

The Fall of Cracow Is Expected at Any Time Says Official Report

Since Saturday the Russians Have Been Shelling the Outer Fortifications and the Fire of their Howitzers Has Reached the Citadel. One Section of the City Is Said to Be in Flames.

Rome, Nov. 30.—(Central News Cable)—According to advices received here from Petrograd, the fall of Cracow may be expected at any time. Since Saturday the Russians have been shelling the outer fortifications and the fire of their howitzers has reached the citadel. One suburb is reported as already being on fire and partially devastated.

VIOLENT BATTLE RAGING IN REGION OF STRYKOW.

Paris, Nov. 30.—(Central News Cable)—A violent battle in Poland is still raging in the region of Strykow and Lodz says a dispatch to "Matin" from Petrograd. The Russian pressure is steadily tightening around three German army corps which are enveloped between Strykow and Brzeziny and fresh forces have been dispatched to meet the German reinforcements which are advancing from the vicinity of Lenzyska. The Germans have hastily sent out 30,000 men to strengthen the garrison in Breslau in anticipation of the Russian successes at Cracow. At least two army corps have been recalled from Belgium and France to the eastern war area. The Austrian army west of Cracow has been dismembered.

THE GERMAN PRESSURE APPARENTLY RELAXED.

London, Nov. 30.—(Central News Cable)—The pressure upon the Allies front between Dixmude and Ypres, where virtually all of the German assaults in Flanders have been launched in the last four months, has apparently relaxed. Dispatches from Northern France say that the bombardment by the Germans in that section has slackened and it is believed that the heavy guns have been removed to a new line of defense, probably along the line of Ostend, Roulers and Courtrai.

BUKOWINA IS OCCUPIED BY THE CZAR'S TROOPS.

Rome, Nov. 30.—(Central News Cable)—A dispatch to "Messagero" from Bucharest, says that the Russians have occupied the whole of the crown land of Bukovina, capturing enormous quantities of ammunition, arms and provisions. After the capture of Czernowitz, following the siege and bombardment of the Austrian crown land, the Russian spread over the entire area to the borders of Roumania. The Austrian Catholic population of Bukovina fled across the border into Hungary. The frontier is said to be entirely unguarded by Austrians and to be open for the advance of the Russians.

GERMAN COMMUNICATION LINES NOT SEVERED.

London, Nov. 30.—(Central News Cable)—The lines of communication of the German force under General Mackensen are not entirely severed by the Russians and strong reinforcements are pushing up from both northeast and the southwest according to a dispatch from Petrograd. While the latest reports from Petrograd indicate the Russian victory was not as decisive as first declared.

The Board of Aldermen will meet tonight in their regular monthly session for the transaction of the regular routine of business.

E. T. Robertson, director of the Peoples Concert Band, returned last night from Raleigh where he left his child who was recently bitten by a rabid dog, to take the Pasteur treatment.

AN IMPRESSIVE FUNERAL WAS HELD MONDAY

LAST SAD RITES OVER THE REMAINS OF LATE EX-SHERIFF J. W. BIDDLE

The funeral of Ex-Sheriff J. W. Biddle who died at his home on New street Saturday night, was conducted from the First Baptist church yesterday afternoon at 4 o'clock by Rev. L. B. Padgett of that church and Rev. B. F. Huske of Christ Episcopal church, and the interment was made in beautiful Cedar Grove cemetery.

Owing to the prominence of the deceased and the large number of friends in this and other cities the funeral was probably one of the most largely attended and impressive ever held in New Bern. The spacious church was filled with sorrowing friends and relatives and this tended to make the service even more touching.

Beautiful tributes were paid to the deceased by both Rev. Padgett and Rev. Huske and these were most touching. During the service Mrs. Chas. Hall sang a beautiful hymn "Shall We Meet Beyond the River" and this was followed by the singing of "Abide With Me" by the audience. At the conclusion of the service at the church the procession to the cemetery begun.

Marching in line were the Confederate Veterans, Sons of Veterans, Elks, Daughters of the Confederacy, members of the Royal Arcanum Lodge and members of the lodge of Knights of Harmony. At the grave the ceremony was simple but solemn. Attesting the esteem in which the deceased was held was the profusion of floral offerings which came from all parts of this and other States.

