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CHARGE OFFICIAL WITH CONSPIRACY

SECRETARY OF TREASURY McADOO AND COMPTROLLER MADE DEFENDANTS.

CONSPIRED TO WRECK BANK

Riggs National Bank Seeks In Court to Stop Combined Demands of Treasury Officials.

Washington. — Secretary of the Treasury McAdoo and Comptroller of the Currency Williams were made defendants in proceedings begun in the District of Columbia Supreme Court by the Riggs National Bank of Washington, D. C., which alleges that these officials have combined and conspired to wreck the bank.

Temporary and permanent injunctions to halt the alleged conspiracy, and to prevent the Comptroller from making what the bank charges are unlawful demands for special reports of various kinds, are sought from the court.

One portion of the prayer seeks to restrain John Burke, treasurer of the United States from payment into the treasury of \$5,000 declared to be due the bank as interest on \$1,000,000 of United States bonds deposited with the Comptroller against its note circulation. This interest was withheld to cover penalties of \$100 a day for the bank's failure to make certain reports.

Once paid into the treasury, only an act of Congress could get the \$5,000 out and Justice McCoy granted a temporary injunction on this phase of the case.

The bank's bill of complaint contains 37 specific allegations designed to show that the Comptroller has adopted unusual and legally questionable tactics in dealing with the institution. It recites that evidence of an unusual desire for information concerning the bank was shown by Mr. Williams shortly after he assumed the office of Comptroller more than a year ago, and has continued ever since. Prior to that time, in December, 1913, it says Mr. McAdoo charged officers of the bank of responsibility for publications regarding the official conduct of the defendant Williams as Assistant Secretary of the Treasury. When this charge was denied, the bill asserts, Secretary McAdoo cursed Milton E. Alles, a vice president of the bank, and said to C. C. Glover, its president: "Mr. Glover, you know what this means to the Riggs National Bank."

SHIP BADLY NEEDS REPAIRS:

Kronprinz Wilhelm Must Make Formal Request.

Newport News, Va. — The German merchant raider Kronprinz Wilhelm, under orders from the Washington government, will not be permitted to go into dry dock at the shipyard here until Captain Thierfelder, commander of the ship, has made formal request in writing of the repairs he wishes to make to render his vessel seaworthy and for supplies necessary to take him to the nearest port.

Captain Thierfelder told Collector of Customs Hamilton that he would make his formal request as soon as possible. Meanwhile the sea-scarred commerce destroyer remains at anchor in the James River and was examined by experts from the Newport News Shipbuilding & Drydock Co., who found the ship leaking and her boilers in bad shape. Unofficially it was learned that the vessel is in need of much tinkering before she can be made seaworthy and this was taken as an indication that the ship eventually may be forced to follow her predecessor the Prinz Eitel Friedrich to internment at this port for the period of the war.

Vice President Slightly Ill.

Globe, Ariz. — A slight illness, it is announced, prevented Vice President Marshall participating in the celebration to mark the first filling of the great Roosevelt irrigation reservoir in the Superstition mountains.

Warship Des Moines Is Sent.

Washington. — The cruiser Des Moines will be the only additional warship sent to Dominican waters until further details of differences between President Jimenez and his congress are received here. The Des Moines was ordered from Progresso to Santo Domingo City. It was assumed that Minister Sullivan in asking for an additional warship feared the dispute might easily be fanned into another revolution. The Nashville already is at Santo Domingo City and the gunboat Wheeling could be sent over.



MARY ISABEL BRUSH

The noted magazine writer who was married recently to Pierce C. Williams at the Little Church Around the Corner in New York, after many exciting experiences abroad.

BUSINESS IS IMPROVING

EVERY STATE IN UNION TELLS OF INCREASED ACTIVITY EXCEPT MAINE.

Reports From Eight of the Ninety Bank Examiners Show a Marked Improvement.

Washington. — Business conditions throughout the country are showing marked improvement in almost all lines, according to reports from National bank examiners made public by the Treasury Department. Eighty of the 90 examiners in the United States reported a permanent improvement and Maine is said to be the only state where real depression exists.

