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THE WASHINGTON HERALD

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NO. 3451. WEATHER—WARMER; CLOUDY. WASHINGTON, D. C., THURSDAY, MARCH 30, 1916. ONE CENT.

ANOTHER STEAMER IS TORPEDOED WITHOUT WARNING, SAYS CONSUL

British Vessel, Eagle Point, With American Aboard, Attacked By Sub, Declares United States' Official

ALL ABOARD SHIP ARE SAVED

Germany Expected to Deny Responsibility—Officials Here Look for Ultimatum from President Wilson to the Kaiser—Decisive Steps Coming Soon.

The gravity of the problem which confronts the United States because of the imperiling of American lives by mines and submarines was further increased yesterday.

The State Department late yesterday afternoon received the following dispatch from American Consul Wesley Frost, at Queenstown, Ireland:

"British steamer Eagle Point torpedoed yesterday without warning, one hundred miles from land. All saved. One American."

The Department immediately cabled Ambassador Gerard at Berlin to ask the German government for any information in its possession regarding the case.

German Denial Expected. Earlier in the day it had sent him instructions to ask about the British steamer Manchester Engineer, reported torpedoed with two Americans on board.

On Tuesday the department directed him to ask regarding the alleged torpedoing of the Channel liner Sussex and the steamer Englishman. Several Americans on the Sussex were injured.

It was indicated last night by officials close to the German Embassy that Berlin's answer will be unqualified denial that German submarines torpedoed any of the unarmed merchantmen which have been sunk recently.

The general viewpoint, it was stated, was that the Sussex and the Englishman and the Tubantia certainly, and the others, in all likelihood, were victims of British floating mines which had been torn loose from their moorings by the recent mine-laying operations of the British in the English Channel, the March storms over all the stretch of the western Europe coastline having been unusually severe this year.

Diplomatic Break Likely. Germany's denial that any of her submarine commanders would so far disobey orders as to torpedo an unarmed passenger ship like the Sussex will be strengthened, it is stated, by the fact that Admiral Von Tirpitz was recently withdrawn as head of the German navy.

While the State Department waits with anxiety for some authoritative word from Mr. Gerard, rumors are rife that the President contemplates some decisive step that may lead to a break in diplomatic relations between this government and Germany.

The calm judgment of the department, however, as summed up by a conservative official, is as follows:

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Four More Steamships Sunk; Crews All Saved

Special Cable to The Washington Herald. London, March 29.—The sinking of four more steamships was announced today. They are: The British steamship Kilbride, of 3,712 tons, owned by Connell Brothers, of Glasgow. The British steamship Lavinia Westoll, of 3,131 tons, owned by J. Westoll, of Sunderland. The Dutch steamship Duiveland, of 1,297 tons, of Rotterdam. The Russian steamship Otoman. The crews were saved in every case, but on the Lavinia Westoll, one man was injured.

GERMANS GAIN AT VERDUN

Storm French Lines Along Front of Mile and Quarter.

ADVANCE MUCH CLOSER TO VERDUN-PARIS ROAD

Fresh Teuton Troops Estimated at 60,000 Brought Up to Replace Those Mowed Down.

Special Cable to The Washington Herald. London, March 29.—The German army of the crown prince has made a further advance against Verdun, from the north-west, it is officially admitted by the French war office tonight.

The Germans stormed French positions north of Malancourt on a front of a mile and a quarter, penetrating to a depth of several lines and entering the village itself. It is their greatest gain of a week in the drive on the Paris-Verdun Railway, main artery of supplies for the fortress.

In a counter-offensive in the Avocourt region, the French, after a strong bombardment, broke through the German defenses in the southeastern corner of Avocourt wood to a depth of more than 300 yards, carrying a strongly fortified redoubt. Four German counter-attacks were repulsed.

Met by Furious Fire. When the massed ranks of Germans swept forward north of Malancourt the French retired in good order from their advanced positions, while from rear trenches their comrades poured a devastating fire into the advancing legions. From cleverly concealed emplacements the 75's tore great gaps in the German ranks.

