

THE DAILY JOURNAL

VOL. LXII—No. 14

NEW BERN, N. C., SUNDAY, SEPTEMBER 27, 1914

FIVE CENTS PER COPY

THE BRITISH FLEET BEGIN BOMBARDMENT OF AUSTRIAN TOWNS

ATTEMPT TO BRING AUSTRIAN OUTPOSTS TO THE POINTS

AEROPLANE ARE DROPPING BOMBS

Four Hundred Japanese Troops Occupy Wei-Hai-Wei and Take Railroad

Rome, Sept. 26.—The combined French and British fleets to-day began heavy bombardment of the Austrian fortified positions in the vicinity of Cattaro. French aeroplanes, accompanying the ships, flew over the city and dropped bombs. The amount or extent of the damage is not known.

COMPLETE ISOLATION OF ALL RUSSIAN POSITIONS

Petrograd, Sept. 2.—The fall of the Austrian front position at Przemyel as regards railroad communication is complete. It is twenty miles south of the fortress and junction of several important systems. Cracow, the next objective of the Russian army, is now held by large German and Austrian forces. According to the latest advices it is reported that the Austrian civil government has been displaced and full charge taken by the Germans.

JAPANESE TROOPS OCCUPIED CITY OF WEI-HAI-WEI

Pekin, Sept. 26.—Four hundred Japanese troops occupied Wei-Hai-Wei today, taking charge of the railroad. Chinese troops remained in the city but did not oppose the invaders. The Foreign Office protests to the Japanese legation today that they occupied the province is outside the fighting zone.

THE GERMANS ARE MAKING FIERCE ATTACKS

Paris, Sept. 26.—An official statement issued at 11 o'clock tonight says "The enemy has attacked us along the whole front. They have been repulsed everywhere on the left. We are making progress on the right of the Meuse. The situation is changing in Woerze. We are on the verge of a great success."

GREAT BATTLE GOES ON WITHOUT CESSATION

Paris, Sept. 26.—For fourteen days the battle of the Aisne has continued practically without cessation and still the world waits for news of some decisive result.

Here and there according to the official communications, the line has given way to one side or the other, but the importance of these incidents, if any, on the final result is as yet beyond appearance.

The latest French official statement mentions several such movements. On the French left wing to the northwest of Noyon, where the French apparently have been trying to outflank the German right, the advanced French troops, it is announced, were compelled to retreat a little ground, having come in contact with superior forces. Fresh troops were brought up, however, and the French offensive was vigorously resumed. The German attack says the struggle in this region has become extremely violent.

Similarly, on the heights of the Meuse, the Germans have had successes but they have not been able, the French communications say, to cross the river. The French reports, however, that on their right wing the Germans have begun to give way to attacks springing from Nancy and Toul, while in the southern region of Woerze the enemy is also retreating, but the action continues.

London, Sept. 26.—Reports continue to come into London of trouble between Bavarian and Prussian troops in Brussels and it is said the German military authorities in the Belgian capital have ordered all Bavarians to the scene of operations in France. These reports, however, are officially denied in Brussels.

Dispatches from Petrograd declare the Austrian civil government of Cracow has been taken over by Germany. The inhabitants of Cracow are said to be in flight, and it is expected that the normal functions will be transformed into a German military base. According

FIRST LOCOMOTIVE MAKES A TRIP ON NEW FAIR ROAD

Engine No. 102 of the Roper Lumber Company Makes the Initial Trip

THE LINE HAS NOT BEEN ENTIRELY COMPLETED YET.

Contractor Hopes to Have It in Readiness by Latter Part of Next Week

Engine No. 102 of the John L. Roper Lumber Company, has the distinction of being the first locomotive to glide over the rails of the new line being constructed to the Eastern Carolina Fair grounds. The track has been laid to a point on the other side of Jack Smith's creek and the locomotive mentioned above yesterday made the trip to the end of the line.

Progress on the construction of this track to the Fair grounds is being rapidly made and the contractor who has it in charge says that the last rail will probably be in place by the latter part of next week and the track in readiness for the operation of trains during the week of October 27 to 31, the dates on which the Fair is to be held.

This news is most encouraging to those who are interested in the welfare of the Fair and they are anxiously awaiting the opening day. The officials of the Fair are hard at work getting everything in readiness for the opening. Premium books have been distributed all over this section and word has already been received from a large number of prospective exhibitors who say that they will arrive in due time with their exhibits.

Bookings for the midway are also being made and right here it would not be amiss to state that the shows along the midway will this year be more varied and numerous than any ever seen in this part of the State. Every attraction will be absolutely clean, there will be no catch-penny device where the unsuspecting patron will lose his or her money and in fact the entire Fair will be operated on a high plane.

Free attractions? Oh yes, there will be a number of free attractions and they will be worth seeing, too. Several of these have already been secured and the management will announce them within a few days. Needless to say that they will please all who see them.

Every citizen of New Bern and Eastern North Carolina is urged to talk about the Fair whenever possible. Tell the neighbors and relatives of the big event which approaches and tell them this also, that they will not have to pay but ten or fifteen cents to get out to the grounds and that they will not be compelled to go via boat or automobile, but can make the trip on a Norfolk Southern passenger train.