Among the relatives and friends from out of town who attended the funeral were: Mrs. H. B. Wadsworth of Columbia, S. C., Mrs. W. J. Griswold of Durham, Mrs. T. L. Williamson of New York, N. Y., Mrs. B. A. Newland of Black Mountain, J. K. and Kenneth Biddle of Fort Barnwell.

ABOLITION OF NAVAL PRISONS ADVOCATED

MAINTENANCE OF "DISCIPLINARY QUARTERS" ABOARD SHIPS IS RECOMMENDED

Washington, Nov. 30.—Abolition of all but to of the naval prisons in continental United States, those at Portsmouth, N. H., and Mare Island, Cal., and maintenance of disciplinary quarters aboard ship were recommended in the annual report of Capt. Ridley McLean, judge advocate general of the navy, made public today.

During the past year prisons have been maintained at Mare Island and Portsmouth, Boston, Norfolk, Cavite and on shipboard.

In recommending the transfer of disciplinary barracks from shore to ship, Captain McLean proposed to close the Port Royal, S. C., detention barracks, and transfer the detainees from that station to the gunboat Topoka which would be moored in the Portsmouth yard. The cruiser Philadelphia would serve similar purpose at the Mare Island yard.

The reduction of the number of naval prisons is made possible. Captain McLean thinks, by an order already approved by Secretary Daniels to substitute loss of pay or discharge for many cases which previously have

THE "BUTTON" COMPANY GET NEW ENGINE

NEW FIRE FIGHTING APPARATUS AWARDED TO THEM LAST NIGHT.

At a special meeting of the Board of Aldermen held last night, the combination motor driven fire engine which was ordered several months ago from the American LaFrance Fire Engine Company, was officially accepted, and placed in charge of the New Bern Fire Engine Company No. 1 (Button), although it was specified that it was to remain the property of the city and to be under the supervision of the Board of Aldermen.

There was quite a little discussion as to whether or not the test had been sufficient to show the durability of the bearings of the pump and engine. The tests held were declared highly satisfactory, but some of the members were of the opinion that a five hour steady running test should be made.

The board was also a little split on which company the engine should be placed in charge of. The "Atlantics" asked through a letter signed by several members, that it be placed at their headquarters on Broad street. T. D. Davis asked the Board in behalf of the "Buttons" that the machine be placed at their headquarters. Upon motion the matter was brought to a vote, the result as follows: For the Atlantics; Ellis, Scott, Dawson, Brinson and Satterwaite, for the "Buttons"; Hall, Disoway, McCarty, Blades and Dill. The vote being a tie it was left for the Mayor to decide and he voted in favor of the "Buttons."

There were several applications for the position of driver but this matter was referred to the regular monthly meeting which will be held tonight.

involved imprisonment. The detention ships would deal with minor offenders or prisoners whose good conduct warranted their transfer from shore prisons.

Of results obtained by the detention system, Captain McLean said: "As a humanitarian system it is excellent in that it requires a recalcitrant to work for his rehabilitation, and on discharge he is a better and more useful man than when he entered the service and by virtue of having accomplished his own redemption he is a stronger and more capable, self-reliant man."

EXPRESS TO SLOW WITH QUEER PARCEL

COMPANY MUST PAY FOR TARDY DELIVERY OF "MAD DOG'S" HEAD.

Columbia, S. C., Nov. 30.—Because of the alleged delay in delivery of a "mad dog head," shipped from Greenville to Columbia, the Supreme Court in a decision by Associate Justice Fraser has affirmed verdicts awarded N. W. Miller, E. S. Miller, and T. W. Miller, of Greenville against the Southern Express Co.

The head of a dog thought to be mad was delivered to the express company in Greenville, according to the opinion for shipment to Columbia. It was claimed that the head was delayed in transit. The Board of Health physicians in Columbia, it was claimed, were unable to make an examination as to whether the dog was affected with rabies. The plaintiffs, not receiving a report as to the condition of the dog, gave the Pasteur treatment for hydrophobia to the children bitten. Later it was found that the treatment was unnecessary. Suit was instituted and verdicts were returned against the express company in varying amounts. The Supreme Court held that the head should have been rushed to Columbia with all possible haste.

CAPTAIN OF THE WRECKED TACOMA IS IN THE CITY

Captain R. O. Crisp, Formerly Commander of the Pamlico, Is Spending Few Days Here.

HIS VESSEL WRECKED DURING LAST SEPTEMBER

Lieutenant John Hutson of South Carolina Gives Interesting Account Of Accident.