Sweeping over the wrecked trenches the Germans pressed forward into the outskirts of Malancourt. They were met with such a furious fire that the attack broke up, leaving them in possession of only two outlying houses.

Large forces of fresh troops, to date estimated at 60,000, have made their appearance in the renewed fighting north of Verdun. Two new French divisions were employed on the Malancourt-line, according to the German statement while the French report the presence of fresh German organizations around Avocourt.

"BILL" CARNEGIE CUT OFF IN MOTHER'S WILL

Amateur Golfer Given Only Small Share in \$15,000,000 Estate Because He Married Nurse.

Special to The Washington Herald. Pittsburgh, March 29.—While all other children share equally in the \$15,000,000 estate, William Coleman Carnegie is cut off with a small trust fund in the will of his mother, Mrs. Lucy Carnegie, just proclaimed here.

"Bill" Carnegie married a nurse who attended him. Mrs. Carnegie was a sister-in-law of Andrew Carnegie.

Bill Carnegie is well known as a golf player, and has figured in important tournaments. His uncle, the steel magnate, is reported to have offered him \$500,000 if he would win the amateur champion of the United States. He was obliged to forego the prize, for he never got near the coveted goal.

SISTER SUES EDDIE FOY

Aka \$15,000 for Hearing Comedian's Daughter from Infancy.

New York, March 29.—It takes \$15,000 to rear a girl from infancy to womanhood and fit her for the proper station in life. This figure was set today by Mrs. Mary A. Doyle in a suit brought against her brother, Edwin Fitzgerald, known better as Eddie Foy, the comedian.

For several years Foy and his eleven children have been making a tour of the vaudeville circuits. Miss Doyle, in her suit, says there's a twelfth Foy, Catherine Stansy Fitzgerald, now twenty, whom Mrs. Doyle has been caring for since the death of the first Mrs. Fitzgerald in 1890. Foy admits that Catherine was his daughter, but alleges that, at the age of nine months she was adopted by Mrs. Doyle.

DOUBLE WRECK BLAMED ON TWO ROAD EMPLOYEES

Lake Shore Officials in Probe Say Dozing Tower Man Passed Train.

26 BODIES RESCUED UNDERTAKER HIDES

Disaster, Piling Up Three Trains, One of Worst in History.

Special to The Washington Herald. Cleveland, Ohio, March 29.—State, Federal and railroad investigation of the double wreck on the Lake Shore Railroad at Amherst, Ohio, near here, early this morning which cost the lives of fully thirty persons and injured forty more, was under way here tonight.

Railroad officials declare the blame for the crash which piled up the Twentieth Century Limited and two other crack Lake Shore passenger trains into a tangled heap of junk; probably will be shared by two railroad employes.

While relief parties were digging bodies from the debris, and doctors and nurses were rescuing trapped human beings and caring for maimed victims, the investigations were begun.

Two men stood out tonight as shaken, tragic figures, objects of cross-fire investigation, luckless enough to have been actors in the melodramatic spectacle that sprang out of the fog of the early morning hours when the second section of the Chicago-Buffalo flyer ramed into the rear of the first section, and both in turn were struck by the westbound limited.

Tower Man Dozing at Post. One is a towerman, Ernest, dozing in his lonely cupola as speeding trains slid by him—a man trying to perform his duty of watching over thousands of lives in the railroad's care, and under the handicap of sleepless hours caring for his wife, who, Sunday, had given birth to a baby.

The other is Herman Hess, engineer of the second section of the eastbound flyer, who escaped from the cab of his engine after it had plowed into the first section—a man, who saw no red warning signal, through the fog and relied upon the mysteriously halted first train.

These are the men who become the center of an investigation by New York Central officers, led by Gen. Supt. A. S. Ingalls.

A coincident inquiry was begun by Coroner Garver of Lorain County, while State Railroad Inspectors Packard and Heffernan rushed to the scene to conduct the State public utilities probe, and safety experts Belknap, Ellis and McAdam started for Amherst to begin a Federal investigation for the Interstate Commerce Commissioners.

