WEATHER FORECAST:
Partly Cloudy Tonight
(Full Report on Page Two.)

The Washington Times

HOME EDITION

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1,000 LOST ON FRENCH CRUISER; TENSION GROWS ON U-BOAT ISSUE; ATTACKS ON VERDUN REPULSED

FRIENDS RALLY TO CLERKS' AID IN THE HOUSE

Congressman Austin Develops That No Hearing Was Held on Borland Amendment.

NOT ASKED BY OFFICIALS

Spokesman For Appropriation Measure Admits "Rider" Should Have Been Discussed

The first rally of the friends of the Government clerks in the House against the Borland eight-hour rider came today.

Congressman Byrns, in charge of the legislative, executive and judicial appropriation bill, was subjected to a rapid fire cross-examination regarding the Borland amendment.

Congressman Byrns frankly admitted that no hearings had been held on this amendment nor had it ever been advocated by any Cabinet officer or bureau chief.

FAVORS OPEN HEARINGS.

Mr. Byrns further acknowledged that he personally believed there should have been hearings on so important a piece of legislation, although he said he did not consider it unjust to require eight hours of labor of Government employes.

The first reference to the Borland amendment was made by Congressman Austin of Tennessee, when Congressman Byrns arose to discuss in a general way the legislative bill.

Mr. Byrns said he had not intended to discuss the eight-hour rider until the item was reached in debate.

"Was there any hearing on that amendment," asked Congressman Austin.

"No, there was not," said Mr. Byrns.

"Did any Cabinet officer or bureau chief recommend an eight hour day?" continued Mr. Austin.

"No such recommendation was presented to the committee or to me or to any member of the comittee, as far as I know," said Mr. Byrns.

He then explained that the Borland aendment was never presented to his subcommittee, which framed the legislative bill. Mr. Austin asked if there was any assurance that there would be a reduction in the force of Government employes, or if the pending bill carried any reduction.

"This bill was framed," replied Mr. Byrns, "without taking into consideration the Borland amendment. We did not know it would be offered."

Does Not Reduce.

"Then this bill does not mean any reduction of expenses," said Congressman Austin, forecasting the debate that will come when a point of order is made that the rider does not come within the Holman rule.

"I am not prepared to say now," said Congressman Byrns, "what reductions would be effected. I tell you the bill was prepared without contemplation that such an amendment would be offered.

Congressman Cox of Indiana asked if the oBrland amendment would not affect 30,000 clerks. Receiving an affirmative reply, Mr. Cox said: "If that is true, then, and if 30,000 clerks work eight hours a day instead of seven, tney ought to be able to do more work, and if this amendment does not mean the discharge of any clerk it would enable the Government to do its work without taking on any more employes and thus reduce expenses."

Congressman Austin asked Mr. Byrne if there had been any reduction in the force when a half hour was added to the clerks' day several years ago. Mr. Byrne said he did not know.

Minority Report Ready.

Congressman James A. Gallivan of Massachusetts, a member of the Appropriations Committee, will file his minority report on the Borland rider today or tomorrow. Mr. Gallivan's minority report is an elaboration of his views as made known in an interview Saturday night, when Mr. Gallivan returned to the city and discovered that his committee had overwhelmingly voted an eight-hour day for the Government clerks.

Mr. Gallivan's minority report says in part:

It (the Borland rider) involves legislation utterly repugnant to all recent legislation of State and nation which recognizes the shortening of hours of labor as a fundamental principle of human welfare.

If enacted it would result in a decrease of efficiency in the administrative machinery of the National Government and in many instances cause a dislocation of work tantamount to utter demoralization.

It would work hardships upon thousands of patriotic, unselfish, hard-working employes of the Government without accomplishing any good eith-

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Six Dead, 33 Buried Alive in Mine Blast

KEMPTON, Md., Feb 29.—Six miners were killed, a number injured, and thirty-three reported still entombed in mine No. 42, of the Davis colliery here, following a terrific dust explosion early today.