"Pronounced hopefulness is prevalent in nearly every district," says the announcement. "Agricultural conditions are generally excellent and commercial lines, with comparatively few exceptions, are enlarging their activities, mainly through an increased demand, but in some cases preparations for activity is expected to develop with the coming of good weather. Manufacturing is on the increase and those industries having orders for supplies from foreign countries continue especially active."

The statement attributes depression to unusual conditions abroad, but says business here has been stabilized through the application of economy. "The South," it continues, "is showing marked improvement. The sale of cotton is active at advancing prices, with the result that all business is improving. Farmers, however, generally pronounced improvement. The prospects for large crops generally are excellent and there will be greater diversification."

"The Western States and the Pacific States are showing a general improvement."

GERMANY WILLING TO PAY.

Compensate For Ship and Cargo Under Treaty With America Only.

Washington. — Germany's intention to compensate the owners of the American ship William P. Frye, sunk on the high seas with her cargo of wheat by the commerce raider Kronprinz Eitel Friedrich, was communicated formally to the United States Government. Ambassador Gerard cabled a note handed him by the Berlin Foreign Office in reply to the recent American communication submitting an indemnity claim for \$223,059.54 on behalf of the Frye's owners. The Foreign Office upholds the legality under international law of the raider's action in sinking the Frye and bases the liability of the German Government to pay indemnity solely on the old Prussian-American treaties of 1799 and 1828, which provide that contraband belonging to the subjects or citizens of either party cannot be confiscated by the other and may be detained or used only in consideration of payment of the full value.

ANOTHER GERMAN RAIDER ARRIVES

KRONPRINZ WILHELM REACHES NEWPORT NEWS AFTER LONG SEA RAID

DESTROYED MERCHANTMEN

Slipped in By British Warships and Captain Says He Can Go Out the Same Way.

Newport News, Va. — Steaming her way at full speed, passing four Allied warships off the Virginia capes in the early hours of the morning, the German converted cruiser Kronprinz Wilhelm, another of the remarkable merchant raiders of the South Seas, arrived in this port and asked for fuel and supplies.

The Kronprinz Wilhelm, many times reported destroyed, made this port in almost helpless condition, with less than 25 tons of coal and only scanty provisions for her crew of 500 men and 61 prisoners from British merchant ships sunk in the South Atlantic. The 15,000-ton cruiser came with a record of 15 merchant ships of the enemy captured, 14 of them sunk, nine British, four French and one Norwegian. The British ship Chagall, captured, was allowed to proceed, taking to shore more than 300 prisoners from previous raids. The value of the ships and cargoes destroyed officers of the Wilhelm estimated at \$7,000,000.

Following in the wake of the interned Prinz Eitel Friedrich which arrived here about a month ago after similar thrilling and effective war operations for the German arms, the Kronprinz Wilhelm came dashing bravely through a lane of enemy warships and her commander Lieutenant Captain Paul Thierfelder, formerly navigating officer of the German cruiser Karlsruhe, said, "we got in without being seen by the enemy and we can go out the same way."

Most of these were sent to South American ports at various times on German ships which met the raider in response to wireless call. The sixty-one one board who were landed here are British sailors taken from the steamship Tamar, destroyed March 25 and Coleby, destroyed March 27 last. The toll of destruction credited the Kronprinz Wilhelm include the following vessels:

British steamer Indian Prince, sunk September 4, 1914.

British steamer La Correntina, sunk October 7, 1914.

French bark Union, sunk October 28, 1914.

French bark Anne de Bretagne, sunk November 21, 1914.

British steamer Bellevue, sunk December 4, 1914.

French steamer Mont Agel, sunk December 4, 1914.

British steamer Hemisphere, sunk December 28, 1914.

British steamer Potario, sunk January 10, 1915.

British steamer Highland Brae, sunk January 14, 1915.

British schooner Wilfred M., sunk January 14, 1915.

Norwegian bark Somatha, sunk February 5, 1915.

French passenger steamer Guadeloupe, sunk February 23, 1915.

British steamer Tamar, sunk March 25, 1915.

