

MAILS
From San Francisco:
Mauna, March 20.
For San Francisco:
Wilhelmina, March 21
From Vancouver:
Makura, March 22.
For Vancouver:
Niagara, Mar. 20.

Honolulu Star-Bulletin

2:30
Edition

Evening Bulletin, Est. 1882, No. 6737
Hawaiian Star, Vol. XXIV, No. 7778
12 PAGES—HONOLULU, TERRITORY OF HAWAII, MONDAY, MARCH 19, 1917.—12 PAGES.
PRICE FIVE CENTS

GERMANS BROKEN ON 100-MILE FRONT

War So Near President Orders New Warships Rushed

ADAMSON EIGHT-HOUR LAW IS UPHELD BY SUPREME COURT, CONSTITUTIONAL

Highest Tribunal in Land Declares Valid Legislation Backed By President and Designed to Benefit Employees—History of Case and Points Involved

(Associated Press Service by Federal Wireless)
WASHINGTON, D. C., Mar. 19.—The supreme court today handed down the long-awaited decision on the Adamson eight-hour railroad law. The decision declares that the law is constitutional, thus providing the standard of hours and also the railroad wage standard.

HISTORY OF ADAMSON LAW AND FIGHT OVER ITS CONSTITUTIONALITY

(By Associated Press)
WASHINGTON, D. C., March 19.—National enforcement and operation of the Adamson law, enacted by congress last September when a nation-wide railroad strike threatened paralysis of transportation, was suspended awaiting the supreme court's decision upon its constitutionality. National effect, it was agreed, rested upon disposal of the single test case of the Missouri, Oklahoma & Gulf Railroad, chosen by the railroad and department of justice to determine, for the whole country, the issues.

Involved were vital public and private interest, present and future, including those of American railroads aggregating 250,000 miles and property interests of \$5,000,000,000, together with those of 400,000 railroad employees, one-fifth of the total. Also involved was future limit of public regulation and private operation of common carriers, with boundaries of regulatory legislation by congress.

A decision upholding as constitutional all features of the Adamson act entails:

1. Permanent establishment of a work day of eight hours as a measure or standard of calculating wages and service of train operatives.
2. Temporary but immediate increase of about 25 per cent in wages, during not less than seven or more than 11 months beginning January 1, last, of about 400,000 railroad employees, the "Big Four" brotherhoods of engineers, firemen, conductors and brakemen and those principally in freight service. Comparatively few passenger trainmen were given immediate benefit by the law.
3. Cost to the railroads of such temporary increase of from \$40,000,000 to \$50,000,000, as estimated by the railroads, or about \$50,000,000 as estimated by the brotherhoods. Future additional cost of a permanent eight-hour day was estimated by the railroads at \$100,000,000 annually, with prospective additional wage demands from 1,500,000 other employees not benefited by the Adamson law.
4. Vast extension of congressional authority in federal regulation of common carriers, with power to authorize wage fixing by the interstate commerce commission.
5. Future negotiations between railroads and trainmen of new wage scales based upon the eight-hour day standard.
6. Dismissal of about 500 railroad injunction suits, in virtually every federal district court, to enjoy the law's enforcement.

The temporary wage increase, institution of the permanent eight-hour standard and all litigation, by formal agreement between the railroads and department of justice, have been held in abeyance pending the court's decision. However, the railroads have been keeping special account of increases due since the law became effective January 1, with a view to prompt payment upon a ruling upholding the statute.

May Work More than Eight Hours
A decision upholding the eight-hour standard, it was admitted, would not bar trainmen from working more than eight hours a day, but merely entitle them to pro rata overtime pay. Also, such a ruling entailed making of entirely new wage agreements for all trainmen affected, by private negotiation.

(Continued on page three)

Expect Rebound In Sugar Price

Alexander & Baldwin this morning received a week-end market letter from its New York house which dealt in part with the strike situation which was important last Saturday when the message was sent. The remaining portion of the cable was as follows:

"NEW YORK, N. Y., March 17.—Sales during the week were 250,000 bags of raws. Canadian refiners sold 20,000 tons to the royal commission market, the marketing of same to wait developments of the threatened strike. If this is not called there will probably be a rebound next week. Cuban nearby's today were 5.27."

