed by French troops, the War Office announces. Heavy infantry attacks are reported to be in progress this morning in the Albert sector. North of the Somme, and also between the Somme and the Avre rivers. On the front Northwest of Albert a German attack early yesterday evening was repulsed.

### HEROIC DEEDS AT SEICHEPREY FIGHT

comrades pointed him out, and said: "That is the bravest man in the regiment."

Raymond A. Ferris, of Medford, Mass., acting as a courier, was blown off the road twice by the concussion of shells. Although stunned and nearly crazed by the intensity of the gunfire when he reached the point in the rear of the lines to which he was sent for ammunition, he carried out his orders. Then he asked for a revolver, saying he wanted to get out and fight the Germans, but he fainted from exhaustion. When he regained consciousness his first words were an inquiry whether his message had been delivered.

Charles Sinker, a Philadelphia lawyer, who is now with the Red Cross, and was in the thick of the fighting, told the correspondent today of two Americans who, armed only with automatic pistols, charged the enemy machine gun, killed eight Germans and captured the gun. It is also related that one American sharpshooter killed 15 Germans.

In a village a short distance behind the front lines Gladys and Irene McIntyre, sisters, of Mount Vernon, N. Y., Salvation Army representatives, during the height of the engagement, handed out to the soldiers coffee, chocolate, doughnuts and much good cheer. They went on with their work while the shells were falling all around them and would not leave until at last they were ordered to do so. Ammunition to his hard-pressed comrades. Twice he was partly buried by earth overturned by shells falling all around him, but he kept at his task. Griggs, who is 19 years old, was so modest that he would not tell his story, but insisted on speaking of the bravery of others. Finally one of his

### SEVERAL HUNDRED GALLONS OF WINE ARE CONFISCATED

Federal Agents Raided the Home of John Keys Yesterday

### SEIZED QUANTITY OF SUGAR ALSO

Wine Was Not Moved but Receipt Taken for it and it Was Left on the Premises

Approximately eight hundred gallons of wine were seized at the country home of John Keys on the Carolina Beach road in Federal Point township yesterday by Deputy United States Marshal Burt Kelly and Deputy Collector of Internal Revenue W. A. McGowan. It was announced from the Federal building this morning. The confiscated property was not moved, but Mr. Keys' receipt taken for it, and it was allowed to remain on the premises for the time being. Failure to bond premises and operation without a permit was given as the cause for the raid and confiscation. It was stated that Mr. Keys, who makes wine and who is said to be an artist in this line, had violated the laws covering its manufacture on two previous occasions by using sugar and water on grape hulls from which wine had previously been made. In both other instances he was allowed to pay the cost, it was stated. A quantity of sugar was also seized along with the manufactured article.

### SHIPBUILDERS WERE THE GUESTS HONOR

Interesting Meeting of Club Held Early Yesterday Evening

Engineers and others in charge of the construction of the yards of the Carolina Shipbuilding Company were guests of the Rotary Club at its regular monthly meeting, held yesterday evening at the Y. M. C. A. at 6:15 o'clock and Southern hospitality was dispensed as only those in Rotary are capable of dispensing it. In addition Messrs. Hugh MacRae, C. C. Chadbourne and James H. Cowan were in attendance upon invitation and all responded when called upon for short addresses. The affair was of a very informal nature and the visitors made to feel at home from the very first. Their welcome was extended by former President Roger Moore, who was called upon by President J. C. Williams.

The reply for the visitors was made by Mr. E. G. Glass, who declared all were astounded at this welcome that had been given. Continuing, he said that in no other community had they been treated better and that while all were workers and not talkers, they were deeply appreciative.

Mr. Cowan's address was a tribute to the work accomplished by the shipbuilding committee, composed of Messrs. J. A. Taylor, Hugh MacRae, C. C. Chadbourne and Thomas H. Wright, expressing the opinion that it was the most wonderful committee that had ever visited Wilmington. Others spoke during the evening, adding much to the pleasure of the occasion.