Mine rescue cars were rushed from Mahan, W. Va., and Russelton, Pa., in an effort to save those still buried.

Following the explosion, twenty-six men were brought out uninjured, carrying the bodies of the six dead.

SUNDAY TO "SNEAK" OVER TO CAPITAL "TO LOOK AROUND"

Evangelist to Visit "Old Pals" in Congress and "Get In On Rumpus."

UNLIMBERS BIG BATTERIES

Starts Real Lambasting of Sinners in Baltimore—"Old World Going to Hell."

BALTIMORE, Feb. 29.—Billy Sunday began his real campaign in Baltimore this afternoon. He lambasted and flayed Baltimore. His opening sermons were only to "get acquainted" he said.

"Now for the hot stuff," he shouted.

He preached on "Why is a revival needed?" Summing up his answer by jumping on a chair and crying:

"The old world is going to hell."

Washington captured the honor of being the first outside city to ask for reservations in the Billy Sunday tabernacle. George Sunday is in receipt of a letter from William Knowles Cooper, of the Washington Y. M. C. A., and secretary of the Billy Sunday evangelistic committee in the Capital, asking for a date upon which several hundred Washington preachers and laymen may come over. A date will be assigned later.

The first Congressional request for seats at the meetings came from Congressman Elijah J. Hutchinson of New Jersey. Congressman Hutchinson wrote to George Sunday for reservations for himself and for a dozen other Congressmen and their wives. He did not state who the other members of the party will be.

Wants To Come Here.

The first chance Sunday gets on his rest day, Monday, he and Mrs. Sunday intend "sneaking over to Washington to look around."

He made this announcement this morning.

"You bet I want to come over there. "Things are stirring, and I want to get in on the rumpus. Say, those diplomats must be rowing all the time.

"The last time I was over there I preached and rode around a bit. This time I want to take a look about. And I want to see some of my old pals up there at the Capitol. There's Cummins and there's Kenyon. Say, he's a regular fellow. I'm going to call on them the first thing."

The evangelist was reminded that one bosom companion, William Jennings Bryan, had departed from Washington.

"Huh, Bill left in a hurry, didnt he?" Sunday chuckled.

But he declined to talk about the reasons for his leaving.

"You can just bet your boots, though, I am strong for President

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Municipal Building Flies Distress Flag

Old Glory Upside Down as Borland Amendment Lurks at the Capitol.

"Who's in distress over at the Municipal Building?" asked a wayfarer this morning as he gazed at the flagpole of that structure.

"Everybody," said the well-informed Washingtonian. "They've gotta work eight hours a day over there if the Borland amendment is approved by Congress."

"I guess that's why they have the flag turned upside down," commented the wayfarer as he moved away.

Sure enough, the flag on the Municipal Building was upside down. The national emblem so hung denotes distress all over the world.

Several hundred people stopped within a few minutes and wondered if the Municipal building flag was reflective of the gloom underneath. Then somebody notified the flag tender, and he hastily changed the bunting, putting the starry part of the flag toward the heavens.

Probably the whole thing was just a mistake of the flagman but the critical fellow who isn't a Government clerk thought he saw a "distress signal" in the droopy flag that waved the wrong way.

Wilsons Surprise Marshall Guests

Crash Social Precedent by Arriving at Reception at the Willard.

Washington society had an interesting bit for gossip today when it was learned that President and Mrs. Wilson had shattered all precedents last evening by attending the reception by Vice President and Mrs. Marshall at the Willard.

Previous to last evening the Presidents have made it a rule to limit their visits to receptions and dinners to those given in their respective honor.

Last evening, however, the President and Mrs. Wilson arrived unannounced at the Willard ballroom, apparently happy over the welcome surprise they had given the Vice Presidential party. Earlier in the evening the President and Mrs. Wilson had attended the performance at the National and went directly from the theater to the Willard.

Search Vierieck's Mother.

THE HAGUE, Feb. 12 (by mail.)—Mrs. Viereck, mother of the editor of the Fatherland, was stripped and searched by British authorities at Falmouth and also at the Downs, when the Dutch liner Nieuw Amsterdam stopped at those ports, according to fellow passengers who arrived here today.

