

MORE TROOPS SENT TO BROWNSVILLE

Demonstration to Mexican Forces That American Lives Must Not Be Endangered.

REGIMENT IS IN READINESS

Both Carranza and Villa Give Assurances That No Firing Across Line Will Be Permitted.

WASHINGTON, March 29.—Acting Secretary Breckinridge, of the War Department, ordered three batteries of the Third Field Artillery to Brownsville, Tex., to-day as a demonstration to the Mexican forces fighting for possession of Matamoros that American lives must not be endangered by firing across the line. A regiment of infantry also was ordered held in readiness at Texas City, to be moved to Brownsville if needed.

Those precautions were deemed necessary, although assurances had been given by both Carranza and Villa agencies here that no shooting across the line would be permitted. Secretary Bryan said orders had been sent by commanders of each faction to their troops in and about Matamoros to see that no shots entered American territory.

VILLA AGENCY GIVES LOSSES

AS 800 KILLED AND WOUNDED

The Villa agency received a dispatch from Brownsville saying only a small part of the Villa army operating against Matamoros took part in Saturday's action, giving that day's losses as 300 killed and wounded.

"Although the confidential agency is informed that the Carranzista force defending Matamoros has deliberately entrenched itself in such a position as to compel the attacking convention troops to fire in the direction of Brownsville," the statement added, "assurance is given that the fire of the convention army would be directed with a careful consideration of the lives and property on the American side."

"Delay in the final attack on Matamoros will be necessary, in order to give time for the convention forces to maneuver into such positions as will minimize the possibility of bullets falling on American soil."

The misunderstanding between Sunday and several Protestant ministers over Protestant churches holding services while the campaign was on has been settled by the ministers promising the evangelist they would hold no services on Easter Sunday, or any other day while he is in Paterson.

Mr. Pinchot reported to-day at the American legation as a special attaché for Holland and Luxembourg. A German permit, after referring to Mr. Pinchot's diplomatic mission, asks that every facility be given him in his task of distributing relief among the French people in the portions of France occupied by the German army.

CHINA SENDS NOTE TO JAPAN

Disatisfied With Reply Concerning Increase in Garrison.

PEKING, March 29.—Disatisfied with Japan's reply concerning the increase in Japanese garrisons in China, the Peking government to-day sent a note to Japan's legation on the subject, but its contents were not divulged.

None of the Japanese reinforcements amounting to 30,000 men, has yet arrived in China, except in Manchuria and Shantung. No serious friction has occurred between Japanese and Chinese troops, but it is reported many Chinese soldiers are deserting in the direction of Shantung into which the Japanese have gone.

A local newspaper states the Japanese have occupied strategic positions at Mukden and Tsinan.

TO BE CUT FROM 25 TO 17

A. T. & T. Stockholders Vote to Reduce Number of Directors.

NEW YORK, March 29.—Stockholders of the American Telephone and Telegraph Company voted to-day to decrease the number of the company's directors from twenty-five to seventeen. This would be done, it was said, at the annual meeting to-morrow, in line with the tendency among large corporations to have fewer men in their boards.

MRS. ANDREW BORDEN DEAD
Was Mother of Sir Robert Borden, Premier of Canada.
HALIFAX, March 29.—Mrs. Andrew Borden, mother of Sir Robert Borden, Premier of Canada, died early to-day at her home at Grandpre.

GARRISON NOT IN RACE

Refers to Possibility of Appointment to New Jersey Supreme Court.

[Special to The Times-Dispatch.] NEW YORK, March 29.—Lindley M. Garrison, Secretary of War, before leaving New York for Washington to-night issued a statement regarding the possibility of his appointment to the chief justiceship of the New Jersey Supreme Court, to succeed William H. Gummere.

"I am not a candidate to succeed Chief Justice Gummere," the secretary said, "and I have not been officially approached on this subject. The first intimation I received that my name was being mentioned in connection with the chief justiceship was from the newspapers."