INTERESTING ORDER OF SERVICE AT CENTENARY

PLEASING PROGRAM TO BE RENDERED THERE TODAY

The following is the order of worship at Centenary Methodist church today:

1. Organ voluntary—Mrs. Meadows
2. Hymn number 225—choir and congregation.
3. Apostles Creed—congregation.
4. Prayer—led by the Pastor, closing with Lord's Prayer by congregation.
5. Violin Solo—Prof. Prunier.
6. Psalm reading—Pastor and congregation alternately.
7. Gloria Patri—choir and congregation.
8. Second scripture lesson—Pastor.
9. Announcements followed by an offering.
10. Solo—Prof. Bourdelaix.
11. Hymn number 255—choir and congregation.
12. Sermon, subject, "Alone With God"—Pastor.
13. Hymn number 315—choir and congregation.
14. Benedictory prayer—Rev. W. A. Cade.

Evening Service 8 o'clock. Evening hymns, numbers 569, 420, 212.

An evangelical sermon will be preached by the Pastor.

The Sabbath school meets at 4 p. m., at St. Quentin. Success at any one of these spell disasters for Germans, but St. Quentin in gravest danger point just now for them as it commands Von Kluck's supply line through Belgium.

THE SITUATION IN MEXICO IS VERY SERIOUS

General Carranza Gives Out Long Statement in Which He Says Constitutionalists Are Ready for Emergency

SAYS THAT HE WILL NOT ACCEPT VILLA'S PLAN

United States Orders Battleships Now in Local Waters to Proceed at Once to Vera Cruz.

Mexico City, Sept. 26.—General Carranza in a long statement reviews the difficulties between himself and General Villa, stating that the situation is grave but that the constitutionalists are ready for any emergency. Villa, he declared, demanded impossible changes in the call issued for a conference of constitutionalist chiefs on October 1st.

Villa's demands, he said, were that the general conference pledge itself to re-establish the national and state civil regimes within 30 days after the conference concludes its discussion; that no present army officer shall be eligible as a candidate for any elective office; that the federal state legislature be convoked immediately and that the electoral college be chosen for the election of a permanent president.

To these demands Carranza replied that only the conference itself was able to take up these questions.

Regarding the cutting of the railway lines north of Aguas Calientes, Carranza says this is not a hostile but a necessary act in view of Villa's warlike preparation. If anarchy comes and blood is spilled as a result of this the blame, he says, is on the head of Villa.

Nearby garrisons are assembling for transportation for Aguas Calientes. It is reported here that a special train will leave Mexico City for Vera Cruz tomorrow night carrying passengers booked on steamers to sail for the north. The gap in the railway line to Vera Cruz, it is reported, is several miles in extent.

Warships to the Scene

Norfolk, Sept. 26.—Following the receipt of news from Mexico that Carranza and Villa had split and another war was imminent, the Navy Department lost no time in ordering warships to the scene.

The battleship Minnesota, Rhode Island and Texas, which were in Virginia waters, are among those ordered to proceed to Vera Cruz.

The Rhode Island came to the navy yard yesterday to go into dry dock for temporary repairs before proceeding to the Mexican port. She will be ready to sail tomorrow or Monday. She is to take on a large quantity of stores and ammunition.

The Minnesota was ordered to Philadelphia to have her bottom scraped and painted. She will be ready to sail for Mexico by Monday. She will become the flagship of the Fourth division.

The Texas, which left this port Thursday for Galveston, where she is to receive a silver service, the gift of the people of the Lone Star state, was ordered to proceed to Mexico as soon as the ceremonies at the Texas port are concluded. While it is not known officially, it is reported that other American ships have been ordered in readiness to sail for Mexico.

Others in Readiness

The battleship South Carolina, which has just returned from a foreign cruise, and the battleship New York, only three days in from Mexico, are reported holding themselves in readiness to proceed to Vera Cruz.

When General Carranza assumed control of the Mexican government the United States looked forward to a settlement of differences among the warring factions of that nation, and, was preparing to order the American troops to evacuate Vera Cruz. Most of the battleships were ordered home, and only the smaller gunboats were left to patrol the coast.

Since Villa defied Carranza to do his worst, conditions in the revolution ridden country have again become alarming. American troops have been ordered to remain at Vera Cruz until further orders.

THE WEATHER

The weather forecast for New Bern and vicinity today is fair with fresh northerly winds.

GOVERNMENT TAKES STEPS TO RELIEVE COTTON SITUATION

SIXTEEN HUNDRED BALES OF COTTON AFIRE

WAS STORED ON WHITE STAR LINER IN NEW YORK HARBOR

New York, Sept. 26.—Sixteen hundred bales of cotton, stored in the lower hold of the White Star liner, Crete, caught fire this morning as the vessel lay at her pier under steam and ready to weigh anchor for Genoa. Several hundred Italian reservists crowded into the steerage overnight, were roasted by smoke and fled in scant attire to the pier.

