

WILSON ASKS CONGRESS TO PASS REVENUE BILL FOR CONDUCT OF WAR

Appears Before Joint Session,
Asking Them Meet Problem
TO ELIMINATE POLITICS
In Specific Terms He Gives
Distinct Warning Against
Any Lobbying
IS MUCH PROFITEERING
President Says New German
Drive Added to Solemnity
of His Conception of
What Is Our Duty

Washington, May 27.—President Wilson personally took charge of the war tax legislation today and, appearing unexpectedly before a joint session of congress, declared it was necessary to proceed immediately with new war tax laws.

Plans which might have delayed the work, but which involved a working agreement between both parties having fallen through, the president told the legislators there was no way to meet the problem of financing the war but to have congress remain in session and go ahead at once.

The president called upon congress to eliminate politics from the consideration. Politics, he said, is "adjoined." The principal increases in taxation, the president said, would be on incomes, war profits and luxuries.

It would be manifestly unfair, the president said, to wait until 1919 before determining what the new taxes would be. The president's address was comparatively brief, taking less than 15 minutes for delivery.

In specific terms the president gave a distinct warning against lobbying in connection with the new bill.

There is indisputable evidence of profiteering at present, the president said, and he declared it must be reached by the new legislation.

There need be no hesitancy in taxing the country, the president told congress, if it were taxed justly. He appealed to congress to approach the great task with seriousness and fear of political consequences.

"An intense and pitiless light beats upon every man and every action in the tragic plot of war that is now upon the stage," said the president.

The president concluded with an appeal to congress to do its work ungrudgingly, and said he could not guarantee a proper administration of the treasury unless the question were settled at once.

When he had concluded his address the president unexpectedly made a brief extemporaneous statement in which he said that as he was leaving the white house for the capitol he had heard that the new German drive apparently had just begun and that it added to the solemnity of his conception of the country's duty.

Majority Leader Kitchin, as chairman of the house ways and means committee, which will immediately begin plans for the revenue legislation, and Chairman Simmons, of the senate finance committee, held a conference immediately after the president's speech.

The president's address follows: "Gentlemen of the Congress: It is with unaffected reluctance that I come to ask you to prolong your session long enough to provide more adequate resources for the treasury for the conduct of the war. I have reason to appreciate as fully as you do how arduous the session has been. Your labors have been severe and protracted. You have passed a long series of measures which required the debate of many doubtful questions of judgment and many exceedingly difficult questions of principle as well as of practice.

"The summer is upon us, in which labor and counsel are twice arduous and are constantly apt to be impaired by lassitude and fatigue. The elections are at hand and we ought as soon as possible to go and render an intimate account of our trusteeship to the people who delegated us to act for them in the weighty and anxious matters that crowded upon us in these days of critical choice and action. But we dare not go to the elections until we have done our duty to the full. These are days when duty stands stark and naked and even with closed eyes we know it is there. Excuses are unavailing. We have either done our duty or we have not. The fact will be as gross and plain as the duty itself. In such a case lassitude and fatigue seem negligible enough. The facts are tonic and suffice to freshen the labor.

"And the facts are these: Additional revenues must manifestly be provided for. It would be a most unsound policy to loan and to have a proportion of them by bond, and it is evident that the four billions now provided for by taxation will not of themselves sustain the greatly enlarged budget to which we must immediately look forward. We cannot in fairness wait until the end of the fiscal year is at hand to apprise our people of

the taxes they must pay on their earnings of the present year, whose accounts are not yet closed. We created taxes until the what they are to be and necessary economy to available. Definiteness, as to what its tasks absolutely necessary for administration of the regulations in haste it to know its exact task until the very eve of its performance. The present tax laws are marred, however, by inequities which ought to be remedied. Indisputable facts, every one; and we cannot alter or blink them. To state them is argument enough.

"And yet, perhaps you will permit me to dwell for a moment upon the situation they disclose. Enormous loans freely spent in the stimulation of industry of almost every sort produce inflations and extravagance which presently make the whole economic structure questionable and insecure and the very basis of credit is cut away. Only fair, equitably distributed taxation, of the widest incidence and drawing chiefly from the sources which would be likely to demoralize credit by their abundance, can prevent inflation and keep our industrial system free of speculation and waste. We shall naturally turn, therefore, I suppose, to war profits and incomes and luxuries for the additional taxes. By the war profits and incomes upon which the increased taxes will be levied will be the profits and incomes of the calendar year 1918. It would be manifestly unfair to wait until the early months of 1919 to say what they are to be. It might be difficult, I should imagine, to run the mill with water that had already gone over the wheel.