Among the visitors in New Bern is Captain R. O. Crisp who was a few years ago in charge of the revenue cutter Pamlico which is located here. After leaving New Bern Captain Crisp was placed in charge of the cutter Tacoma which was wrecked in Arctic waters on September 20.

Captain Crisp is telling some mighty interesting stories of the wrecking of the Tacoma and the following letter which was written to the Journal of Aiken, S. C., by Lieut. John J. Hutson of that city, coincides in detail with the account given by Captain West:

"On Sunday morning, September 20 the cutter started back for Unalaska, Alaska, going south to the islands instead of north as heretofore all the cutters had gone. We started out all right, passed the Semich Island and Agattu safely and laid a course to the east in deep water as we thought, as the chart showed 800 fathoms deep, that is 4,800 feet, or nearly a mile. At 9:55 p. m. that night, when about 40 miles south by west of Buldir Island, as I was sitting reading in the wardroom, I felt the ship take bottom, the engines were backed and the general alarm rung. I rushed up on deck, and found all hands clearing away the boats so they would be ready in case we had to leave; in the meanwhile, the captain was on the bridge, trying to work the ship off, but it was impossible.

"It appeared as though she had passed a ridge and was in a kind of hollow with rocks all round, but under water. Waves were breaking on one side of us, and the ship was pounding heavily; it was just deep enough for the ship to float and every swell that passed lifted her up and let her down on the rocks with an awful jolt; with so much pounding we thought that surely the bottom was ripped up and open, but strange to say she did not commence to leak for an hour or two, and then slowly. The electrician was ordered to send out the distress signal, (S. O. S.) which was heard and sent on broadcast from St. Paul's Island. All boats were ready and lowered to the rail, as the pumps were able to take care of the leaks. Sent out wireless notices of condition frequently during the night: one was that if we had to leave the ship would make for Agattu Island, 84 miles away; as conditions seemed best for that course.

"Kiska Island was closer, but there was bad water to cross on account of tide bores and rips, Buldir Island was the nearest land, but the island is very small, it would have been hard to find and there were shoals to cross. Could not examine around the ship much that night, but sounded round and could not find deep enough water to get away with the ship; the searchlight was worked about two minutes when it broke from the jars caused by the ship striking bottom; it burned long enough to see kelp all round us. Kelp is a sea weed that grows in long steams and is a sure sign of shoal water. If it had been daylight it would have warned us away and I do not think we would have struck.

"When daylight broke we found that we were on an extensive shoal no land in sight, and breaks and kelp all round. Sent out boat to sound; could find no

BIG REVIVAL TO BE CONCLUDED ON WEDNESDAY

Great Feast of Religion at the Tabernacle Baptist Church On Last Sunday.

TODAY AND TOMORROW TO BE LAST DAYS.

Every Christian and Sinner In New Bern Earnestly Urged To Attend These Meetings For Two Days.

The revival at the Tabernacle Baptist church goes on through Wednesday night of this week, the Wednesday night service being the closing meeting of the revival.

Sunday, as was predicted, was the "big day" of the meeting thus far. Beginning with the Sunday school hour each service of the day was well attended. The morning service of the day was characterized by a grand and marvelous sermon by Mr. Callaway at the close of which seven united with the church. Then at 4 o'clock in the afternoon the mass meeting for men only convened at the Tabernacle with one of the largest congregations of men only seen in any church in New Bern in a number of years. Mr. Callaway had a great message for this service and the power and eloquence with which he delivered it captivated the attention of those present and a deep interest was manifest. The closing service of the day was perhaps the greatest in many respects, especially so from the standpoint of attendance. At the hour of going to church the rain began to fall, but apparently it had no effect upon those who had planned to attend this service. It is estimated that at least nine hundred people were in attendance and had the weather been favorable many would have doubtless been turned away account insufficient room to accommodate them. The subject of Mr. Callaway's discourse in this service was "The Danger of Delay" and a more earnest and powerful appeal for decisions would not have been possible. The singing under the leadership of Mr. Jekes, seem to have reached the climax both the large chorus and the great congregation mingled their voices together in song. The Berean Class of the Sunday school, under the leadership of their efficient teacher, Mrs. Thiot, has been a valuable factor in this revival and they are planning a continuation of great things. Two new movements have recently been launched by them, one of which is the Berean Bible class which will meet at the church each week for an evening of Bible study, and the other in the prayer circle. The Young men of this class plan to meet at the church every Sunday afternoon at 6:30 for a season of prayer before the evening preaching service, and from these two movements there are expected to be developed additional strong Christian workers for the cause of Christ and His church. The revival will continue through today and tomorrow, closing with tomorrow nights service. It is announced that the shop meetings have been discontinued and that only the 3:30 afternoon and 7:30 night services will be held during the remainder of the meeting.

