

North Carolina and South Carolina: Probably thunder showers this afternoon on tonight in east portion.

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WILMINGTON, NORTH CAROLINA, WEDNESDAY EVENING, MAY 8, 1918.

PRICE FIVE CENTS

ALLIED TROOPS ARE A WAITING THE NEXT MOVE BY GERMANS

Rainy Weather Has Hampered Enemy and Has Aided The Allies.

AERIAL ACTIVITY ON AMERICAN SECTOR

German Airmen are Giving American Fliers a Contest for Control of the Air—No Infantry Engagements.

Along the battle lines in Northern France, the allied troops still await the shock of renewed heavy fighting by the Germans. Apparently the rain weather has interfered a great deal with the enemy's transport and he has not been able to perfect his arrangements because of the difficulties of bringing his supplies over the battle-ground of Flanders and Peady.

Having gained some advantageous positions in local fighting, the allies are waiting for the next effort of the Germans, which already has been delayed much longer than in previous battles since the beginning of the offensive on March 21. Meanwhile, fresh troops and new supplies are pouring in to strengthen the allied positions and this fact must also add to the perturbation of the enemy, who has nothing remarkable in military achievement to show for his heavy losses of the past seven weeks. The artillery fire continues violent on important sectors. The Germans are shelling heavily the Anglo-French front southwest of Ypres and the sector south of the Somme between Villers-Bretonneux and Hallies. These sectors saw the heavy fighting previous to the German repulse nor of Mont Kemmel nine days ago. Enemy fire against the southern side of the Aras sector which lies north of Albert, also has been intense.

There has been great aerial activity on the American sector northwest of Toul and Captain James Norman Hall, well known as a flier in the French and American armies, is reported missing after a battle in which he and two other Americans engaged four Germans. Two of the enemy airplanes are believed to have been brought down. Other Americans also have been meeting the enemy in the air along the line east of St. Mihiel and it is believed the Germans have concentrated large forces in an attempt to wipe out the American fliers. There has been no infantry fighting on any of the American sectors.

Except for fruitless patrol raids by the Austrians and limited artillery fire there has been no activity on the Italian front. The Austrians still withhold their attack and neither Vienna nor Berlin has said anything of it for the past several days. A political crisis involving the security of the Lloyd-George government has arisen in Great Britain over the letter written by Gen. Maurice, former chief director of military operations, in which he questioned the veracity of the premier and the chancellor of exchequer. In the house of commons a parliamentary tilt between Andrew Bonar-Law, for the government, and former Premier Asquith resulted in the government's acceptance of a motion by Mr. Asquith that the house discuss the form of inquiry to be made into the statements of General Maurice.

The motion will be debated in the house Thursday and the government has decided to stand or fall on the vote taken after the discussion. The government looks upon the motion as a vote of censure and has called its supporters to be in the house for a vote tomorrow.

BERLIN TO FURNISH SUITS FOR WORKERS

Amsterdam, May 8.—The city of Berlin has been ordered to produce forthwith 40,000 complete second-hand suits for war workers, principally those engaged in railway and farming work. It is to be a "voluntary" surrender against a small payment, but warning is given that if the clothes are not forthcoming they will be taken by force. This applies especially to persons whose social position warrants the assumption that their wardrobes are well stocked.

AMERICANS IN ITALY.

New York, May 8.—"The presence of an American contingent" and a Bohemian legion on the Italian front is reported in a dispatch from Austrian war press headquarters, dated April 8, to the Berliner Tageblatt, a copy of which has been received here. The number of supposed Americans or to what arm of the service they belong is not reported by the newspaper correspondent, who adds that British and French auxiliary troops are no longer on the Italian front.

THE OFFICIAL REPORTS.

BRITISH.
London, May 8.—Successful minor operations last night resulted in the advance of the British lines a short distance in the Amiens sector, between the Somme and Aisne rivers, the war office announced today.
Increased activity was developed by the hostile artillery early this morning on the Flanders battlefield between Meteren and Kemmel.

AUSTRALIANS ADVANCE.
With the British Army in France, May 8.—The Australians last night made another advance, pushing forward their lines 500 yards along a front of 600 yards near Sully-Le-Sec, on the sector east of Amiens. They also pushed back the Germans 300 yards along a front of 500 yards west of Morlaucourt, just above Sully-Le-Sec. Notwithstanding a heavy barrage, the Germans were unable to prevent their advance.

FRENCH.
Paris, May 8.—Heavy artillery fighting occurred last night on both sides of the Aisne river, southeast of Amiens, the war office announces.
The statement follows:
"There was very great activity of the artillery on both sides during the night north and south of the Aisne."
Raids attempted by the enemy west of Montdidier and in the regions of Thennes and Grivesnes were broken up by the French, who took prisoners.
"There is nothing to report from the rest of the front."