Secretary Garrison stated that he had conferred with President Wilson as to the possibility of leaving the Cabinet, and that he is satisfied to remain, so long as the President wants him.

The secretary intimated that the salary of the Cabinet office is too low to meet the calls made upon him. He added that when he retired, he will have spent, not only all he earned in the position, but all he had ever saved.

GIRL ENTITLED TO GIFTS

Even if She Breaks Engagement, Man Cannot Demand Presents Back.

[Special to The Times-Dispatch.] NEW YORK, March 29.—If a girl breaks her engagement to a man, and he demands his presents back, she can smile sweetly and say "No" firmly, according to Magistrate Dinetto, of the New York City Court, Brooklyn.

The magistrate ruled to-day in the case of pretty Miss Josephine Ambro, who sought to recover \$550 in gems from Joseph D. Dinetto, her former fiance. During the course of their engagement, she said, Dinetto had given her jewelry, later taking it to show to relatives shortly before the engagement was broken.

Afterwards, she refused to return it, she said. Satan, the magistrate ordered Dinetto to return the jewels, which he did, and Miss Ambro made a smiling exit. A minute or so later she was back, screaming to the effect that the baubles Dinetto had returned to her were not jewels at all, but paste imitations.

Magistrate Dinetto ordered that Dinetto be found guilty and be made to return with the real stones.

"BILLY" SUNDAY DECLINES

Turns Down \$200,000 Offer for Movie and Phonograph Rights.

[Special to The Times-Dispatch.] PATERSON, N. J., March 29.—"Billy" Sunday, in his campaign to chase the devil out of Paterson, also has been saying "Get behind me, Satan," to tempting offers of easy money to pose for the movies, and to spout "canned salvation" for the phonograph companies, according to unsuccessful agents of those industries to-day.

It is said that Sunday has received offers aggregating in the neighborhood of \$200,000 for the moving picture and phonograph rights to his campaign, and has turned them all down.

The misunderstanding between Sunday and several Protestant ministers over Protestant churches holding services while the campaign was on has been settled by the ministers promising the evangelist they would hold no services on Easter Sunday, or any other day while he is in Paterson.

PINCHOT AT THE HAGUE

Formally Presented by Dr. van Dyke to Dutch Foreign Minister.

THE HAGUE, March 29 (via London).—Dr. Henry van Dyke, the American minister to the Netherlands, to-day formally presented Gifford Pinchot, special agent of the Washington State Department in the European war zone, to the Dutch Foreign Minister. Mr. and Mrs. Pinchot will leave for Brussels to-morrow, and afterward proceed to Northeastern France, where they will help distribute food to indigent French within the German lines.

Mr. Pinchot reported to-day at the American legation as a special attaché for Holland and Luxembourg. A German permit, after referring to Mr. Pinchot's diplomatic mission, asks that every facility be given him in his task of distributing relief among the French people in the portions of France occupied by the German army.

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WILLIAMS BLAMES DEMANDS OF LABOR

Holds Alleged Extortionate Exactions of Brotherhoods Responsible for Failure of Railway.

"THEY'RE NEVER SATISFIED"

He Also Takes Commerce Commission to Task for Its Dilatory Policy.

AUGUSTA, Ga., March 29.—W. R. Sullivan and H. R. Warfield, of New York, and J. M. Wilkinson, of Valdosta, Ga., to-day were appointed receivers of the Georgia and Florida Railway, which has its general offices here. Application for the appointment of receivers was made jointly by the Baltimore Trust Company and officials of the road before Superior Court Judge Hammond. It was stated that the trust company holds a mortgage deed of trust from the railroad to secure an authorized issue of \$12,000,000 fifty-year, 5 per cent gold bonds, of which \$5,500,000 already had been issued.

The petition further stated that the railroad had not paid the interest on these bonds since May, 1913, and that it owed, in addition, a number of extensive obligations which it now is unable to meet. The action is described as friendly.