A number of selections were rendered by the Acme quartet and was accorded a rising vote of thanks. The following resolutions were adopted in memory of Capt. H. Tate Moore, a member of the club, whose sad death occurred at Camp Kearney, San Diego, Cal., some two weeks ago:

"Whereas, it has pleased God in His infinite wisdom, to call from his earthly labors our esteemed friend and co-worker, Dr. H. Tate Moore, it is due his memory that we, the members of the Rotary Club, whose good fortune it has been to have been associated with him as a co-worker and to have been an eye-witness to his high qualities as a physician, and his efficiency as a member of this club.

"Whereas, Dr. H. Tate Moore always stood for the highest and best in his profession, and

"Whereas, that in the death of Dr. H. Tate Moore the State has lost one of its best citizens, and this organization one of its most valuable members, kind, and just as a man of the highest integrity in all the relation of life.

"Therefore, be it resolved, that we, members of the Wilmington Rotary Club, wish to go on record as expressing our loving memory of his faithful and fruitful life, and our sincerest sorrow at his death.

"That we respectfully tender our

### RAID ON GERMAN SUBMARINE BASES VERY SUCCESSFUL

### FORTY-THREE NAMES ON CASUALTY LIST

Six Killed in Action, Three Died of Wounds, 11 died of Disease

Washington, April 24.—The casualty list today contained 43 names, divided as follows:

Killed in action, six; died of wounds three; died of disease, 11; wounded severely, 10; wounded slightly, 13.

Lieutenant Renville Wheat is the only officer named in today's casualty list. He was slightly wounded.

The list follows: Killed in action: Sergeants Joshua K. Broadhead, Orville G. Fuller, Corporal Frank P. Gordon; Privates Charles W. Foote, Felix M. Oliver, Roger Wilson.

Died of wounds: Corporal Frank D. Brooks, Wagoner John C. Burwell; Private Charles E. Knutson.

Died of disease: Sergeant James A. Mulligan, Privates Giuseppe Galdi, Clarence Bashaw, LeRoy Cook, Donald Newell, Ora Newton Tidd, John X. Tweten, Winifred R. Vaux, Karl Wagoner, John Hodges Weston.

Wounded severely: Corporal Vinal B. Rideout, Privates Steve Adams, Hornidas DesRochers, John W. Gosmiski, William E. Loper, Edward H. Monahan, Thomas Morrison, Louis H. Palmer, Garrard Stillings, Carl L. Witham.

Wounded slightly: Lieutenant Renville Wheat, Battalion Sergeant Major Joseph E. Houseworth, Jr., Sergeant Charles W. Cockerill, Corporal Arthur L. Muirhead, Buglers Frederick D. Hurst, Earl H. Ramage, Privates Walter E. Cheever, Raymond E. Crowell, John Crawley, William J. Graham, Gaze Gurnsey, Anthony Kowalzyk, John R. Stoddard.

### PRESIDENT OPPOSES WAR ON HUN ALLIES

Washington, April 24.—Definite opposition to a declaration of war on Bulgaria and Turkey at this time was indicated by President Wilson today at a conference with Senator King, of Utah, who recently introduced a resolution calling for war with both countries.

Senator King sought the President's views as a result of debate in the Senate yesterday on a resolution by Senator Brandegee of Connecticut, seeking the Senate foreign relations committee for immediate action on the King resolution.

Senator King announced after the conference that he would not press his resolution at this time.

The Brandegee resolution was laid aside yesterday after the debate, although several Senators announced they were willing to vote for a war declaration.

### JAPANESE FOREIGN MINISTER RESIGNS

London, April 24.—Wakaoto Motoono, Japanese minister for foreign affairs, has resigned, according to a Reuter dispatch from Tokio.

The question of Japanese intervention in Siberia probably led to the withdrawal of Viscount Ichiro Motoono from the foreign ministry of which he has been the head since November, 1916, when Count Teruchi formed the present cabinet. There have been reports recently that Viscount Motoono might resign in connection with the Siberian situation, but explanations of such a possibility were scanty.