GERMAN VESSELS STILL IN PORT; BOARD WAITING

Shipping Firm Consults Attorneys and May Let Commissioners Use Its Tugboat

No meeting of the board of harbor commissioners was held today, the first day without a meeting in more than a week.

At noon new angles on the German refugee merchant steamer situation were these:

The harbor board received a communication from Lieut. Col. R. R. Raymond, United States army engineer of fier for the Hawaiian district, in reply to its letter requesting permission to use the Matson tug Intrepid to tow the Pommeren to moor the Pommeren and Setos. The letter is said to state that the district engineer, while not having authority to grant the request, will not oppose the board's contemplated action.

Castle & Cooke, the local Matson Navigation Company agency, expects to receive an opinion late this afternoon from its attorneys, Smith, Warren & Whitney, stating whether the agency can allow the harbormaster to use the Matson tug Intrepid to tow the Pommeren to sea without rendering itself liable for damages despite the warning letter sent out Friday afternoon by Hackfeld & Company to Matson agency and all other shipping firms in the city, causing the latter Saturday morning to refuse the harbor board the use of tugs or other vessels to tow the Pommeren outside.

The Kona gale blowing last night and today has lashed the sea to fury and at noon local waterfront men were of the opinion that had the Pommeren been anchored outside Saturday as the harbor board had ordered, but found impossible, the giant freighter would surely have been driven on the reef and wrecked.

Collector of the Port Malcolm A. Franklin said shortly before noon that he had received no further instructions from Washington about the German steamers here.

Next Meeting Is Uncertain
Chairman Charles R. Forbes of the harbor board said shortly before noon that he did not know when he would call another meeting. It is thought one may be held late today or tomorrow to act on the letter from the district engineer.

At the meeting last week when the question of mooring the Pommeren and Setos in Rotten Row was considered the harbor commissioners made it

(Continued on page three)

HAWAII'S MILITIA SURE OF U. S. HELP; STATES MAY LOSE

Federal Training Bill Shows Hawaii and Porto Rico in Favorable Position

Hawaii's militia is assured of federal support whether or not the pending compulsory military training bill passes congress, according to a discovery made a few days ago by local militia heads who were looking over army legislation news.

The federal training bill would withdraw federal support from all militia organizations after five years, but there is a provision excepting Hawaii and Porto Rico. If the bill does not pass, the present provisions for support will continue.

The situation, it is held, justifies the national guard here in asking that the territory cooperate with the federal government in definite scheme for building up the organization.

The bill proposes to form a strictly federal army making it compulsory for every man to undergo military training beginning when he is 19 years old.

An article in the Army and Navy Journal, is a resume of the bill, written by Geo. S. Kuhn, brigadier general of the general staff, chief of the war college division, to the chief of staff.

The part relating to the state militia is as follows:

"The plan contemplates a strictly federal army for national defense but some provision must be made for the states until they will have organized forces of constabulary or some other power to prevent domestic order. For this reason it is proposed to continue to the states for a period of five years the financial support provided by the so-called Dick Bill as amended prior to the passage of the national defense act of June 3, 1916.

"It is proposed to continue such support indefinitely to the Hawaiian militia and to that of Porto Rico."

Latest Sea Outrages Bring Open War Near

No Change in Plans for Extra Session But President Authorizes Spending \$115,000,000 to Speed Navy Construction

(Associated Press by Commercial Pacific Cable)
WASHINGTON, D. C., March 19.—The United States today faces the pressing question of war with Germany, over the immediate issue of the ruthless destruction of unarmed American merchant vessels.

Many senators and representatives who are remaining here today expressed the opinion that the latest acts of the German submarines constitute a clear cause for war—for taking a step beyond the arming of merchant vessels, and the despatch of warships to clear the ocean lines of the German U-boats.