WILLIAMS PUTS BLAME ON SHOULDERS OF LABOR

BALTIMORE, MD., March 29.—R. Lancaster Williams, president of the Georgia and Florida Railway, issued the following statement to-day:

"I regret extremely it has finally been necessary for the Georgia and Florida Railway to seek the protection of the court. But, under the circumstances, there was no other way to bring about a proper adjustment of the situation. When I was elected president, about three years ago, I hoped to bring about the development of its business, and such a rearrangement of its securities as would be necessary without a receivership. The history of these three years has been a constant struggle, with encouragement in some directions and disappointment in others. The receivership would have been avoided had it not been that the general depression in business resulting from the European war and the constant demands of the labor unions threatened the position just as the time seemed to be opening to make good. A short while prior to my election as president, and at a very critical time in the company's development, there was a disastrous strike, which completely tied up the road, and although the property has never recovered from that strike, there has hardly been a month, up to the present time, when there have not been before the officers of the company burdensome labor problems and demands for increase in wages and exactions of one sort or another. The public does not realize to what extent the railroads have to submit to the dictates of the Brotherhoods of Engineers and Firemen. Already the higher skilled labor, they are never satisfied. There are instances on the Georgia and Florida where engineers have earned 40 to 50 per cent more per month than the superintendent to whom they reported. Some day there will have to be a reckoning with organized labor, or rather with the leaders responsible for the conditions such as I have described, and when that day comes the public must either demand that the railroads should share in the chaos which must come from continued demands and exactions from that source. Every man should be paid a reasonable wage, but there is a limit to what a railroad can pay and remain solvent, and this limit is not far off with many of the railroads of the country."

DELAY OF COMMISSION

PROVES DISASTROUS

"It will not do to blame the European war altogether for the depression in business and the trouble of the railroads, but as my time, when combined influences of unreasonable labor demands and the actions of the Interstate Commerce Commission in the past. The great depression which has been existing so long in the lumber market, caused largely by the treatment of the railroads by the Interstate Commerce Commission, and the almost universal restraint of trade resulting from its action, seriously affected this company's revenue, although it was an applicant for the 5 per cent rate increase. When the commission finally announced its decision in the Eastern rate case, the conditions were already set up by the developments abroad and the general anxiety throughout the world, so that the good which might have been accomplished by a more prompt decision was nullified, so far as any restoration of confidence in the minds of the public or the railroads was concerned. The depression occasioned by the European war following the unfortunate conditions in the section traversed by this railroad has borne heavily on the property, and it has seemed best to us, in the interest of all security holders, to seek the protection of the court, as above indicated."

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THAW HEARING POSTPONED

April 5 Is Time Set at Request of Counsel for Both Sides.

NEW YORK, March 29.—Hearing on the second writ of habeas corpus sought by Harry K. Thaw's attorneys to-day was postponed until April 5, at the request of counsel for both sides.

LOCOMOTIVE WORKS IS TAKING ON MEN

Will Manufacture Shrapnel for English Army, Says Well-Authenticated Report.

NEED 700 GOOD MEN AT ONCE

Preference Given to Old and Trusted Employees—To Work With Montreal Plant.

Skilled mechanics are being quickly hired by the Richmond branch of the American Locomotive Company, and the huge plant, which has been practically idle for the past year, will be in blast within three weeks. Officers of the company refuse to discuss the matter, but it is almost a certainty that the works will shortly begin the manufacture of shrapnel for the English government. From well authenticated sources it was learned last night that machinery for this purpose has been ordered, and is now en route. Only its installation prevents the opening of the plant at once.

Men are not being taken on promiscuously by the local branch, but only picked former employees are being asked to come back. It is understood that slightly more than 700 in all will be hired, and that the initial order of war munitions will carry them on the payroll for nearly seven months. If the war continues in Europe, it is more than probable that additional orders may be received. Then, too, the installation of expensive machinery and the training of the men in this line of work may mean that the American Locomotive Company in the future may bid on United States government supplies, and in this manner keep part of its plant always in operation.