Survivors of the disaster streamed into

'Teddy' Backs Out Of Montana Field

Orders Name Removed from Primary Ballot, Leaving Cummins Alone.

Special to The Washington Herald. New York, March 29.—Col. Theodore Roosevelt sent a telegram today to Secretary of State A. L. Anderson, of Montana, directing him to remove the Colonel's name from any primary ticket.

The telegram read: "I hereby direct that you do not permit my name to be placed on any ticket in the Montana primaries."

Senator Sherman, of Illinois, also wired today to remove his name from the ballots. This leaves the Montana field clear for Senator A. B. Cummins, of Iowa, so far as a Presidential choice is concerned. There is in the field against the delegates favorable to Senator Cummins a slate of delegates chosen by former Senator Joseph M. Dixon, who was chairman of the Progressive national committee in the 1912 campaign, and who is an avowed Roosevelt man. It is figured by Roosevelt men here that the Colonel will win either way, because a majority of the men on the Cummins ticket are believed to be ready to vote for him at Chicago after the first two or three ballots.

Liverpool Dock Workers Strike.

Liverpool, March 29.—Ten thousand dock workers on the Mersey struck today for higher wages. The dock gates have been closed. The White Star, Cunard, Dominion, Alan and Canadian Pacific lines are affected.

Dr. Reuel Stewart Dead.

Philadelphia, March 29.—Dr. Reuel Stewart, for years a widely known obstetrician, died today at his home, in this city. He was in his eighty-seventh year.

Exploration Ship Heard From.

Wellington, N. Z., March 29.—The premier of New Zealand today received wireless from the Atlantic exploration ship Aurora, stating that she would arrive off New Zealand on Friday.

WAITE'S LAWYER THINKS CLIENT PERFECTLY SANE

Says He Does Not Expect to Use Insanity as Plea in Defense.

500 More Mexicans Will Fight Carranza

El Paso, Tex., March 29.—According to a private telegram received here tonight, Jose Gonzales, a prominent merchant of Parral, has raised a force of 500 men and taken the field against Carranza and the de facto government. His men are well mounted, armed and supplied, it is said. The message said: "It is not definitely known yet where Gonzalez will begin operations. It is believed that he will aid Villa, move over to the Torreon district and join Canuto Reyes, and then attack the Torreon garrison."

POLICE EDICT SPEEDS DEATH

Physician Says Woman's Condition Was Aggravated by Slow Ambulance Run.

MRS. MARGARET P. EVERLY DIES FOLLOWING ACCIDENT

Woman Struck by Machine of John M. McCabe—Hospital Auto Keeps Within Law.

Mrs. Margaret P. Everly, 62, of 622 North Carolina avenue southeast, died at Casualty Hospital at 11 o'clock last night from injuries received when she was struck by the automobile of John M. McCabe, of Good Hope, D. C., at Sixth street and Pennsylvania avenue southeast at 7 o'clock.

Dr. S. V. Merryweather, who went out on the call, said the woman's condition was aggravated by the fact that he was compelled to keep the speed of the ambulance down to twelve miles an hour in accordance with orders sent to the hospital by the police department yesterday afternoon.

Dr. Merryweather said the woman had to be left in a nearby drug store unconscious while the ambulance made the run from the hospital, Eighth and Massachusetts avenue northeast, at twelve miles an hour. The order to keep strictly to the speed limit was sent to the hospital following the arrest Tuesday night of Carl Smith, the chauffeur of the Emergency Hospital ambulance, for speeding.

Mrs. Everly received a serious wound on the back of her head, and physicians say ribs on the right side may have been fractured. She also suffered from shock.

Maj. Pullman explained to the captains of the several precincts at a meeting at the District Building yesterday afternoon, that the orders to keep ambulances strictly to the speed limit were being issued as a result of numerous complaints made to him of the reckless driving of the Emergency ambulance recently.

McCabe was arrested at an early hour this morning and held at the Fifth precinct pending an inquest. Coroner Nevitt will hold an inquest probably this afternoon.