U. S. ANXIOUSLY WAITS FOR OPENING OF NEW CAMPAIGN

Officials Gravely Concerned Over Submarine Order Going Into Effect Tonight.

ARE ONLY PARTLY ASSURED

Bernstorff and Zwiedinek Promise Care, But Nothing Official Is Received.

Amid gravest anxiety, officials of the American Government are awaiting the opening of the new submarine campaign of the central powers.

Though half-way assured by the diplomatic representatives of Germany and Austria that extreme care will be taken to avoid the killing of Americans, such assurances are not contained in the official communications delivered to Secretary of State Lansing yesterday by Count von Bernstorff and Baron Zwiedinek.

UNKNOWN IS DANGER.

President Wilson and his advisers are not so much concerned at present over the maze of technicalities into which the diplomatic negotiations have been led. As an academic discussion the controversy might well consume months of exchanges between the two Governments.

The danger, from the standpoint of the Administration in Washington, lies in the unknown quantity in the equation.

The unknown quantity, it is realized, may at present be the most obscure submarine commander in the German or Austrian navies, eager to win an iron cross by a record score of enemy merchantmen sent to the bottom.

If the American Government could be certain that every submarine commander had the cool judgment necessary to determine to an absolute certainty that all the enemy liners he attacks are armed, the tension in Washington would not be so marked.

That is the reason, it was explained, why the President and his advisers are

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Lansing Repudiates Assurances Story

Issues Statement Denying He Authorized Views on German Communication.

Secretary of State Lansing today issued a flat repudiation of statements appearing in certain morning newspapers, purporting to give the views of the State Department concerning the German memorandum.

The Secretary appeared indignant over the reports. He insisted that they had not been authorized by him.

Although there was an effort in some quarters to make it appear that the Secretary suspected Count von Bernstorff of having been responsible for the reports, no foundation for this view was furnished by either the Secretary or any of his subordinates.

The Secretary's statement issued just before he went to the White House to confer with the President, follows:

"In view of the publication this morning of what purports to be the views of the State Department on the communication received yesterday from the German ambassador, I wish to say that the contents of the communication have not been made public by me, and that any statement as to the views of the State Department on the communication is absolutely unauthorized. I have made no comment and expressed no opinion in regard to the matter."

Dead Engineer Is Blamed for Wreck

Coroner Finds New Haven Trainman Failed to Notice Warning Signal.

NEW HAVEN, Feb. 29.—Engineer Curtis, killed in the New Haven wreck at Milford last Tuesday, was today held responsible for the disaster in the decision of Coroner Mix.

The coroner declared the collision due to Curtis' failure to notice the warning signals set against him to protect the express stalled at Indian river with a broken air pipe.

Mix recommended that the Public Utilities Commission and Interstate Commerce Commission investigate the practice of running trains close together and that rules be laid down governing the spacing of trains.

ONLY 870 ARE SAVED WHEN PROVENCE IS SUNK

Warship Formerly in Trans-Atlantic Passenger Service Lost in Mediterranean.

10 BOATS HUNT SURVIVORS

Dispatches Fail to State Whether Submarine, Mine, or Accident Was Cause.

PARIS, Feb. 29.—About 1,000 lives are believed to have been lost in the sinking of the French auxiliary cruiser Provence, formerly in service as a trans-Atlantic liner, in the middle Mediterranean on Saturday.

Eighteen hundred persons were aboard the cruiser, an official statement from the ministry of marine stated.

Of this number, 296 of the crew have been landed at Malta, and about 400 on the Greek island of Melos.

870 ARE SAVED.

A later official statement from the admiralty put the total number probably saved, at 870, making the number missing about 1,000.

Ten boats are now at the scene of the disaster, continuing the search for other survivors, the ministry of marine announced.