PLANT HALTED BY LACK OF ORDERS FOR ENGINES

The Richmond branch has not been doing much work for more than a year, and the gradual curtailment of its force came to an end last summer, when all manufacturing work was halted by lack of orders. The opening of the war and the consequent business disruption in this country caused railroads to stop purchasing new locomotives.

Taking advantage of the lull, the company has spent more than \$200,000 on the gradual replacement of its old and worn machine shops and other improvements to the local works. This was done in anticipation of increased business in the future, the company announcing that all engines for Southern roads would be built here in the future.

The American Locomotive Company owns the Montreal Locomotive Works, Ltd., Montreal, Canada, and has been manufacturing shot and shell there for several months. The orders which start the local plant are the overflow from the Canadian works, but it is known in financial circles that a monster contract from one or more of the allied governments is about to be awarded, and that a large proportion of the work will be done here.

Both England and France are said to be interested in the order, and the money now being loaned to these governments by American financiers will probably come back to this country in payment for war materials.

SPECIAL MACHINERY HAS BEEN ORDERED, SAYS REPORT

Special machinery will be required for the work, but this has been secured, it is said, and is now on its way here. The first batch of men will be put to work installing it in the buildings. This machinery is different in many particulars from that used in locomotive building, but much of the manufacturing shot and shell there can be used for any manufacturing purpose where metal is involved.

In event the shrapnel is made here, it will, in all probability, be shipped from here to Montreal, or some other Canadian point, from which it can be transmitted to Europe. The English and French fleets have made ocean travel practically safe for their merchant vessels, while both have sufficient war craft to convey shipments of munitions through the danger zone.

Some months ago there was considerable talk here about the organization of a company to erect a plant on Belle Isle for the manufacture of shrapnel. Local men, some of them largely interested in the American Locomotive Company, were concerned in the scheme.

TREDEGAR WORKS MAKES SHRAPNEL FOR UNITED STATES

The Tredegar Iron Works has received tentative offers from several governments, but has declined to do any of the work for them, officers here stating that they had sufficient work for the United States government to carry them on for some time. The Tredegar Company manufactures both shrapnel and shell. The announcement as to the Locomotive Works follows the recent enlargement of the Du Pont Powder Works, at City Point, which now has several thousand men at work.

When the local men were considering going into the business, it was said that orders amounting to \$3,000,000 were to be contracted for. Of course, some of these contracts may have been awarded, but the continuance of heavy fighting and the opening of activities on the western front as soon as the weather permits means that much more ammunition is needed.

SHRAPNEL KNOWN AS MOST DESTRUCTIVE SHELL

Shrapnel is one of the most deadly and destructive shells used by the warring nations. It is a mechanical device which explodes at a given range, spreading hundreds of steel cubes over a considerable surface. Used in a field gun, a shrapnel will travel nearly four miles, or can be made to explode at any given point from the mouth of the gun. A three-inch shell, such as is used in the type of gun owned by the Richmond Howitzers, weighs twenty-one pounds in all, and carries 252 steel cubes. As thirty shells can be fired in a minute, it will be seen that much

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TWO BRITISH SHIPS SUNK BY SUBMARINES

FAST GERMAN SUBMARINES ACTIVE IN WATERS NEAR THE BRITISH ISLES

FAST and powerful submarines of the German navy have torpedoed two more British steamers in the waters adjacent to the British Isles. Both steamers, the Falaba and Agulla, took to flight at the sight of the submarines, but were speedily overhauled, with the result that both were sent to the bottom, with a loss of life estimated at between 140 and 150.