TRAINMEN TO DEMAND HIGHER PAY TOMORROW

Railroads Prepare Tentative Reply Giving 400,000 Men Little Hope for Better Conditions.

Special to The Washington Herald. New York, March 29.—The demands of the men of the Big Four unions, comprising 400,000 locomotive engineers, firemen, conductors and trainmen for an eight-hour day and an increase in wages, will be presented to the general managers of the several railway companies of the country tomorrow.

Although the railroads have until April 29 to consider the demands, they have prepared a tentative reply which will be presented to the representatives of the union immediately upon receipt of the latter's communication.

It is expected that this reply, while giving the unions little or no hope for an acceptance of their demands, will leave the way open for a further exchange of communications.

Upholds British Censorship.

London, March 29.—The charge made by United States Senator Hitchcock that a British censorship has been placed over United States mail in order to steal American trade and trade secrets was denied in commons today by Lord Robert Cecil, minister of blockade.

Twenty Killed in Aero Raid.

Paris, March 29.—Twenty persons were killed and between twenty and thirty injured and two German aeroplanes were destroyed in the German air raid over Saloniki, Greece, on Monday. It was officially announced today.

VILLA FLEES SOUTH BURNING RAILROAD BRIDGES BEHIND HIM

Sighted Two Days March Ahead of Pershing's Advance Column—Obregon Blames U. S. for Raids

GENERAL BELL MARKS TIME

Supplies Pile Up at Columbus While Troops at Front Are on Short Rations Awaiting Permission from Carranza to Use Railroad.

Special to The Washington Herald. El Paso, March 29.—Villa and his bandits appeared today at Santo Tomas, on the Mexico Northwestern Railroad, half way between Madera and Chihuahua City. He had passed through Santa Catarina, where American troops are now searching.

At Santo Tomas Villa burned railroad bridges in both directions and destroyed other property. There were no American troops in the vicinity, according to the message received here tonight.

PERMITS U. S. TO USE ROAD

Carranza Allows Pershing to Employ Mexican Railway in Handling Supplies.

MADERA TO BE MADE THE PRINCIPAL MEXICAN BASE

Officials Here of Opinion that Pershing Used Road Before Receiving Permission from Chief.

Gen. Carranza has granted permission to use the Mexico Northwestern Railway for the transportation of supplies to the American forces in pursuit of Villa. Replies to this effect were received late yesterday by the State Department from Special Agent James L. Rodgers, who is with Carranza at Queretaro.

Secretary Lansing declined to give any details aside from the fact that only use of the Mexico Northwestern was granted. It is understood, however, that Carranza stipulated that the use of the railway would be on a "commercial basis," as suggested by the State Department in its instructions to Mr. Rodgers.

Now that permission has been given by Carranza to use the railways, it is the plan of the military authorities to make Madera the principal base in Mexico.

The large mills of the El Paso Milling Company, a Pearson syndicate, which controls the Mexico Northwestern, are located at Madera.

In anticipation of utilizing the railway, the quartermaster's department has massed an enormous stock of war supplies at El Paso. Orders for the shipment of these supplies to the interior will be given as soon as the transportation facilities are ready.

Carranza's yielding to the representations of the State Department greatly relieved the tension in official circles.

There was a strong belief among officials yesterday that Gen. Pershing did not await formal permission from the de facto government before using the railway below Casas Grandes. One of the highest officials of the War Department admitted "it looks that way" when the suggestion was made that the report of the death of an American cavalryman in a railroad wreck in Mexico indicated that the troops were using the railway. Other officials expressed similar opinions.

BRYAN SEES VICTORY.

Declares, Though Not Very Emphatically, Democrats Will Win.

New York, March 29.—William J. Bryan believes the Democrats will win the 1916 election. He states this belief, but not very emphatically. "Man's opinion of what is to be is part wish and part environment," he says, "and I cannot claim freedom from the influence of either wish or environment when I construe the prospects for favor Democratic success."

JAPAN NEEDS AID OF U. S.

Leading Nippon Statesman Hopes for Co-operation in World Peace.