NEW YORK, Feb. 29.—In all probability the Provence was carrying troops either from or to Saloniki. The islands of Malta and Melos, where survivors were landed, are 600 miles apart. Melos lies off the southeast coast of Greece. It is probable that the Provence was sunk somewhere between the Greek west coast and the Island of Malta.

Dispatches to the United Press from Paris, transmitted through Paris direct, and also other dispatches, transmitted through London, did not state whether the Provence was sunk by a submarine, by a mine, or was the victim of an accident.

Submarines are known to have been operating in the mid-Mediterranean for some time, the British steamer Fastnet and a Swedish steamer, having been torpedoed in those waters within the last few days.

Recently the British censor has eliminated all reference to submarine attacks, allowing messages stating that a steamer has been torpedoed to read only "was sunk." The French censor, however, has permitted correspondents to cable the fact that ships have been submarined.

The auxiliary cruiser Provence sunk is believed to be the palatial French liner of that name, formerly in trans-Atlantic service.

In Admiralty Service.

The liner Provence was in the admiralty service, it was stated at the French line offices here today. It was said, however, the government would not notify them in case the ship was lost.

The Provence was of 18,000 tons, and about 600 feet long. There is a French battleship of the same name, but it is obvious this is not the vessel referred to as having been lost. The fact that there were 1,800 persons aboard the lost ship strengthens the belief that it was the former trans-Atlantic liner.

Shipping lists show a second steel steamer Provence, but she is of only 3,941 tons, and it is doubtful whether such a small boat would be crowded with 1,800 persons, even in such an emergency as carrying troops.

Commissioner's O.K. Ben Johnson's Plan

Would Place Street Railway Crossing Policeman on Regular Footing.

The Commissioners today sent to Congress a favorable report on the bill introduced by Congressman Ben Johnson, chairman of the House District Committee, providing that street railway crossing policemen shall be made members of the Metropolitan Police Force.

The bill, which was introduced by Congressman Johnson by request, provides that the crossing policemen shall be "entitled to all the rights, privileges, and immunities now possessed or which may hereafter be possessed by other members of the Metropolitan police force."

It is also provided that they shall be subject to the same rules and discipline as other members of the force, the intent being that they shall be placed, according to the period of service and classification, upon the same footing.

LAST MINUTE NEWS OF WAR

- French cruiser Provence sunk with 1,000 of crew in Mediterranean.
- Germany's new submarine policy goes into effect tonight.
- Liners carrying several hundred Americans are in the region of the U-boat danger zone.
- Germans capture armored work northwest of Douaumont and villages of Champion and Manheulles, eleven miles southeast of Verdun.
- All other German attacks on Verdun in last twenty-four hours have been repulsed.
- Berlin claims capture of 16,575 soldiers and 228 officers in Woevre district.
- Amsterdam reports that 45,000 have been killed in Verdun frontal assaults.
- Trebizond is being evacuated by the Turks who are being pressed by Russian armies.
- The Kaiser witnessed German capture of Douaumont from a hill four miles distant.
- French guns near Bras destroyed more than forty German field pieces.
- London reports French line has been penetrated in Champagne, where Kaiser is searching out new road to Paris.

EIGHT GREAT LINERS IN SUBMARINE ZONE

Armed Ships, About to Sail From New York, Subject to New German Policy.

NEW YORK, Feb. 29.—With the inauguration of Germany's new submarine policy now only a matter of hours, eight big liners, carrying several hundred passengers, making American ports, today are believed to be in the region of the U-boat war zone.

Several vessel which sail from New York are subject to open attack by submarines under the new order. They are the six Italian passenger and freight steamers which carry guns mounted on their decks.

These armed liners are the Giuseppe Verdi, the San Guglielmo, America, Verona, Stampalia, and Caserta. The Guglielmo and Giuseppe Verdi are now in port here. The others are in the Mediterranean or preparing to sail from Italian ports.

Liners now believed to be near the war zone are the Italia, of the Anchor line; America, of the Italian line; the Fabre liner Patria, the Finland and Philadelphia, of the American line; Ioannina and Vasiless-Constantinos, of the Greek line, and the Cunarder Pannanonia.