A measure of vast importance is virtually forecast by the conference which British owners have had with David Lloyd George, Chancellor of the Exchequer. The Shipbuilding Employees' Federation unanimously urged the total prohibition of the sale of intoxicating liquors during the period of the war. The chancellor, in describing drink as the greatest of "three deadly foes," declared he was convinced that nothing but "root and branch methods" would be of the slightest avail in dealing with the evil. He intimated that the Secretary for War, Earl Kitchener, and Field Marshal French were of the same opinion, and that King George "was very deeply concerned on this question," and he promised to take the subject up with the other members of the Cabinet.

In the land operations, the eastern zone still occupies the center of interest, for in the Carpathians the Russians continue their drive toward the plains of Hungary, with the Austrians apparently being forced back on the western mountain front, but with the aid of the Germans holding their positions on the western line.

In the Dardanelles the allied warships have been throwing a few shells at the forts, and the mine sweepers have been steadily at work.

A Constantinople dispatch says that General Liman von Sanders, a German officer, has been placed in command of the Turkish Dardanelles forces.

There has been little activity in France, but the Germans have bombarded the town of Neuport and Neuport-Italus, in Belgium.

VICE INVESTIGATORS BEGIN WORK TO-NIGHT

Examination of Witnesses Will Proceed When Scope of Inquiry Has Been Determined.

MASS-MEETING IS CALLED

Ministerial Union Adopts Resolutions Commending Work of Vice Commission and Pledging Support to Its Further Study of Entire Field.

While Mayor George Ainslie, Chief of Police Louis Werner and all the members of the Vice Commission have been summoned to appear before the special joint committee of the City Council, appointed to sit as a court of inquiry for the investigation of charges made in the Mayor's report to the Mayor against Police Commissioners Well, McCarthy and Goode, at the meeting of the investigating body scheduled for 8 o'clock to-night, it is probable that few, if any witnesses, will be called to the chair at this sitting.

The investigating body is divided, it is understood, on the question of testimony to be drawn limiting the field of inquiry. This question grows out of the enormous size of the list of witnesses in contemplation, together with the great body of witnesses made available by the extension of the scope of the investigation so as to include the whole Police Department.

WOULD LIMIT SCOPE OF VICE INQUIRY

The investigators, for example, find it advisable to call to the chair a policeman not involved to this time in any of the scandals presented by the Vice Commission's reports, that summary testimony may lead to the summoning of other members of the force, and new names may be mentioned by each witness in turn. The expressed desire of any member of the inquisitorial body to hear from the persons to whom allusion is made by each new witness would recruit the ranks of witnesses to such proportions that months might be consumed in giving them all a hearing.

The attention thus presented will probably lead to a discussion at to-night's session of a suggestion made by Councilman Edgar E. English, the lawyer member of the committee.

CAPTAIN AND PARTY ROYALLY ENTERTAINED

Further than this, the American shipmaster would discuss his visit to the Prinz Eitel, except to say that he and his party had been royally entertained by Commander Thierichens and his staff. It was subsequently learned, however, that instruments and revolvers taken from him by the German sea raiders when his ship was sent to the bottom, were returned to Captain Kiehne. He also took with him a large photograph of the Prinz Eitel in a handsome frame.

Reports are persistent here also that the offering of the Alabama to Hampton Roads was precipitated, not because of the desire of the German commander to be protected within American waters, but because of undue activity on the part of foreign warships which have been hovering off the Virginia capes, while two others stood within the three-mile limit outside. Reports from several sources are to the effect that the foreign warship which came in the capes ventured in almost off Thimble Shoals Light. The order to the Alabama was given at Washington on Saturday night. On Friday night the lights on Fort Mifflin and Fort Wool were kept blazing for many hours, illuminating the waters of Hampton Roads. In addition to this, the torpedo boat Barney sailed far out toward the capes, and signals were exchanged between the forts and the torpedo boat.