However, members of Congress were advised today by a White House official that there will be no session of Congress before the special session called for April 16.

But while that is coming, the administration is rushing "preparedness" plans. The president today authorized the secretary of the navy to speed up navy construction, and for this purpose to spend \$115,000,000. This is one of the steps to meet the submarine menace.

The secretary will authorize time and one-half for overtime in the navy yards, and in order to get officers, the graduation of the first and second classes in the U. S. Naval Academy was ordered, the first in March and the second in September.

Three Steamers Sunk By U-Boats In Violation of German Pledges

(Associated Press by Commercial Pacific Cable)
WASHINGTON, D. C., March 19.—A state of war, without formal declaration, now virtually exists between the United States and Germany, precipitated yesterday by the destruction of American property and the murder of American citizens on the high seas by German submarines.

The American steamer City of Memphis, distinctively marked as American and flying the Stars and Stripes was sunk by shellfire, a number of her crew described as "a few" being killed or drowned.

The American steamer Vigilancia was sunk by a torpedo, fired without any warning. She went down with 14 of her crew, including the fourth engineer, killed either by the explosion of the torpedo or trapped and drowned when the ship sank.

All Lives Saved on the Illinois
The American steamer Illinois was torpedoed, without loss of life, the members of her crew being all landed in safety.

Official despatches from Queenstown from the American consul, Wesley Frost, confirmed in all essential details the unofficial despatches.

President Wilson immediately took into consideration the demands made upon him to call a special session of congress without a day's delay, in order that a formal declaration of war might be passed, but in the last obtainable statement from the White House last night it was said that the president had not as yet definitely decided to issue the call.

It is believed that the next move to be made by the president will be to issue orders to the navy department to despatch American warships into the war zone, to clear the lanes for American traffic and to seek out and destroy the hostile submarines.

Officials here advance the opinion, and have so informed the president, that he is empowered under the constitution to issue a declaration of war himself, pending the assembling of congress, but there is no indication that the president will follow such a course.

Near Grave of the Lusitania
The unwarned attack upon the City of Memphis was made at a point 35 miles south of the Fastnet Light, off the south coast of Ireland, in the same general locality in which the Lusitania was torpedoed and sunk. This steamer, owned by the Ocean Steamship Company, was bound from Savannah, Ga., for London. She was a small freighter of 3081 tons. She was skippered by Capt. Burg.

Aboard the City of Memphis was 43 Americans and a number of others believed to be Americans, each member of the crew having produced a certificate of American birth or American naturalization before the sailing of the ship. It is not known how many of the Memphis crew have been lost, although there are some boats missing, for which British patrol ships are now searching. This was the tenth trip of the Memphis into the war zone.

The despatch from London states that this ship was sunk by gunfire. The official despatch from Consul Frost to Secretary Lansing says that she, too, was torpedoed.

Vigilancia Received No Warning
The torpedo attack upon the Vigilancia was made near the scene of the sinking of the City of Memphis. The Vigilancia was a craft of 2934 tons. She was commanded by Capt. Middleton, who had with him in his crew some 40 men. Of these 14 are believed to have been killed or drowned. Capt. Middleton reports that he was given no warning whatever of the intended attack.

The Vigilancia was owned by the New York and Cuban Mail Company and was en route to a French port from Lisbon.

The Illinois was a tank steamer of 3275 tons, bound from Port Arthur,

BRITISH AND FRENCH DELIVER TREMENDOUS BLOWS AND DRIVE TEUTONS BACK WITH CAVALRY

Almost Fifth of Western Front From Switzerland to Sea Caved in By Entente's Battering-Ram

(Associated Press by Cable)
PARIS, France, March 19.—The German invader in the west is on the full retreat over 100 miles of front, held for more than two weary years of trench warfare.

Two entire French departments—those of the Oise and the Aisne, have been liberated from the German rule. According to reports from the front within the past few days, the German lines have been caved in by the tremendous blows of the British and French and territory estimated at 620 square miles has been taken from the enemy.