FIRST OF WOODEN SHIPS BUILT AT TAMPA LAUNCHED.

Tampa, Fla., May 8.—The Nameoki, first of four wooden steamships being built here, was to be launched late today. The boat is 286 feet long and will displace about 2,200 tons. The machinery will be installed here. The Nameoki is to be launched.

New Orleans, May 8.—The Southern Pine association announced today it has been notified that five large merchant steamers for the government shipyards along the gulf coast this week. These include one at Tampa today and other new vessels at Biloxi, Miss., Orange and Beaumont, Texas, within the next few days.
Three additional vessels, it was stated, will be launched at Moss Point, Miss., Orange, Texas, and Madisonville, La., within the next week or ten days.

COUNT VON LUXBURG IS FINALLY ABOUT TO SAIL FOR HOME

Buenos Aires, May 8.—Count von Luxburg, former German minister to Argentina, who was dismissed by the Argentine government last fall, is finally about to sail for home. Ill-health claimed for him and various complications regarding arrangements for his voyage had caused his departure to be postponed several times.

It is now announced that Count von Luxburg, under an allied safe conduct, will sail tomorrow for Sweden. Dr. Perli, former German minister to Peru, who was handed his passports by the Peruvian government when it severed relations with Germany last autumn, will sail on the same steamer as will the German charge d'affaires at Montevideo, completing the exodus of German diplomats from the South American republics, which have broken with Berlin.

WEEK OF MAY 20 RED CROSS WEEK.

Washington, May 8.—President Wilson has issued a proclamation designating the week beginning May 20 as "Red Cross week," and calling upon the American people to contribute generously to the second \$100,000,000 war fund of the American Red Cross for the alleviation of suffering among the American troops in France and their dependents at home and among the fighting forces and civilian populations of the allied countries.

NICARAGUA SENDS REGULAR MINISTER

San Juan Del Sur, Nicaragua, May 8.—Diego Manuel Chamorro, former minister of foreign affairs, has been appointed Nicaraguan minister to the United States.

GERMAN AVIATORS TRY TO WIPE OUT AMERICAN FLIERS

Expert Air Fighters Sent to Engage Airmen on American Front.

EUTENANT HALL REPORTED MISSING

Light Thrilling Battle With German Planes, and Was Last Seen Near The Ground Behind Enemy

With the American Army in France, Tuesday, May 7.—After a thrilling battle with enemy airplanes 10 miles north of Pont-A-Mousson, Captain James Norman Hall, one of the leading American aviators, made a spiral dive for the earth and was last seen close to the ground, apparently trying to land. His subsequent fate is unknown.

Captain Hall, with two others, was patrolling this morning between St. Mihiel and Ont-A-Mousson. When they were over Pegny-Sur-Moselle, four enemy Albatross airplanes, painted with black and white stripes, were seen.
The Americans attacked, Captain Hall singing out one of the enemy and driving him downward while firing with his machine gun. The pair made a spiral dive from 5,000 metres to 4,000, when the German suddenly reversed his machine and started to rise. In a quick turn he poured a deadly stream of machine gun bullets into the bottom of Hall's machine. Captain Hall promptly came out of the spiral and made a dive for the earth. He was last seen attempting to complete this maneuver.

In the meantime the enemy machines that the other Americans had engaged dropped toward the ground. It is unknown what happened to them, but two of them apparently were in distress. No credit for a victory is given the Americans because official verification of the destruction of the enemy was impossible.
Captain Hall's machine had pointed on its side the first American airplane insignia to appear on the battlefield. It was in the form of a "hat in the ring" sign, showing a starry-striped high hat, usually pictured on Uncle Sam, surrounded by a golden ring.

Despite the bad weather German machines were out in force. Alarm after alarm was answered by the Americans. Lieutenant Cunningham engaged one machine when five more of the enemy joined in. The lieutenant kept up the fight until his machine gun jammed, when he returned to the American lines with 10 bullet holes in his plane.
The usual German game was to have a small number of planes appear near the American lines while a reserve of four or five machines remained out of sight until the American came into action. The reserves would then swoop down in an attempt to wipe out the Americans. The American aviators met this to answering alarms with twice the number of machines it was reported the Germans had.

American aviators used Niueport pursuit machines as their fighting weapons. The Americans engaged in photography and artillery regulating work also had to fight. Two Americans protecting a firing machine were attacked by two Germans. The fight lasted for half an hour and ended when one German went wobbling to the ground about three kilometers within the German lines. The fight took place about two kilometers behind the German positions.

