

BRIDGES GONE; TRAINS STALLED; TRAFFIC TIED UP

Reports Coming in From All Sections of Slope Indicate Worst Tie-Up in Years.

ALL CREEKS OUT OF THEIR BANKS

Northern Pacific Trains Detoured Over Great Northern; Mandan Is Endangered.

In every part of the Slope country the floods have wrecked bridges and in many localities entirely put a stop to railroad travel. West of this point on the main line of the Northern Pacific, the Knife river has cut through the banks and tied up traffic. The Heart river is out of its banks and the Curlew, Sims and Sweet Briar creeks are higher than they have been in many years except at the time of the cloudbursts of two years ago.

Bridges Washed Away.
Hundreds of men are at work repairing the damage to the tracks. Many places the embankments have become so weakened that train service has been discontinued. At Hebron 150 yards of the track were washed away by the Knife river. At Almont and Curlew sections of track have been washed away. Near Sweet Briar the track has become so soft that service has been cut out entirely.

Mott Branch.
Trains have been caught beyond the washed out area near Flasher and are still there, unable to get to the yards at Mandan. No. 2 and No. 4 of the main line trains have been detoured by the Great Northern. No. 3 passed through here to Mandan and was held there until orders were received to turn and run back to Jamestown, Fargo and east.

The Stanton Branch.
The melting snows have worked great havoc on the Stanton branch and there probably will be no more trains on that line for the next five or six days, or until the floods have so receded that the repair work can be done to the tracks. Spring creek and Knife creek have both claimed toll of bridges.

Mandan Endangered.
The lower part of Mandan is in danger of flooding and reports from the Syndicate state that water is rising and covering certain of the river-side streets.

Gorges Still Hold.
The gorges of the Missouri still hold and it is likely when the additional waters of last Tuesday and last night's storms are added to the river, the low lands will be inundated. The river during the last 24 hours had fallen slightly at Washburn, but huge gorges of ice above that place, Sarah and Williston are backing the waters up to an unprecedented extent and when they go out this section of the Missouri will undoubtedly be given such a flood as only the oldest old-timers in this section remember.

Streets Filled With Slush.
The past few days have been the worst known in Bismarck for many years. The snows which fell last Tuesday and Friday have turned to pulpy mud and slush and make the work of getting about town extremely difficult.

MICHIGAN HAS SERIOUS FLOOD.
Detroit, Mich., March 28.—Reassuring reports that cities and towns in the flood region of Lower Michigan were no longer seriously threatened by high waters, continued to reach Detroit late today. These reports, however, increased the toll of damage. Telegraph, telephone and railroad companies sustained heavy losses. Bridges in the Saginaw-Bay and City-Flint districts were swept away.

UNION MACHINISTS CALL STRIKE IN MINNEAPOLIS
Minneapolis, March 28.—More than 150 union machinists employed by the Minneapolis Steel and Machinery company went on strike today. The men declared that 69 machinists were laid off yesterday because they belonged to the union, while company officials say the men were laid off on account of a shortage of raw materials.

Street Car Strike Called in Toledo, O.

Recently Organized Union Wants More Pay for Conductors and Motormen.

Toledo, O., March 28.—A street car strike, which is expected, will affect 800 motormen and conductors of the Toledo Railway and Light company, was declared this afternoon. At three o'clock cars were being taken to the barns. The street car men recently organized a union.

BOY DROWNED IN SQUARE BUTTE CREEK, MONDAY

Swollen Stream Claims Life of Boy; Mother Escapes Raging Torrent.

BRADDOCK MEN

LOSE THEIR LIVES
Center, March 28.—Philip Wail, age 14, and his mother, Ethel Will, while driving home with a load of hay near this place, drove on to what they believed the ford of Square Butte creek and when the load was overturned, fell into the creek, the boy drowning and Mrs. Will escaping only after considerable difficulty.

According to late reports from Center, the body has not been recovered and on account of the swollen stream and turbulence of the water it is doubted that the remains will be found before the stream has gone down late in the spring.