Tokyo, Japan, March 29.—Yoshiro Sakatani, a leading Japanese statesman, in affirming his opinion as to the mutual importance, interest and benefit of the Anglo-Japanese alliance, says it is his firm conviction that the world's peace can be assured in only one way, and that is by the co-operation of America.

He hopes that the United States will join with the allies and assist in the maintenance of peace, thereby realizing the world's longest for condition.

Obregon Blames U. S. for Raids.

A new cloud appeared over the Mexican horizon today in the form of a statement from Alvaro Obregon, minister of war in the de facto government. It charges the United States with entire responsibility for the existing muddled situation and the border raids.

The chief value of the statement is that it reveals for the first time the mental attitude of the most powerful man in Mexico toward the United States. Obregon said:

"The United States government alone is responsible for the trouble attending the border. He said that if President Wilson had refused to allow the Mexican refugees to settle in El Paso and other border points, there would have been no trouble."

"The United States government has refused repeatedly to turn over to me the Villa spies and former federal officers who are on the American side of the border. If it had, I would have executed many of them."

"There are scores and scores of Mexicans in the United States, enemies of the de facto, who should be turned over to me to be dealt with."

When the army officials here read the statement they said:

"Obregon's chief complaint appears to be that he has been deprived of several private killings, which undoubtedly he would have enjoyed."

Troops Near Chihuahua. The success of the Pershing expedition still hinges upon the delayed settlement of the railroad problem of transportation. The advance column is now within seventy miles of Chihuahua City. This information was contained in a report from Col. George A. Dodd, which had been transmitted to the War Department.

It is not possible to send supplies of either food or ammunition to the rapidly moving troops unless the Northwestern Railroad can be utilized.

The report that Gen. Carranza has given permission to ship consignments of freight to army contractors through Juarez has no official confirmation here.

Gen. Gavia, the Carranza commander, sullenly refused to answer any questions on the subject today.

Consul Andreas Garcia says he has received no instructions in the matter. It is feared in official quarters if such instructions are received from the first chief, they will be ignored by the Mexican officials at the border. This, of course, adds a new complication, which makes the situation extremely delicate.

Gen. Bell Marks Time.

Gen. Bell and the officers of the Quartermaster's Department are marking time pending some definite work from Washington. Several cars have already been loaded and will be shunted across the International Bridge, within an hour after the much desired permission is granted.

Tentative arrangements are being made to send infantry to Guzman from which point they will be strung out along the tracks of the Northwestern Railroad, both north and south.

Villa Wounded In Raid, Is Report

Bandit Chief Declared to Be in Hiding Near U. S. Border.

Special to The Washington Herald. El Paso, March 29.—Pancho Villa was wounded in the hip in the fight with the American soldiers after the raid on Columbus. He is now nursing his wound somewhere in Mexico not far from the American border, hidden in the house of a friend. He is not with the band of his followers that Gen. Pershing is hunting in the interior among the fastnesses of the Sierra Madre.

This startling information was brought to El Paso today by F. A. Perez, Villa's old aviator, who escaped from the bandits the night of the Columbus raid, seven miles south of the international border. Perez was Villa's aviator from January to September, 1915. He left Mexico by Villa's advice last September.

Continuation of news items from the right side of the page, including 'MANGANESE \$1,000 A TON', 'Before War Alloy for Steel Went Begging at \$28', 'Terrific Gale Sweeps England', '10,000 British Stevedores Strike', 'GETTYSBURG HERO DEAD', 'To Seize More Teuton Ships', 'Toledo Police on Strike Duty', 'Dies of Pneumonia on Border', 'Exploration Ship Heard From', 'GAINS BY LOSING JAW', 'Soldier Finds Artificial Prosthesis', 'Liverpool Dock Workers Strike', 'Dr. Reuel Stewart Dead', 'Exploration Ship Heard From', 'Upholds British Censorship', 'Twenty Killed in Aero Raid', 'JAPAN NEEDS AID OF U. S.', 'Villa Wounded In Raid, Is Report', 'Bandit Chief Declared to Be in Hiding Near U. S. Border'.