British steamer Coleby, sunk March 27, 1915.

British steamer Chasehill, sunk February 22, 1915.

ANXIOUS TO LEAVE TAMPOCO

Three Hundred Americans Have Applied For Transportation.

Washington. — Three hundred unemployed Americans have appealed to the state department for transportation from Tampico to the United States. The situation there was reported officially to be serious. Food is scarce and an early attack on the city is expected.

Rear Admiral Caperton with the cruiser Washington went to Tampico from Vera Cruz on his own initiative to join the gunboats Petrel and depend on the general himself.

Great Commercial Congress to Meet.

Washington. — The sixth annual convention of the Southern Commercial Congress, to be held in Muskogee, Oklahoma, the last week in this month will be presided over by Senator Duncan U. Fletcher of Florida, president of the organization, and will be participated in by representatives of national and international organizations, bringing to one platform the most important leaders of constructive thought in the fields of agriculture, immigration, municipal efficiency and foreign trade ever assembled in this country.



STEPHEN T. MATHER

Mr. Mather is the new assistant to the secretary of the interior. He succeeded Adolph C. Miller, now on the federal reserve board. Mr. Mather is a graduate of the University of California.

GERMAN CRUISER INTERNS

COMMANDER MAX THIERICHENS MAKES ANNOUNCEMENT—EXPECTED HELP TO ARRIVE.

Prinz Eitel is Taken to Norfolk Navy Yards Where She Will Remain Until War is Over.

Newport News, Va. — Commander Thierichens of the German auxiliary cruiser Prinz Eitel Friedrich, asked the United States Government through port authorities here to intern his ship and crew for the war. Up to the last moment the German skipper kept up the appearance of being ready for a dash to sea.

The commerce raider has made her last cruise of the war. She was taken to the Norfolk Navy Yard across Hampton Roads from the ship yard where she has been laid up since limping into port on March 10 after the remarkable commerce-destroying voyage from the Orient during which she sent the American ship William P. Frye to the bottom.

Commander Thierichens notified the Washington Government through Collector of Customs Hamilton of his decision to intern rather than "deliver crew and ship to fruitless and certain destruction" by British and French warships waiting off the Virginia Capes to destroy them.

The German captain delivered his announcement in writing when Collector Hamilton boarded the Eitel Friedrich with an imperative notice from the Washington Government that the time for his stay in this port would expire at midnight and that he must leave American waters by 4 o'clock next morning. Before the customs collector had a chance to deliver the message from Washington Commander Thierichens handed to him the written announcement of his decision.

After conferences between Rear Admiral Beatty, commandant of the Norfolk Navy Yard, Rear Admiral Helm of the battleship Alabama and Collector Hamilton actual internment of the Prinz Eitel was accomplished, the searaider was taken to the Navy Yard at Portsmouth, Va. There breech blocks of her guns were removed and connecting rods of her engines were detached.

The Captain's letter was as follows: "I inform you I intend to intern S. M. S. Prinz Eitel Friedrich. The relief I expected appear not to arrive in time so the number and force of the enemy cruisers watching the entrance of the bay makes to me impossible the dash for the open sea with any hope of success. I have decided not to deliver crew and ship to fruitless and certain destruction. Being obliged for the courtesy shown by all United States authorities I am expecting your orders."

"I have sent the same information to Rear Admiral Helm, U. S. S. Alabama. Respectfully, "THIERICHENS."

ATLANTIC FLEET IN THE ROADS.

Seventeen Ships Under Admiral Fletcher.—Further Practice.

Washington. — Seventeen battleships of the Atlantic fleet steamed into Hampton Roads, fresh from maneuvers off the Cuban coast which Admiral Fletcher reported showed gratifying results. In all Admiral Fletcher had 54 war craft and auxiliaries under his command during the maneuvers.

RUSSIANS SUCCESS MAKES PEACE TALK

INCREASING INDICATIONS THAT HUNGARY, ESPECIALLY, IS TIRED OF FIGHT.

ITALY ANXIOUSLY WAITING

Talk of Peace With Hungary Brings Increasing Talk of War in Italy.—Fierce Fighting.