Drown Near Braddock.
Fred Lout and a Mr. Quinzer, while driving in a buggy southwest of this city, Monday evening, and attempting to cross a slough, were overturned into the stream and were drowned. The body of Lout has not been recovered at a late hour Tuesday. No report as to the recovery of Quinzer's body was given out.

Both Married Men.
Fred Lout is married and leaves a wife and five children to mourn his loss. Quinzer also is survived by a wife, but no children.

NAVAL BOARD OF INQUIRY ORDERED

Will Investigate the Cracking of 12-Inch Guns on Battleships.

Washington, March 28.—A naval board of inquiry was appointed today to investigate the cracking of jackets and tube trouble on two 12-inch guns on the battleships, Louisiana and Michigan, during target practice at Guantanamo. When the vessels return to their home yards next month, the defective guns will be replaced. They had been relined recently and it is said they can be easily repaired.

Act Aimed at Canada

Emigration Bill Seeks to Prevent Dumping of Unemployed Into Large Cities.

Washington, March 28.—Any restriction imposed by a foreign country on emigration from the United States would automatically operate as a reciprocal restriction upon emigration from that country into the United States under a provision written into the Burnett immigration bill today by the house. The amendment was submitted by Representative Humphreys, who cited specifically a Canadian order in council, barring unskilled and skilled laborers from entering Canada through British Columbia.

The house failed to complete debate on the bill as leaders had expected and discussion will be continued Thursday. Calendar Wednesday will prevent consideration of it tomorrow, but the house agreed to meet earlier than usual on Thursday and a vote will be taken on that day. In advocating his amendments, Representative Humphreys declared 63 per cent of the applicants for charity in Seattle last winter were foreigners, and that the United States ought not to permit British Columbia to make this country a dumping ground for her laborers.

GERMANS FAIL TO BREAK LINE BEFORE VERDUN

Launch Heavy Artillery Attack, But French Fire Forces Teutons Back.

NO REST IN TRENCHES OF ARGONNE

Russians Make Vigorous Offensive on East Front Without Gain.

London, March 28.—Another determined effort by the Germans to break through the French lines northwest of Verdun has resulted in failure and losses to the Germans. After days of intense artillery preparation for another effort to lessen the miles intervening between them and Paris, the Germans launched a great artillery attack on the Bethancourt sector. In successive waves the Germans were thrown into the fray, but all attempts of the Germans were put down by the certain fire of the French infantry. There is still an intermittent bombardment going on northeast of Verdun and in the Woivre district the French have been shelling German positions. In the Argonne they are giving the German lines no rest, while in the Vosges the artillery action has been marked on both sides.

On British Front.
On the British front, in the St. Eloi sector, the Germans opened a heavy artillery fire on the British forces, holding the ground gained by them Monday. The British artillery replied effectively and, according to the British official statement, the positions are still in the hands of the British.

In the Postavy region of the Russian front, Berlin reports that the onslaught of the Russians against the German lines have been withstood and that the attacking forces have suffered heavy losses.

A semi-official dispatch from Berlin says that the Russians have attacked in their new offensive with 60 divisions over a front of 120 kilometers and that their losses have been not less than 30,000 men.

A German aero squadron has dropped bombs on the harbor at Saloniki. A German torpedo boat destroyer was rammed by the Cleopatra in the recent engagements of the German coast. There were no German survivors.

The American government through its ambassador at Berlin has asked the German government if its submarines were responsible for the damage of the cross channel steamer, Sussex, and British steamer, Englishman.

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IDENTITY OF SUBMARINES IS STILL LACKING

State Department Is Confronted With Difficult Situation Over Sussex Attack.

CIRCUMSTANTIAL EVIDENCE IS ONLY PROOF AT HAND

President Wilson Probably Will Place Naval Issues Before Congress.