The British liner Baltic is scheduled to leave Liverpool tomorrow, but it is thought her sailing may be held up a day or two owing to her delay in leaving New York on the last trip. The Anchor liner Cameronia is scheduled to sail from Glasgow on March 3.

Several Scandinavian ships will be within the war zone within a few days. The liner Nieuw Amsterdam is scheduled to sail from New York today. The Nooverdyk will follow her later in the week.

Tillman Calls Foes Of President Fools

So Classifies All Who "Butt-in" on International Problems—Satisfied With Situation.

Senator Tillman of South Carolina chairman of the Senate Naval Committee, was asked today what he thought of the movement in Congress to warn Americans off armed merchant ships.

All I've got to say," said the Senator, "is that anybody who butts in on the President when he's handling foreign relations is a confounded fool. You can make it is strong as you like. The President up to date has handled these matttrs wisely and patriotically and he ought not to be interfered with."

Increases Granted In Coal Rates

Raises of From 8 to 12 Cents a Ton Allowed at Certain Points.

The Interstate Commerce Commission today granted slight increases in anthracite coal rates to the Erie, Lackawanna, Lehigh Valley, New Jersey Central, and Delaware and Hudson railroads.

The receiving points principally affected are Paterson, Newark, Boonton, Bound Brook, Phillipsburg, Elizabeth, and Somerville, N. J.; Syracuse, Utica, Albany, Middletown, Port Jervis, Troy, and Mechanicsville, N. Y.

The increases range from 8 to about 12 cents a ton on both prepared and pea and smaller sizes of anthracite coal.

Improved Service to Asheville.
Land of the Sky. Present through drawing room sleeping cars on and after March 1, will also contain compartments, leaving Washington, daily 7 p. m. Southern Railway, 706 15th St. N. W.—Advt.

DECISIVE BATTLE IS ABOUT TO BE BEGUN

Checked in Savage Attack, Germans Bring Up Their Heaviest Artillery.

LONDON, Feb. 29.—The decisive battle for Verdun is about to begin.

Checked in savage onslaughts against Pepper Heights, the Germans are moving up their heaviest artillery to blast away the armored trenches on the ridge, barring their further advance from the north.

Dispatches from Swiss sources today insist that the Verdun attack is a mere diversion. The Germans, these advices say, are about to break out with a great blow between Noyon and St. Quentin, where the battlefront is barely more than sixty miles northeast of Paris.

Swiss newspapers estimate the German dead in the early days of the Verdun offensive at about 30,000, but make no estimates on the number of wounded.

Feeling Out French Line.

While indescribable slaughter continues about the ruins of Fort Douaumont the Germans are feeling out the French line along a 100-mile front with artillery poundings and infantry attacks. There is every indication that the whole western front may suddenly burst into the flame of a struggle baffling imagination.

A slackening of German artillery fire on the eight-mile front north and northeast of Verdun during the greater part of yesterday was reported in Paris dispatches today.

This was undoubtedly due, Paris reported, to the shifting of artillery by the crown prince and to the need of bringing up fresh reserves to take the place of the regiments blotted out in the first week of fighting.

Paris is coolly confident that the fortress will never fall by a frontal attack over the strongly fortified Pepper Heights.

Paris Thinks He Has Failed.

French war office officials believe the Kaiser already despairs of victory in front of Verdun and either is searching out a new road to Paris through the Champagne, or will renew the attack through Fresnes, aimed at squeezing the French out of Verdun.

Paris dispatches today, though recounting the rejoicing in the French capital over the checking of the Verdun drive, gave warning that the crown prince is about to renew the attack with all the artillery and infantry at his command. But Paris believes the tide of battle is about to turn in favor of France.

Berlin dispatches received here early today were non-committal. They carried dispatches of correspondents with the crown prince's army, regarding the early days of the fighting, but carried no comment on the prospects of German success.