The nature of the ground is against the retreating Germans. Thrown from the trenches along the Somme and elsewhere, which were admirably adapted to the "dig-in-and-hold" warfare, they are now unable to take up another prepared defensive position for a considerable extent.

So rapidly is the retreat being conducted that the French and British have been able to put into the field regiments of cavalry, which hung on the rear of the Germans and harried them. The enemy could find no opportunity to turn and respond with cannon-fire to the quick advance of the Entente troops.

This is the first time since the battle of the Marne that cavalry has been called into play on the western front.

The German line, at last accounts, was in full retreat over almost a fifth of the vast front from Switzerland to the sea. The Teutons are closely pressed through the whole extent by the British and French. The latter troops with the precision of a machine are advancing over a 40-mile front. They have already recaptured a number of important towns at small cost to themselves.

Today came the news that the important town of Guiscard has been recaptured, and the exulting French poilus are pushing along the national road to St. Quentin.

Berlin Admits Loss of Territory Extending From Arras to Aisne

BERLIN, Germany, March 19.—The evacuation of territory over a wider section of the French front, extending from Arras to the Aisne, was announced by the war office today.

The official announcement was also made of successes at Verdun. Several lines of French trenches, 500 meters in one section and 800 in another, were stormed and 500 prisoners taken.

British and French, Striking On West, Take Many Miles of Front

(Associated Press by Federal Wireless)
LONDON, Eng., March 19.—Abandoning for the time being their thrusts at the German lines in the vicinity of Bapaume the British yesterday, linking hands with the French, struck on a new sector, breaking the German front and driving them back more than 10 miles in places over a front of more than 45 miles. South and to the east of that attack, the French thrust simultaneously over a front of 37 miles, and their success was even more spectacular than that of the British, for in places the German armies were hurled backward, shattered and broken, for more than 12 miles.

Scores of Villages Taken
Scores of villages, including such places as Chaumes, Neale and the long battled-for city of Peronne were taken by the British, while the French, hammering steadily at the retreating Teutons, also captured dozens of small towns and a number of important ones, including Crony, Carisport, Morsam and Nouvron, all of them positions which have been held by the Germans for more than two years, and since the battle of the Marne and Aisne flung them back from Paris and broke the power of von Kluck.

The announcement of the successful attack shows for the first time that the British have for some time been extending the length of line which they have been holding, and now they are in charge of the whole front from the English Channel to Noyon, with the exception of that small sector of Belgium which is being defended by the heroic troops under the personal command of King Albert.

Yesterday's advance followed the victory over the Aisles on Saturday in taking Bapaume and pressing their victory to a depth of four miles of ground regained, the greatest advance up to that time since the armies settled into the western deadlock.

HEAD-ON AUTO COLLISION UPPER KING STREET NEAR CANE FIELD ON SATURDAY

A head-on auto collision took place Saturday afternoon on King street, near the canefields, when B. N. Thacker of the 4th Company, Fort Kanehameha, crashed with his car into one driven by Hamamoto of the Banzai Auto Stand. Motorcycle Policeman Branco reports that the accident was caused by one taking the wrong side of the street to pass a street car. There was considerable damage but no serious injuries.

When arranging flowers in vases, put one grain of permanganate of potash in the water; it will then keep perfectly sweet 2nd fresh.

The governor of Greenland, who is giving evidence in the prize court in support of a claim by the Danish government, had never heard of the hymn, "From Greenland's icy mountains," from which, probably, the majority of the inhabitants of this country derive most of their knowledge of the topography of the country. For a guess (Bishop Heber, the author of the hymn, was never there, and practically nothing was known of the interior in his lifetime), the statement was fairly accurate, for Peary, Nansen, and other explorers report having crossed heights of 7000 and 8000 feet. On "India's coral strands" Heber ought to have been an authority, for he was Bishop of Calcutta.

Prince Ching, formerly premier and once minister of foreign affairs, died at Tientsin.

Texas, for London. As in the case of the Vigilancia, no warning was given her commander, Capt. Iversen, of the attack to be made.