way out. At this time it was doubtful if the ship could have moved, even if a way had been found, as the machinery was disabled. At a conference of the officers it was decided to remain by the ship as long as possible in hopes that we would be there when a steamer was expected next day. Made efforts to move the ship but could not do so.

"The day wore on with water gaining on the pumps, the ship was gradually filling. It was hoped that we could stay by the ship if we had to take boats, but this was found impossible later, as it was too rough on the shoal. It is quite an undertaking to go 84 miles in a small boat in the open sea around the passes between the islands, so we did not want to undertake it except as a last resort. The boats were all provisioned with canned stores and water enough for about six or seven days water and grub. I had more grub than that in my boat. It did not bother me much about leaving all my effects, getting safely ashore was a

SEN. SIMMONS SEES RELIEF IN DECREASING CROP

Says That Farmers In Eastern North Carolina Must Plant Less Of The Fleecy Staple.

BELIEVES PRESENT CROP WILL BRING EIGHT CENTS.

Going Back to Washington Saturday To Resume His Official Duties After A Vacation.

Senator F. M. Simmons, who came to New Bern at the close of the last session of Congress, will leave Thursday for Washington to resume his official duties. When he came to New Bern the Senator was completely fagged out from his strenuous work and for several days did nothing but rest up. After that time he became more active and has had several trips around in this part of the State. One of these was to his farm in Jones county. This farm, while not so large, is one of the finest in the State and the Senator takes great pride in it. Being a farmer in addition to being one of the heads of the nation, the senator is vitally interested in the "cotton situation" and is well informed in regard to this. In an interview given out yesterday Senator Simmons stated that he believed that the price of cotton would go to eight cents before the end of the present month. When asked if he thought the ten cents mark would be reached by the present crop, he stated that such was not his opinion, but that it might command a higher price than eight cents. The Senator is a staunch advocate of the movement on foot to decrease the acreage in cotton and will put this into effect on his own place. He stated that the demand for the raw product was not as great as the supply and that the farmers had overloaded the market. "Their salvation", he said, "lies in planting less cotton next summer."

Small Boats All Crowded.

"I put on heavy underwear, wool socks, high shoes, and my newest service uniform; thought if I reached land I would have something decent to wear; and if I did not reach land, it would not matter. (All I saved from the wreck was the suit of clothes I had on, my overcoat and my watch and service ring.) About 3 o'clock it was necessary to put out fires in the boilers. The water was coming in fast; so all preparations were made to leave at a moment's notice, and the sea valves were opened to expedite the sinking of the ship, with the hope that she would remain upright on the bottom; up to this time she was practically on bottom, but lifting with each wave. She began to settle, but instead of remaining upright she began to list over to starboard, so there was a hustle to get away in the boats. We waited almost too long, as we just got the last boat away in time.

"Had quite a time with my boat, as she caught on the side of the ship, being listed to the other side. There were seven boats in all and all too crowded for safety. I had the largest boat, but had the greatest number of people; a native woman and children, an engineer officer, (Troll), the boatswain and 18 others, making 26 in all. Just after getting my boat in the water for this island (Alad) and I made a landing at 7 a. m., Thursday, September 24. We could hardly walk or stand having been cramped up so long. My overcoat felt like it weighed a ton, it was full of water, and as I jumped out on the beach my knees gave way, but soon recovered. Land, land, blessed land, our troubles were over. My sole and only worry than was that I could not let you and the others know that I was safe. We built fires from driftwood, dried out our clothing and had hot coffee. Oh, my, how good that coffee was, though it was very poor coffee. Found two small tents erected; some dry socks stored there and a small cooking stove and some coal for it. We were well provided for. Gave one tent to the woman and children.

"Rescue Steamer Sighted. "That afternoon we had a fine dinner at 5 o'clock, consisting of a hot Mulligan stew of fish, canned vegetables. Continued on Page 8