London. — Russian successes in the Carpathians, where the Muscovites are now said to control virtually all the important passes and are preparing for a descent on to the plains of Hungary, have revived unofficial talk of separate peace for Austro-Hungary, and seemingly increasing anxiety on the part of interventions in Italy for their country to take up arms on the side of the Allies and obtain territory with Austria. Russian newspapers seem convinced that Hungary, if not the whole of the Dual Monarchy, is ready to seek peace, and it is said that Emperor Francis Joseph has requested Pope Benedict to intervene in their behalf.

Except in Italy, the neutral country most directly interested in this question, little credence is given this report, although the opinion is expressed in military circles here that if Russia breaks down the joint resistance of the Austro-German troops in the Carpathians as she apparently has that of the Austro-Hungarian armies, Hungary at least will be ready to bring the war to an end as far as she is concerned.

However, the Russians have some way to go yet before they reach the plains of Hungary and the Austro-German forces are placing every obstacle in their way. The whole southern slopes of the mountains have been strongly fortified and troops are being poured into the region. It is said there are now 24 Austrian and six German army corps facing the Russians, and that more are on the way. The Russians are bringing up reserves, and according to the Austrian report, they are attacking without any regard for the loss of life.

British military critics express the greatest admiration for the Russians' handling of the Carpathian campaign. The advance between Pollanka and Bartfeld, they say, squeezes the Austrians out of the Dukla Pass, that from Dukla squeezed them out of Mazolabroez and from west to east this process has continued until all the passes are in the hands of Russian troops. The critics contend that the Austro-Germans must return from East Galicia and Bukovina or they will find themselves cut off.

HIGHWAY MUST BE BUILT.

Governors Movement For Dixie Highway Must Not Fail.

Indianapolis, Ind. — "Governors' movement for Dixie highway must not fail," was the message Governor Ralston sent to Governor Rye, of Tennessee.

The Tennessee executive telegraphed Gov. Ralston questioning the advisability of proceeding under the highway plan adopted at the recent governors' conference at Chattanooga, in "view of the action taken by C. E. James, as president of the Dixie Highway Association, ignoring appointees of governors and undertaking to fix the route."

Governor Ralston's reply follows: "Governors' movement for Dixie Highway must not fail. Taggart and Fisher; Howell and Anderson with their associate commissioners will bring harmony out of confusion. Patience and a conciliatory spirit are essential."

Says the F-4 Was Defective.

Los Angeles, Calif. — Allison D. Ede, brother of Lieutenant Alfred L. Ede, commander of the submarine F-4 lost off Honolulu harbor March 25, said he had received a letter from the naval officer in which he declared the submersible was defective. Lieutenant Ede, his brother stated, wrote that the vessel was leaky and otherwise in poor condition.

Receivers for Greenhut Company.

New York. — The J. B. Greenhut Company, a New York corporation with \$12,000,000 outstanding securities, operating two department stores on Sixth Avenue, this city, went into receivership through friendly proceedings. A few moments later an involuntary petition in bankruptcy was filed in separate proceedings by three creditors with claims totalling \$3,000. The firm's liabilities, according to its counsel, aggregate \$3,513,060 and its assets \$7,465,419. These figures do not include two mortgages.

GREAT HIGHWAY IS OPENED

After Seven Years Road From Spartanburg to Hendersonville Through Heart of Mountains is Open.

Spartanburg. — After an agitation of more than seven years and the expenditure of not less than \$75,000 by Polk and Henderson counties, in North Carolina, not to mention what has been spent by Spartanburg county, a well located, well graded highway has been built an opened from this city to Hendersonville, N. C., by way of Inman, Campobello, Landrum, Tryon, Saluda, Flatrock and Tuxedo, a distance of 45 miles, more than half of which is through the very heart of the mountains. This fact was demonstrated when more than 200 Spartanburg people, traveling in 55 automobiles, made the journey to Hendersonville in ease and comfort and without a mishap of any serious nature. The tourists left Spartanburg shortly before 10 o'clock in the morning and the majority of the cars were back in the city before 7 o'clock in the evening. At Tryon a meeting of the committees in charge of the road, representing the several sections of the road, was held for the discussion of questions touching the future maintenance of the highway. At Hendersonville the Community Club of that city entertained the entire party at the new club house for luncheon.