The fire gained headway rapidly. Within 15 minutes from the time the first whisp of smoke curled up from the second hatchway the blaze in the hold appeared to be a roaring furnace and soon smoke hung in heavy clouds over the river. For nearly an hour the fire raged practically unchecked. Then there came along side the burning vessel two of the city's fire boats. They pumped buckets of gallon of water into the ship but it was not until a half hour later that the firemen were able to play streams directly on the blaze.

Meantime confusion on the pier among the cabin passengers ready to embark was so great that a panic seemed to impend. The hundreds there became thousands with the rapid rush to the scene of passersby. A heavy detachment of police reserves restored a semblance of order. The fire continued to burn steadily and the volume of smoke spread up and down the river.

It was after 10 o'clock before the fire seemed to be under control. The ship herself, it was said, did not catch fire and the damage was confined to the cotton in the hold. This cotton was consigned to Naples.

Officers of the line said the Crete probably would be unable to sail today. The origin of the fire was not determined, but it was thought it might have been started by a lighted cigarette or cigar tossed into the hold.

THOMAS W. MARSHALL'S CONDITION SERIOUS

The many friends of Thomas E. Marshall regret to learn of his continued confinement on account of falling while descending the stairway in a Wilmington, Del. store. He was advised by a physician to hurry home, which he did, and has been confined there since the accident occurred, ten days ago, with his condition gradually growing worse. Mr. Marshall's spine was injured in the fall, and he is now perfectly helpless.

MAY ORGANIZE SKATING POLO TEAM HERE

There is a movement on foot among the lovers of roller skating to organize a skating polo team, and arrange games with some of the nearby towns for matches. The excellent floor at Ghent Park affords some excellent spot for those who are fond of this popular amusement.

WORLD SERIES OCTOBER 9

President Ban B. Johnson Makes An Announcement

Chicago, Sept. 26.—Play in the series for the world's baseball championship will begin on October 9, at 2 o'clock, according to announcement by President B. B. Johnson of the American League. The announcement was made after a long distance telephone conversation with August Herrmann, chairman of the National Baseball Commission.

J. W. Stewart returned last night from Sampson Grove, Fla., where he owns a large orange orchard. In speaking of the orange industry and general conditions in that section, Mr. Stewart told a Journal reporter that the crop this year is unusually large and that excellent prices are being offered for the luscious fruit and that the growers were greatly pleased.

FEDERAL RESERVE BOARD HAS ASSISTED IN MAKING THEIR PLANS

THE REGULATIONS VERY SATISFACTORY

Are Of Great Importance to Cotton Growers of This Section

Washington, Sept. 27.—Arrangements were perfected today by the interstate commerce commission in connection with the treasury department and the federal reserve board to relieve the cotton storage situation in the South.

These branches of the government have joined in assisting cotton planters and railways of the South in meeting the extraordinary demand for the storage of cotton occasioned by the European war.

The commission, in an announcement of new tariff and transportation regulations made today, says that "for the purpose of providing temporary warehousing space for the storage of cotton, under conditions approved by the secretary of the treasury and the federal reserve board, and for the purpose of permitting the carriers to recognize the warehouse as points for storage of cotton, in order that such points should be given the benefit of transit privileges, the interstate commerce commission has authorized the carriers of the South to publish and file tariffs establishing on their lines rules, regulations and charges governing the storage of cotton during the cotton year ending Aug. 31, 1915."

The regulations issued by the commission are expected not only to relieve the storage situation but, more importantly, the financial situation which, to cotton planters, has become serious on account of the difficulty in marketing the cotton crop. With warehouse receipts for their cotton the planters will be able to realize at once for it and then may await a favorable time for forwarding the crop to final destination. The expense of the shipments and warehousing has been fixed at a minimum.

Following are the commission regulations, which the railways are authorized to put into effect immediately upon filing of the necessary tariffs:

"1. Cotton shipped for warehousing and reshipment must be consigned to the warehousing point and freight thereon paid on basis of the full local rate, upon which the delivering agent will give full freight receipt, which the holder of the cotton should retain for the purpose of securing reshipping privilege.

"2. Upon reshipment from the warehousing point the shipper will be required to surrender to the agent of the line bringing the cotton into the warehousing point the paid freight bill covering that identical cotton. The number of bales, marks and weights of cotton as forwarded from the warehousing point must appear on the paid freight bill, and in addition the shipper will be required to certify on the back of the paid freight bill that the cotton tendered is the identical cotton received thereunder. The shipper will also be required to surrender to the railway agent at the time of reshipment the bill of lading covering the movement of the cotton into the warehousing point, unless the bill of lading for such shipment shall have been previously surrendered to the railway."

"3. Thereupon the agent will issue a through bill of lading to the further final destination at the through rate from the point of origin to such further final destination in effect at the time of the original shipment into the warehousing point, pays three cents per hundred pounds, provided such further final destination is a point to which there are established through rates in effect from the original point of shipment via the warehousing point (provided that at the option of any interested line the minimum through rate will be that from the warehousing point plus the storage charge of three cents per hundred pounds.) Where the rate from the original point of shipment to such further final destination is less than the rate from the original point

(Continued on Page 8)