Three-quarters of a million Germans are now taking part in the onslaught on Verdun, the Mail's Paris correspondent wired today, confirming also, the report that the Pepper Heights positions and the district around Douaumont are now the scene of the heaviest fighting.

BALTIMORE WRECK TIES UP TRAFFIC

Freight Train Accident Blocks Washington Tracks for Time.

BALTIMORE, Feb. 29.—Three freight cars were wrecked near Union Station on the Pennsylvania railroad, early today, partly blocking traffic between this city and Washington.

The wreck was due to the train crew of a northbound freight failing, it is said, to observe the stop signal, which resulted in its side-swiping a shifting engine, and train.

Traffic has since been resumed.

Visit New Orleans, Mobile, Pensacola during Mardi Gras. Low round trip fares Feb. 28 to March 6. Through sleeping cars. Southern Railway, 706 15th st. —Advt.

RUINS OF DOUAUMONT NOW SURROUNDED BY FRENCH

Paris Announces All German Assaults Have Been Halted For Last 24 Hours.

ONE REVERSE IS ADMITTED

Village of Manheulles, Eleven Miles to Southeast, Taken By Crown Prince.

PARIS, Feb. 29.—All German attacks in the Verdun district in the last twenty-four hours have been repulsed, said an official statement from the war office this afternoon.

French troops now entirely surround Fort Douaumont, the official statement said.

The war office, however, admitted that the Germans have captured the village of Manheulles, eleven miles southeast of Verdun, in their eastward drive to force the evacuation of Verdun by a "squeezing out" process.

TRENCHES LOST.

Loss of several trenches in Lorraine to the Germans was also admitted. It was stated, however, that these positions were immediately recaptured by the French.

Heavy bombardment of the entire French front, north and northeast of Verdun, continued throughout last night. The cannonade was especially violent on the west bank of the Meuse, the French directing a vigorous and effective fire against positions recently captured by the Germans on the right bank of the river in the Meuse loop, four and one-half miles north of Verdun.

The Germans charged French positions around Douaumont repeatedly during the night, but in each instance were repulsed.

Berlin Announces Taking Of Small Armored Work

BERLIN (via London), Feb. 29.—German troops have captured a small armored work northwest of Fort Douaumont, the war office announced this afternoon.

At the same time it was announced that 16,575 French soldiers and 228 officers have been taken in the fierce fighting in the Woevre region, where the Germans are assailing French positions southeast and east of Verdun. The booty includes sixty-eight cannon, and eighty-six machine guns.

In the Woevhe region, the statement announced, German troops have passed Dieppe, Abacort, and Blancee, and captured Manheulls and Chamlon.

Northeast of Badonviller a portion of a French trench was captured and many prisoners taken.

45,000 Germans Killed At Verdun, Dutch Hear

LONDON, Feb. 29.—More than 45,000 Germans have been killed in the assault on the Verdun positions, according to a Central News dispatch from Amsterdam today, quoting Dutch sources as authority.

On one two-mile front, the dispatch stated, were found 8,000 German corpses.

One regiment, it was stated, has been formed from the fragments of eight German regiments, nearly wiped out in the fighting around Haumont.

Endless trains of wounded from the German front were reported to be arriving at Metz. Hospitals at Coblentz, Treves, Cologne, and other German cities were said to be overflowing with wounded.

Fort Douaumont, the dispatch said, was bombarded for six hours before it was finally wrecked.

The French occupants held their positions while the fort was being blown down around them and repulsed charge after charge of the Brandenburgers, finally withdrawing, leaving heaps of German dead in front of the forts.

French guns stationed near Bras destroyed more than forty German field pieces which had been grouped together in a heavy assault against the French positions.

Mine Sinks Gothenburg Steamer Near Falsterbo

COPENHAGEN, Feb. 29.—The Gothenburg steamer Knippla, displacing 498 tons, struck a mine south of Falsterbo, just outside Swedish territorial waters, and sank.

Fifteen of her crew and two women passengers were rescued.

A German flotilla of mine-layers sowed several mines off Falsterbo on Monday, Stockholm dispatches assert.