The road is one of the most scenic in the Southeast and is destined to become a popular highway with tourists visiting the mountains of western North Carolina. The surprising feature of the road was the section between Saluda and Hendersonville, which winds through a mountainous country on easy grades. Here some fine road construction has been done. This section of the road was entirely new to the great majority of the party going over it.

Nurse Killed in Elevator.

Asheville. — Miss Ollie Bagwell, a member of the staff of nurses of the Mission hospital met a horrible death when her head was caught between the flooring of the elevator and the top jamb of door on first floor. She was crushed to death immediately, dying before aid could reach her side. She was operating the elevator and no one else was on it. It was believed that when her head struck the obstacle she was looking out of the elevator. Miss Bagwell is a native of Buncombe, being the daughter of R. O. Bagwell, a prosperous farmer.

Library Open to County.

Greensboro. — Guilford county people have library facilities equal to those enjoyed by Greensboro people. The Carnegie Library here with more than 10,000 volumes, was opened to all the people of the county alike. The farmers are entitled to secure books and carry them home in the same manner and under identical terms with the city residents. This is part of a big local plan for library extension work.

Demonstration Work in Davidson.

Thomasville. — The county agricultural agent and R. L. Sloan of the State Agricultural Department have pruned and sprayed for 14 farmers, terraced five acres of land and talked to 400 people in meetings. They also assisted Miss Margaret Scott in planning and starting some girls' club work.

MARKET REPORTS.

Cotton, Cotton Seed and Meal Prices in the Markets of North Carolina For the Past Week.

As reported to the Division of Markets, North Carolina Agricultural Experiment Station and Department of Agriculture, Raleigh.

Town	Price of mid-ling cotton	Price of cotton seed per bushel	Cash price of cotton meal per ton	Price of meal given for seed
North Eastern North Carolina				
New Bern	35	30.00	18.00	
Washington	34 1/2-35	30-30	18.00	
Windsor	34 1/2	30-30	18.00	
South Eastern North Carolina				
Fayetteville	34 1/2-35	30-30	18.00	
Fremont	34 1/2-35	30-30	18.00	
Maxton	34 1/2-35	30-30	18.00	
North Central North Carolina				
Airle	34 1/2-35	30-30	18.00	
Battleboro	34 1/2-35	30-30	18.00	
Pine Level	34 1/2-35	30-30	18.00	
Pittsboro	34 1/2-35	30-30	18.00	
Warrenton	34 1/2-35	30-30	18.00	
Wilson	34 1/2-35	30-30	18.00	
South Central North Carolina				
Charlotte	34 1/2-35	30-30	18.00	
Cleveland	34 1/2-35	30-30	18.00	
Kings Mt.	34 1/2-35	30-30	18.00	
Monroe	34 1/2-35	30-30	18.00	
Morehead	34 1/2-35	30-30	18.00	
Newton	34 1/2-35	30-30	18.00	
Norwood	34 1/2-35	30-30	18.00	
Stateville	34 1/2-35	30-30	18.00	
Norfolk Va.	34 1/2-35	30-30	18.00	

PRICES PAID FOR GRAIN, BUTTER AND EGGS DURING PAST WEEK

Asheville. — Corn, 33-34c; oats, 23-24c; Western creamery butter, 32c; N. C. creamery butter, 32c; eggs, 20c. Elmore. — Corn, 31-32c; oats, 20c; cow peas, 22-23c; eggs, 20c. Greensboro. — Corn, 32c to 33c; Western creamery butter, 32c; N. C. creamery butter, 32c; eggs, 18 to 20c. Lumberton. — Corn, 31-32c; eggs, 20c. Maxton. — Corn 32c; oats, 22c; soy beans, 22-23c; cow peas 22-23c; Western creamery butter, 32c; N. C. creamery butter, 32c; eggs, 18 to 20c.