"Moreover, taxes of that sort will not be paid until the June of next year, and the treasury must anticipate them. It must use the money they are to produce before it is due. It must sell short time certificates of indebtedness. In the autumn a much larger sale of long time bonds must be effected than has yet been attempted. What are the bankers to think of the certificates if they do not certainly know where the money is to come from which is to take them up? And how are investors to approach the purchase of bonds with any sort of confidence or knowledge of their own affairs if they do not know what taxes they are to pay and what economies and adjustments of their business they must effect? I cannot assure the country of a successful administration of the treasury in 1918 if the question of further taxation is to be left undecided until 1919.

"The consideration that dominates every other now, and makes every other seem trivial and negligible, is the winning of the war. We are not only in the midst of the war, we are at the very end of it. Hundreds of thousands of our men, carrying our hearts with them and our fortunes, are in the field, and ships are crowding faster and faster to the ports of France and England with regiment after regiment, and thousand after thousand to join them until the enemy shall be beaten and brought to a reckoning with mankind. There can be no pause of intermission. The great enterprise must, on the contrary, be pushed with greater and greater energy. The volume of our might must steadily and rapidly be augmented until there can be no question of resisting it. If that is to be accomplished, gentlemen, money must sustain it to the utmost. Our financial program must no more be left in doubt or suffer to lag than our ordinance program or our ship program or our munitions program or our program for making millions of men ready. These others are not programs, indeed, but mere plans upon paper, unless there is to be an unquestionable supply of money.

"That is the situation and it is the situation which creates the duty, no choice or preference of ours. There is only one way to meet that duty. We must meet it without selfishness or fear of consequences. Politics is adjoined. The elections will go to those who think least of it; to those who go to the constituencies without explanations or excuses; with a plain record of duty faithfully and disinterestedly performed. I, for one, am almost confident that the people of this country will give a just verdict upon the service of the men who act for them when the facts are such that no man can disguise or conceal them. There is no danger of deceit now. An intense and pitiless light beats upon every man and every action in this tragic plot of war that is now upon the stage. If lobbyists hurry to Washington to attempt to turn what you do in the matter of taxation to their profit or advantage, the light will beat upon them.

There is abundant fuel for the light in the records of the treasury with regard to profits of every sort. The profiteering that cannot be got at by the restraints of conscience and love of country can be got at by taxation.

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JOHNSON PUT THROUGH MOST RIGID GRILLING

Says He Referred to Miss Taylor As "Lady Friend III In Richmond"

Richmond, Va., May 27.—Dr. Lemuel J. Johnson, who has been on trial here 11 days for alleged wife murder, resumed his testimony this morning, undergoing a rigid cross-examination as to his conduct and remarks the week before his bride, Mrs. Alice Knight Johnson, died here as the result of taking poison.

Asked what he meant by saying a "lady friend was ill in Richmond" the night he was engaged in a long distance telephone conversation while he was in Middlesex, N. C., he said he referred to Miss Mildred Taylor. He said he had been informed she was ill prior to his wife's death and that he was inquiring about her. Miss Taylor was one of the important witnesses for the prosecution in the case.

Miss Taylor and the ride were employed in an office in the Medical College of Virginia and were at the home of Mrs. Benjamin Stutz the night of the tragedy. Dr. Johnson denied that he made reference in Middlesex at the time of the telephone conversation to his wife's illness in Richmond.

Prosecutor Wise endeavored to show that Johnson knew of his wife's illness the night of the tragedy. Johnson, who seemed benefited by his Sunday rest, answered all questions and seemed eager to complete his testimony.

Two or three witnesses are expected to offer rebuttal testimony this afternoon and arguments in the case may begin tomorrow morning.

GERMANS RESUME DRIVE FOR COAST

Strike Allied Line Blow Between Rheims and Soissons AFTER CHANNEL PORTS
British and French Both Holding Line Where Hun Makes Attack
NORTHERLY SIDE OF LYS
Germans Extend Active Battle Front to Rheims and Take in Sector Quiet Since Last Fall

Germany has resumed her drive for a decision on the western front after a lapse of nearly four weeks, striking in the south between Rheims and Soissons and in Flanders, on the northerly side of the Lys salient.