As a result of today's activity it is believed the Germans saw some of their best fliers to this sector to attempt to annihilate the American flying force.

IS CHARGED THAT INDUSTRIAL TRUCE HAS BEEN BROKEN

Washington, May 8.—Charges that the industrial truce declared in the recent agreement between capital and labor has been broken by telegraph companies were heard today by the national war labor board. Telegraph operators declared many of their number had been discharged because of union affiliations. The companies' side of the controversy was presented by Newcomb Carlton, president of the Western Union.

SIX OF RYNDHAM CREW COMMENDED

Washington, May 8.—Secretary Daniels today issued a statement commending six members of the crew of U. S. S. Ryndham for their heroic work during a fire on board. April 20. The statement says that "notwithstanding the smoke and the dangerous flames these men went down in the forepeak of the vessel and brought on-deck a yard workman who had collapsed and would have been killed by the fumes if he had not been promptly removed."

LYOYD-GEORGE'S CABINET FACES A POLITICAL CRISIS

General Maurice Questions Veracity of Premier and Chancellor of Exchequer.

HOUSE TO DEBATE QUESTION THURSDAY

Government Will Stand or Fall by the Vote Taken After the Discussion—Newspapers are Lining Up.

London, May 8.—The action of General Maurice, former chief director of military operations at the war office, in impugning the veracity of ministers of the government has created a most serious political situation and one which is of vital importance to the cabinet's existence, according to the views expressed by several of the morning newspapers. Papers which have consistently supported the present administration rally to its side and insinuate or assert openly that former Premier Asquith and his followers are back of General Maurice and that the affair is a maneuver to oust the Lloyd-George cabinet and put in its place a cabinet headed by Mr. Asquith, Viscount Grey and the Marquis of Lansdowne.

Thursday's debate, The Daily Telegraph thinks, will be the most serious of any the government has had to face, involving the question of its continuance in power. The paper is convinced that the ministers acted in perfect good faith when they made the statements which General Maurice contradicts and believes they merely repeated information supplied by their military advisors. The Daily Telegraph believes the country has complete and justifiable confidence in the government, but adds "there is no doubt that the opposition led by Mr. Asquith regards the time as ripe for it to accept the responsibility of office. It is for the house of commons to choose. The alternative government would be exclusively a radical one."

The Daily Mail, which strongly supports Premier Lloyd-George, and is as strongly inimical to former Premier Asquith, says the debate on Mr. Asquith's motion will afford him the needed opportunity for an attempt to bring about a parliamentary crisis. It remarks that when General Maurice said that no soldier had seen his letter, he did not say that no politician had seen it.

"This omission," The Daily Mail adds, "coupled with Mr. Asquith's maneuvers in parliament on Tuesday, suggests that the old gang believes it has found a weapon which will destroy the government. We believe these infatuated partisans have made one more miscalculation."
"The nation has no confidence in the discredited and dilatory politicians and their pacifist hangers-on who were driven from office 18 months ago."

The Daily Graphic says:
"Mr. Asquith's intervention indicates that the political truce is now at an end. We must anticipate a new political struggle centering around the question of the premier's honor."

The conservative Morning Post says that the premier's own act brought the government to the present serious pass. He refused, it declares, to take the advice of soldiers, the Germans took advantage of the situation, and the premier threw the blame on the soldiers. The Post adds:
"The hand of Nemesis is now stretched out. Lloyd-George will need all his nimbleness to avoid being cracked on the wheel of destiny. He has had his chance and has proved himself unfit for the work in hand. But nobody can rejoice, who considers the alternative, at the prospect of a new government."

The radical Daily News, which is opposed to the premier, rejoices that the government will not accept the Asquith motion, but will treat it as a vote of censure, so that parliament on Thursday must take a decision involving the life of the government.

HEAVY ARTILLERY FIGHTING ALONG AMERICAN FRONT

With the American Army in Picardy, Monday, May 6.—The artillery fighting continues along the sector held by American troops in the Picardy battlefield. There is no change in the situation.
Premier Clemenceau visited the Americans yesterday afternoon and congratulated them on the fine showing they have already made. He expressed particular pleasure at the harmonious manner in which the French and Americans are working together. The premier inspected the billets and kitchens and talked with officers and men.

PRESIDENT WILSON TAKES A HAND IN THE AIRPLANE ROW

Government Officials Believe Grave Injustice Has Been Done Innocent Men.

NO GROUNDS FOR CRIMINAL ACTION

Many of the Charges Against the Aircraft Board are Considered Absurd—Little Money Wasted.

(By FRANK P. MORSE.)