Reason for this vigilance on the part of the military and naval forces here was declared to-night to be based on a report that one of the British warships on Thursday night passed inside the Virginia capes, while two others stood within the three-mile limit outside. Reports from several sources are to the effect that the foreign warship which came in the capes ventured in almost off Thimble Shoals Light. The order to the Alabama was given at Washington on Saturday night. On Friday night the lights on Fort Mifflin and Fort Wool were kept blazing for many hours, illuminating the waters of Hampton Roads. In addition to this, the torpedo boat Barney sailed far out toward the capes, and signals were exchanged between the forts and the torpedo boat.

Each of the accused police commissioners will be represented by legal counsel at each sitting of the committee. Hiram Smith will look after the interests of Commissioner Goode, Robert E. Scott will represent Commissioner McCarthy, and Leigh R. Page will be there for Commissioner Well. The Vice Commission has not engaged counsel, but will be allowed the privilege of being represented by the committee. The Vice Commission is not in the attitude of prosecuting the commissioners or others named in the

(Continued on Second Page.)

VESSLS GO DOWN WITH ATTENDANT LOSS OF 150 LIVES

Try to Escape, but Are Overhauled by German Undersea Raiders.

RUSSIAN FLEET RENEWS ATTACK ON BOSPORUS

Battles in Carpathians Proceeding With Ever-Increasing Violence.

NO CHANGE IN EAST GALICIA

In West Mine Warfare Continues Without Important Effects.

LONDON, March 29.—Announcement by the British admiralty of the sinking near the English coast of two British passenger steamers by German submarines, with an attendant loss of upward of 150 lives, was the most important war news of the day, so far as the British public was concerned. Both steamers crowded on full speed in an effort to escape, and the fact that they were overhauled shows that German submarines engaged in the blockade operations against the British Isles.

Outside of the sinking of those steamers, the only news of importance to-day was of the renewal by the Russian Black Sea fleet of the bombardment of the forts on the Bosphorus, and the announcement from Petrograd that the Baltic fleet had been re-enforced by modern fighting units, presumably Drednoughts, built in Russian yards.

BATTLES IN CARPATHIANS PROCEED WITH VIOLENCE

The battles in the Carpathian passes are proceeding with ever-increasing violence. The Russians now hold the western passes, and are advancing into Bulgaria, but the eastern passes remain in the hands of the German allies, who, however, are strongly pressed by their re-enforced adversaries.

The situation is unchanged in East Galicia and Bukowina. In North Poland the Germans claim to have driven the Russians from Tauraggen, which they stormed.

In the west the mine warfare continues without any important changes in the positions of the two armies. At the request of the shipyard owners, the British Chancellor of the Exchequer has promised to submit to the Cabinet a proposal to prohibit the sale of intoxicating liquors in Great Britain during the war.

MORE THAN 150 LIVES LOST WHEN SHIPS SINK

LONDON, March 29.—Upward of 150 persons lost their lives in the sinking by German submarines during the past forty-eight hours of the Dempster liner Falaba and the British steamer Agulla. The Falaba, bound from Liverpool for the coast of Africa, with about 160 passengers, was torpedoed on Sunday in St. George's Channel.

An official list, supplied at the offices of the Elder Dempster Steamship Company, owners of the Falaba, shows that, so far as is known at present, fifty-two first-class passengers, thirty-four second-class passengers and forty-nine of the crew of the Falaba were saved.

Four of the passengers and four of the crew are reported killed, and sixty-one passengers and forty-three of the crew are missing.

The Agulla, sent down by the shell fire of the submarine U-28 off Pembroke on Saturday night, had three passengers and a crew of forty-two, and of these twenty-three of the crew and all of the passengers were lost. The Agulla also was outward bound from Liverpool, and was en route for Lisbon.

When the submarines appeared, both steamers tried to escape by crowding on full steam, but the underwater boats overhauled them after short chases, and in each case the Germans then allowed but a few minutes to get passengers and crew into the small boats.

CAPTAIN GIVEN FIVE MINUTES TO GET PEOPLE OFF