While it is too early for the true German intention to be disclosed the effort apparently is simultaneously to push through to the channel ports in the north, thus breaking up the British front and to strike for Paris in the south, in an effort aimed mainly at the French. The main field of the German attack begun last March and halted after the disastrous enemy reverse in Flanders late in April—the Somme region in the direction of Amiens—has been neglected by the German command in this new thrust. The possibility exists, however, that the fighting will be extended to this area as the battle develops.

The southerly blow which covers a front of some 40 miles and apparently is by far the more important of the two, has come to a point which had not been considered the most probable field for a renewal of the German attempt.

The fact that both British and French troops are found holding this front, however, gives indications that General Foch, the allied commander-in-chief, has hardly been caught napping and has large forces massed there. It was, indeed, on this front,

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Official Reports

BRITISH

London, May 27.—Strong German attacks developed early this morning against the British and French positions between Rheims and Soissons, the war office announces.

The attacks were preceded by a heavy bombardment.

The Germans also attacked this morning in Flanders, between Loere and Voormezele, on the northern side of the salient.

The statement reads: "Strong hostile attacks preceded by a bombardment of great intensity early this morning on a wide front against the British and French troops on the line between Rheims and Soissons and against French troops between Loere and Voormezele.

"There was considerable hostile artillery activity yesterday and last night on the British front."

FRENCH

Paris, May 27.—Over the front between the forest of Pinon and Rheims the Germans launched an attack this morning, the war office announced. The French and British troops are resisting with their habitual valiance.

After a long interval the Germans again began to bombard Paris with long range guns at 6:30 o'clock this morning.

FIFTY-SIX THOUSAND DOLLARS CONTRIBUTED

Fifty-six thousand one hundred and ninety-one dollars was given to the Red Cross during the second war fund drive that closed Saturday afternoon, according to final reports made public at this afternoon's luncheon at the Y. M. C. A. at 1:10 o'clock. The negroes have until tonight to complete their campaign and, while they are expected to make a good showing, it is doubtful if the final figure goes beyond \$57,000. Today's luncheon was attended by all members of the canvassing teams and neighborhood solicitation committees and all are delighted with what has been accomplished. The city and county was asked to give \$30,000—\$50,199 was given.

FREIGHT RATES AND PASSENGER FARES BE INCREASED AT ONCE

FEDERATION OF WOMEN'S CLUBS MEET IN RALEIGH

Largest Session Held in Years
Expected During This
Week

(Special to The Dispatch.)
Raleigh, May 27.—The North Carolina federation of women's clubs, meeting in Raleigh this week, and for the first time assembling in the handsomest and largest of all buildings owned exclusively by the women, will open the convention tomorrow night and run through Friday.

The largest of all the federations will be this session. The homes of Raleigh will entertain nearly all the delegates and advance reports show that everybody entitled to come will start. Two of the most noted women of the country, Mrs. Josiah Evans Cowles and Mrs. Antoinette Funk, will speak.

Mr. Cowles is president of the general federation and Mrs. Funk is a member of the woman's council of national defense. Mrs. Cowles is a Californian, but her husband is a Statesville man and known to many western North Carolina people.

Mrs. Funk, if possible, is held in still higher esteem, for she played a tremendous part in the election of President Wilson. She was not a member of the million dollar special which cost the country to Mr. Hughes. She is a lawyer who knows how to organize and it was this that gave her such prestige when she undertook to get the Illinois and other women together for work. She is a member of the congressional union and has stamped the country for suffrage.

Mrs. Clarence A. Johnson of Raleigh is president of the federation and will preside over the meetings. As hostess to the federation, Mrs. George W. Lay, of Raleigh, president of the club here, will have the biggest individual job. Governor Bickett has been asked to make his famous speech on the double standard of morals and it is understood that M. Bristol's play, "Damaged Goods," will be presented on the screen. The women are going to undertake a program that relates intimately to the war.