Washington, D. C., May 8.—President Wilson has personally intervened in the airplane controversy and endorsed former Chairman Howard Coffin's request for an investigation by the department of justice, because he believes that insinuations of criminal acts, which have been current for several days, are a grave injustice to men entirely innocent of even the slightest wrongdoing.

Government officials regard the investigation as an absolute necessity because they are convinced that charges of the most irresponsible character have been launched for reasons that will be made clear when the investigating machinery of the government is set in motion. They do not think there is the slightest chance that grounds for criminal proceedings will be disclosed, but they do anticipate proof that regrettable zeal to incorporate every up-to-the-minute improvement in fighting planes was responsible or inexcusable procrastination and delays.

Some of the charges aired here last week were peculiarly absurd. There were bitter complaints that no adequate supply of foreign types of motors for American battle machines. As a matter of fact, the Wright-Martin plant is now turning out one of the most successful types of foreign motors, and the one that is generally regarded in the allied countries as the best motor for fast fighting planes.

The wildest talk connected with plans for America's air navy has centered on the liberty motor. A great many people have been led to believe that this American product is a failure and a vastly greater number have formed the opinion that, while satisfactory for bombing and training planes, it does not develop enough speed for battle planes. Both theories are wrong.

The liberty motor, according to experts who should know, is the fastest motor in the world. It is flawless engine for scouting and bombing and is being turned out in great quantities. It was eliminated from use in battle planes, not on the question of speed, but because it is considered too heavy and too high geared for battle planes, which are compelled to climb to great altitudes. It is an interesting fact that experiments are now being conducted with a device that will, it is hoped, materially alter the liberty motor gear. If this proves a success, it is extremely probable that a modified liberty motor eventually will be placed on American fighting machines.

The Curtis plant, in Buffalo, is turning out quantities of training planes, which are equipped with engines built at the Curtis motor factory at Elmira, New York. The Buffalo plant has produced a majority of all the training planes now in use, and its motor factory is in shape to turn out an enormous number of engines for use in this country and abroad.

It is both unjust and ridiculous to intimate that the \$640,000,000 appropriated by congress for airplanes has gone to waste. A large amount of the money actually spent went for training fields and cantonments for aviators and mechanics. A large amount was spent in experimentation and in advance payments for new factories and for the actual construction of liberty and other motors. The greater part of the money has not yet been paid out.

Important members of the senate military affairs committee are beginning to regard the Gutzon Borglum charges less sympathetically than when they were first made public. Mr. Borglum has written letters to the senate committee and given out interviews that led to grave suspicions about the early conduct of the aircraft board. For that reason the members of the committee made repeated efforts to have the sculptor produce material witnesses to back up his statements. It may be stated in this connection that the attitude of the president towards the Borglum investigation has materially altered since the war department formally offered its assistance to the sculptor in his search for definite facts.
Former Chairman Coffin has asked that the department of justice shall conduct the most searching and ruthless investigation of the entire airplane program. His reasons are obvious.

Asks Appropriation of \$2,223,835,000 For Ship Building.

Washington, May 8.—Estimates submitted to congress today by the shipping board call for an appropriation of \$2,223,835,000. For the cost of construction of ships authorized by the urgent deficiency bill of 1917 the board has requested an appropriation of \$1,386,100,000 and for the purchasing and requisitioning of plants and material \$862,000,000.

"JIMMY" HALL IS GONE AND WHOLE SERVICE MOURNS

Was One of Most Popular Men in American Flying Corps.

GERMAN OPPONENT USED NEW TACTICS

Maneuver of Hard Pressed Hun Enabled Him to Turn Defeat Into Victory Over Daring American.

With the American Army in France, Tuesday, May 7.—"Jimmy" Hall is gone, and the whole American air service is mourning his loss. All are wondering whether he was killed or was able to bring his machine safely to earth after his battle in the air over Pegny-Sur-Moselle. Captain Hall was popular throughout the army and had won admiration by his daring, coolness and skill in handling his machine.

The captain's flying companions are all certain he would have knocked out his opponent had it not been for a maneuver unheard of, so far as American and French pilots are concerned. It has been considered dangerous to the last degree to bring up a machine sharply from a downward plunge, because the strain is almost certain to cause the collapse of some vital part. The German aviator whom Captain Hall was pursuing, being hard pressed, adopted this desperate expedient to escape death and won. He was thus enabled to pour a stream of bullets into the bottom of Hall's machine.

The captain's companions waited for several hours after the fight for him to return before giving him up for lost. They felt certain that unless some serious accident had occurred he would return, notwithstanding the fact that he was seen to plunge toward the earth. The aviators all have the greatest confidence in him and express the conviction that if he landed safely and was captured he will escape eventually.