### Schooner Scotia Reaches Port.

An Atlantic Port, April 24.—The schooner Scotia, lumber laden, from Jacksonville, for Cape Cod and abandoned in a waterlogged condition off the Carolina coast several days ago arrived here today in tow, after wreckers had cut away her masts and righted the vessel. The deck load of lumber was washed ashore and it was said it could be saved.

sincere condolence to the bereaved members of his family, and assure them of our deepest sympathy.

"That these proceedings be presented to the secretary of the club with the request that the same be entered upon the minutes and a blank page be inscribed to his memory and that a copy thereof be published in the city papers.

"That a copy of this preamble and these resolutions be transmitted to the family of the deceased.

Respectfully submitted,  
"C. K. PATTERSON,  
"C. W. POLVOGT,  
"Committee."

### Mouth of Zeebrugge Canal Blocked and Guns on the Mole Destroyed

### ONE OF MOST DARING FEATS OF THE WAR

Germans Thought the Raiders Were Americans and Bolted, Leaving Their Guns—Went Through a Hail of Shells.

London, April 24.—Not only was the mouth of the canal at Zeebrugge blocked, but the British sailors and marines who participated in the raid on the German submarine bases believe they destroyed every gun on the mole, demolished the sheds throughout its entire length and blew up large stores of munitions contained in the sheds, according to stories given by the survivors to the correspondent of the Daily Chronicle at a Kentish port.

Until they were within a half mile of the harbor of Zeebrugge no ships had scarcely got within sight of the light when it was discovered by the Germans.

Star shells instantly pierced the thick haze, showing up the cruiser, as clearly as though it had been day-light.

In one second it seemed as if every battery in the neighborhood had concentrated its fire on the cruiser. How she was able to get ahead none of those watching her understood. Great 17 inch shells and others of smaller calibre flew around her like hail. She was apparently hit by some of the small ones, but she plugged ahead and was seen to turn the corner of the harbor. The German fire apparently was deflected from her vital parts by the intervening structure of the mole and most of the damage done was above the water line.

Disregarding all that had happened the cruiser went up to the mole and landed a large party of blue jackets and marines. The German defenders conceived the idea that their assailants were Americans and according to some of the survivors, this cry was heard:

"It's the Americans! It's the Yankees!"

Some of the Germans bolted en masse from the nearest batteries, leaving their guns to the British. The guns were destroyed one by one, while others in the landing party dealt with the sheds and munition stores with flame throwers.

Apparently under cover of this operation, continues the account sent by the Daily Chronicle's correspondent, the concrete laden cruisers, with which it was intended to block the channels made their way through the harbor, accompanied as far as it can be ascertained, by only one submarine. As they approached the entrance, they anchored, swung around on the cables and, according to the testimony of one of the observers, were sunk within 23 minutes. None of the destroyers or submarines exploded a charge at the gates of the lock to the Bruges canal and they are believed to have been destroyed.

Meanwhile four destroyers entered the harbor and cruised around making observations, but were unable to take part in the battle.

When the attacking ship and its landing party had completed their work the sailors and marines were taken aboard again despite the damaged condition of the cruiser which then began to make its way out of the harbor.

One of the 17-inch shells out of the hundreds of various calibres fired at the cruiser got well home in her upper works. Her steering gear was injured and she signalled an escort ship to show her the way out but before help arrived she had found her way out and taken her place under her own steam behind the lines of protecting cruisers.

One man who watched the operation from an escorting ship said to the Daily Chronicle's correspondent: "When we saw the damage she had suffered, it seemed scarcely possible that she was able to keep afloat. The men below must have worked like trojans for she was throwing flames 10 feet high from her funnels and she made the fastest time she probably ever accomplished."

The narrator described the comical noise of the German gun fire and the explosions on the mole as a "ten-fold hell." He added: "We were only four or five hundred yards away from the point of the mole, but were afraid to fire a

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