McAdoo Takes Action to Meet Railway Increases WILL ADD \$900,000,000

Order Wipes Out All Interstate Lower Rates on Either Traffic
TO AFFECT BOAT LINES

New Freight Charges Go Into Effect June 25—Increases in Passenger Fares is Effective June 10

Washington, May 27.—To meet wage increases just announced and higher costs of coal and other supplies this year, Director General McAdoo today ordered railroad freight rates in the United States raised 25 per cent and passenger fares increased to three cents a mile from the present basis of about 2 1/2 cents.

It is estimated that the program will bring between \$800,000,000 and \$900,000,000 more revenues to the railroads within the next year. It represents by far the biggest rate increase in the history of railroads.

The new freight charges which cover both class and commodity rates, become effective June 25, and the passenger increase will go into effect June 10.

Issued under authority granted by the railroad act to President Wilson acting through the director-general, the order wipes out all intrastate lower rates effective on either freight or rates effective on either freight or passenger fares. Travelers in standard sleeping and parlor cars are required to pay 3 1/2 cents a mile, in addition to Pullman fares, and in tourist sleeping cars 3 1/4 cents. Pullman rates remain the same.

Commutation and other suburban rates on railroads are increased 10 per cent. Rates on electric interurban lines are unaffected.

Special excursions, mileage, convention and tourist rates, with a few exceptions, are discontinued, privileges as stop overs and free side trips are abolished, and excess baggage charges are increased.

Both freight and passenger rates on boat lines operated on the lakes, rivers or coastwise railroads are to be raised proportionately with the general increase. Export and import freight rates are ordered cancelled, and the higher domestic rates will apply to and from ports.

A number of flat increases, instead of percentage additions, are ordered for cotton, coal, coke, lumber, ore, stone, grain, livestock, meats, sugar, bullions and other commodities.

Existing differential rate relationships between various localities are to be preserved as far as possible, but many readjustments will have to be made later. All rates are subject to review and correction by the interstate commerce commission.

In announcing that the rate increases are required by public interest, Director General McAdoo referred to the pay rolls of railroad labor under an order published today, to the rapidly rising cost of coal, which he estimated this year alone at \$160,000,000 more than last year, and to higher cost of every other material entering into railroad transportation. Operating expenses, he estimated, would be between \$30,000,000 and \$40,000,000 greater than the \$2,952,000,000 figures of last year.

No part of the increased rates is on account of the program of nearly a billion dollars of improvements, additions and new equipment this year, he explained.

"It is earnestly hoped," said the director general that all citizens affected directly or indirectly by the increase of rates will support the general principle of war measure and accept the additional burden in the same spirit of self-sacrifice in which they have accepted other inconveniences and burdens and grievous personal losses which are part of the price that the nation is patriotically paying for world liberty.

Mr. McAdoo called attention to the fact that "there is no way in which the present increases will inure to private profit."

"If they turn out to be more than is needed to meet the grave public exigency," he added, they will promptly be readjusted so as to prevent any unnecessary burden upon the public; but pending such readjustment, the excess, if any, will be for the benefit of the people of the United States as a whole and not for the benefit of the private railroad owners of any of them.

"To the extent that savings can be effected and to the extent that reduced prices for the things the railroads must buy can be realized, it will be the purpose of the director general to make out from time to time appropriate reductions."

The provision that intrastate rates shall be abolished wherever substitute

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Nine Injured When Trolley Car Tumbled Into the Sound Today

Nine or more persons, mostly children and young girls, were injured, one seriously, about 10:30 o'clock this morning when the third car of a four car Sunday school excursion trolley train jumped the rails and toppled over into Wrightsville sound, about 150 feet from the northern end of the trestle, carrying 65 or 70 persons into ten inches of water. Every person in the car had been accounted for 30 minutes after the car crashed into the bed of oyster shells the uninjured removed to safety and the injured housed in the traction company's sub-station on the banks of the sound, where medical treatment was given by Dr. John C. Wessell and Dr. Moore. They were then removed to the city in automobiles. How many escaped death is a puzzle, and, in the opinion of those who looked upon the wreckage the hand of God was responsible for the absence of fatalities.

Only one car left the trestle although the front trucks of the fourth or last car were yanked clear of the rails and left hanging in a precarious position. The hapless car left the rails almost after it had gotten on the trestle, even before the fourth car had left the mainland. After bumping over the cross ties for ten feet or more the car jumped the left hand guard rail, swerving to the right and making kindling wood of the top sill on the right side of the trestle. The impact of the trucks against the sill, however, apparently righted the car, and it continued on for several feet further. A sunken pile support, a little further on, giving the right rail a slight depression, furnished an excellent skidding place and it was at this point that the car left the trestle, plunging ten feet or more into the mud and shells of the sound.