COUNCIL PROMISES TO LEND ALL ASSISTANCE

Streets Will be Extended and New Houses Given Water and Sewer.

That city council is in accord with the action taken at yesterday's mass meeting, looking toward the formation of a million dollar corporation for the building of houses to take care of the city's ever increasing population and that council will lend every energy toward extending streets and water mains and providing sewer accommodations for the houses that are to be built, was sentiment expressed at this morning's regular session of the board. The matter was presented by Marsden Bellamy, chairman of the housing committee, who made it plain that no unreasonable results would be made.

The general opinion is that the major portion of proposed building operations will be in the southern section of city, a slight distance beyond the area now served with sewer and water and all are agreed that it will be necessary to extend streets. It was pointed out that one of the big things the city could do was throw sewer accommodations around the workmen and their families who are to be brought here, thus assuring sanitary conditions of the highest nature. Many of the houses will be built on the southern extremity of Fifth, Sixth and Seventh streets, and the proposition of taking care of these people in the above mentioned manner will be borne in mind when the new budget is made up. The board was also addressed by J. A. Taylor on the same subject.

Dr. Charles E. Low, newly elected health officer, was introduced to the board by Chairman W. A. McGirt, of the board of county commissioners, and he had a few words to say. W. B. Cooper was before the board to ask that assistance be given the associated charities and his request was referred to the finance committee.

GRANT OPTIONAL FRANCHISES FOR STREET RAILWAYS

Traction Company Privileged to Doubletrack to the Shipyards.

MOTION DEFEATED AND THEN PASSED

Third Street, However, Must Not be Used as Freight Line. Committee's Report Filed.

Optional franchises permitting extensions of the street railway system of the Tidewater Power company to the southern section of the city, making possible a double tracked system to the yards of the Carolina and Liberty shipbuilding companies was granted the company at the regular Wednesday morning session of city council. The company is to be permitted to double track Front street beyond Castle, or it can use Third street, south of Castle, and get the double track effect by the formation of a loop. The franchise expires with the year unless the company has taken advantage of the privileges extended during that time. The only conditions imposed are that the company comply with the obligations provided for by the state law, which requires the company to pave between its tracks and 18 inches on either side and the assurance of Hugh MacRae, president of the company, that in event a line was extended down Third street that it would be a street railway line and not a railroad track and that it would not be devoted to hauling freight. The matter was referred back to the committee composed of Councilman Hall, Bunting and Bradshaw, that reported on the question today, and the details will be worked out during the afternoon by this committee and officials of the traction company.

The motion to grant was made by Councilman McCaig, after the board had heard Mr. MacRae at length and after C. C. Chadbourn and J. A. Taylor had urged that the traction company be empowered to proceed as any effort to block the company would be stoned thrown in the path of the government. The report of the special committee, appointed by the mayor to go into the matter, was submitted and covered twelve typewritten pages. The committee through its report wished to make certain that the company would not build railroad tracks to the shipyards and later lease them to railroad companies, and objections were heard from property owners, who oppose a freight line down Third street. In speaking of the report Mr. MacRae and Messrs. Chadbourn and Taylor admitted that it was a splendid report for normal times but that it imposed entirely too many obligations on the company which is really acting as an agent of the government.

In addressing council Mr. MacRae recounted the service rendered by his company in influencing the government to locate shipyards here, and thought that part of the report that hinted at the possibility of other companies coming here in opposition to the one he headed was poor taste. He stressed the fact that the Tidewater Power company is merely carrying out instructions of the shipping board and that it is imperative that the company be in position to comply with every request made by the shipping board. He stated plainly that his company had urged the government to arrange for transportation of the shipyard employes to and from the city by steamer, and that nothing would please him more than that this suggestion be carried out. He was inclined to think that the only objections entered against extension of the proposed Third street line were unreasonable and had their origin in theory rather than fact.

The report of the committee lent a suggestion that the proposed Third street line would be used for switching freight cars and the committee was opposed to such a practice, but Mr. MacRae assured the council that such an idea had never been entertained.

The head of the traction company was of the opinion that the primary purpose of streets was for transporting people from one side of a city to another in the quickest and most comfortable manner, and he called attention to the building of elevated lines in cities—practices that work to the detriment of property owners. Mr. Chadbourn was willing to admit that the city beautiful plan was one of the finest imaginable but did not think that progress should be halted and people inconvenienced because it was necessary to extend a car line through a plaza located in one of the streets of the city. J. A. Taylor urged that the board co-operate with the traction company in every manner possible; that the company is doing a public service and is lending the government assistance.

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