The trestle was cut into kindling wood at places, the guide sill being carried down with the car. The rear trucks of the car going off were wrenched free of their fastenings and went overboard also.

The low tide probably prevented death by drowning. There was only about ten inches of water at the point the car went in, although it had barely cleared the six foot channel when it went off the trestle. In fact it only remained on the track through an apparent miracle while the channel was being crossed, for it was at this point that the trucks splintered the guard

- ### THOSE INJURED.
- Carl Perkins, small boy, seriously injured.
 - Joseph Perkins, slightly older brother of Master Carl, cut and bruised about the face.
 - Annie B. Faulks, slightly bruised and cut.
 - Madge Womble, cut on the knee, slightly.
 - R. C. Andrews, nose injured.
 - Mrs. R. C. Andrews, slightly injured.
 - R. E. Andrews, slightly cut and bruised.
 - Pennie Rheurak, leg bruised.
 - Dave Arp, leg injured.
 - Florence Hewlett, eye injured and wrist bruised.
 - L. W. Moore, back sprained.

been loss of life and serious injuries. Motorman J. T. Watts, who was pulling the train, declared that he had no intimation of trouble until the car left the trestle. During the 150 feet of cross ties that the hapless car jolted over her, on the platform of the lead car, felt no jar. In fact he had a little child standing on his stool by his side and her equilibrium was not interfered with. The train, which was being run with the train was in charge of Conductors J. F. Beard and A. D. Murphy. Both conductors were riding the car that left the trestle although neither were injured. They practically assumed charge of the situation for the time being, although L. W. Moore, despite his injuries, lent valuable aid in directing the removal of the women and children.

The derailment, in the opinion of Tidewater officials, was caused by a jamming of the trucks of the third car as the switch leading onto the trestle was in perfect condition.

The injured were removed to the mainland and the waiting room at the sub station converted into a temporary hospital. Here Drs. Wessell and Moore worked heroically, rendering medical attention to the unfortunate as rapidly as they were brought in. A squad of nurses were hurried down from the James Walker Memorial hospital and every attention was shown those injured, regardless of how slightly they had been cut or bruised. The Red Cross responded promptly, the women at the work rooms in the Murchison building dropping their work and hurrying to the scene in cars. The turnpike was literally jammed with cars, for the news of the disaster spread rapidly. All speed regulations were forgotten and big high powered cars carrying physicians, nurses, city and county officials, business men and others literally burned the road as they hurried there.

Hugh MacRae, head of the traction company, and Mrs. MacRae were there quickly and assisted in every way possible. Absolutely no attention was paid to the condition of the car overboard. Every effort was centered upon the removal of those imprisoned in the car and every effort was made to determine the whereabouts of every person that was riding car three.

Only a few of the hundreds that swarmed to the scene were permitted to venture past the fourth car of the wreck, Sheriff Jackson placing himself at the rear of the car and halting all

Attack Is Directed Against
Ground Taken by French
Troops May 20

With the British Army in France, May 27.—The latest reports show that the Germans have made some small progress in places.

The attack of the Germans in the sector northwest of Kemmel appeared to be directed against the ground captured by the French on May 20.

Belgian troops have recorded fresh victories over the Germans. On Saturday night they repulsed Teuton attacks or big raids on three sectors of their front.

WOOD WILL NOT GO OVERSEAS

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AGAIN LATE.

Owing to trouble somewhere in the local gas plant, The Dispatch is late in getting out this afternoon. Soon after the trolley car disaster at the sound this morning, and just as The Dispatch was preparing to issue an "extra," giving an account of the wreck, the gas supply failed, forcing a suspension of work on the linotype machines until after 2 o'clock this afternoon. However, after overcoming numerous difficulties the wreck "extra" was issued shortly after 1 o'clock, and was used as the mail edition. By 2:30 the flow of gas had become strong enough to enable the machines to operate, but the time that had been lost was enough to throw the home edition late by something like an hour. This is the second time recently that The Dispatch has been delayed for the same reason.

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