Washington, March 28.—Secretary Lansing, with the approval of President Wilson, has instructed Ambassador Gerard to inquire of Germany whether any of its submarines torpedoed the British steamer, Sussex, on which 25 Americans were traveling, or the British horse ship, Englishman, which went down with the loss of one American life. As the situation now stands, the United States has no conclusive proof that a submarine attacked the ships, but the evidence indicates that they were torpedoed without warning. On the response of the Berlin foreign office to Mr. Gerard's inquiry may depend the next step of the American government. At this time, it is made clear no action has been taken which in any sense might be construed as a demand or a protest.

Make Inquiry.
President Wilson laid all the state department reports on the subject before his cabinet today. It was after the meeting that Secretary Lansing allowed it to become known that it had been determined to make an inquiry of the German government. Later it was learned that instructions had already been forwarded to Ambassador Gerard. They probably were in his possession this afternoon.

Situation Complicated.
The general situation was further complicated tonight with the receipt of a dispatch from Consul Frost at Queenstown, announcing that the British steamer, Sussex (engineer), had been torpedoed without warning. Two negroes, American citizens, who were aboard, were rescued. Further information which the consul said he was forwarding, will be awaited before the department undertakes to consider this case.

While official expression of opinion was withheld, it was intimated that should such a development occur, the position of the United States would not be defined until it was known that the men violated the principles of the international law, and the solemn assurances given by Germany.

No Line of Action.
Until now the administration has not decided just what action will be taken if Germany flatly denies that

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Col. House Confers With Pres. Wilson

The Silent Man of the Administration Returns From Personal Investigation Tour.

Washington, March 28.—Col. E. M. House, who recently returned from Europe, where he investigated the submarine and other questions for President Wilson, arrived at the White House late today. It is understood he came to give the president, in the present emergency, the benefit of his personal knowledge of conditions abroad.

FORMER LOVERS COME TO RESCUE OF RUFUS EDWARDS

Testify That Ada Cox Was Their Mistress Before She Met Defendant.

PROCEEDING AGAINST HIM UNDER THE MANN ACT

Chicago, March 28.—Ada N. Cox, complaining witness in the Mann Act case against William Rufus Edwards, wealthy lumberman of St. Paul, was under severe attack today as to her character up to and including the time she met Edwards in June, 1914.

Miss Cox in her testimony yesterday declared Edwards was her first lover. Today men who said they had known her at Rockford, Ill., Boston, New York, Rochester, Madison, Milwaukee and Indianapolis, were called upon to refute this testimony.

Show Up Record.
Chief among them were Willard S. Mears and Willard G. Garnichael, of Milwaukee. Mears told of living with her in New York, and Garnichael testified that she had accompanied him as his wife to hotels in various cities.

The defendant himself took the stand and denied many important statements made by Miss Cox. In effect, he denied that he practiced any seduction.

Edwards stated that he deliberately sought the acquaintance of Miss Cox to get business secrets of her employer. Her employer was W. E. Mogg of Chicago. Mogg, Edwards said, took Miss Cox, and he took a Miss Galloway to the theatre and to supper when they first became acquainted.

Two days later, chatting in Mogg's office with Miss Cox, Edwards said that Miss Cox mentioned that a Miss

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GENERAL PERSHING USING MEXICAN RAILROAD TO MOVE HIS TROOPS; HAS ACCIDENT

Two Cars Overturn and Ten Troopers of Tenth Cavalry Are Seriously Injured; No Official Permission Given by the De Facto Government.

WHEREABOUTS OF PUNITIVE EXPEDITION IS UNKNOWN

San Antonio, March 28.—Confirmation that General Pershing already has been using a portion of the Northwestern Railroad for transportation of troops was secured by General Funston today from what was said to be an unofficial source. This information included a report of the overturning of two cars and the injuring of ten troopers of the 10th cavalry and several horses. Three of the men were reported seriously injured.

The accident occurred while the cars were being taken over a temporary track that had been built around the Cumbre tunnel, south of Casas Grandes. One of the rails gave way and the cars rolled down an embankment.

It was not believed at headquarters that General Pershing's use of the railroad prior to receipt of permission from the Carranza government would endanger the negotiations now being conducted by the state department, because it was assumed he had gained permission of those in charge of operations in that section of the line.

Advices from Washington that the state department had prepared a memorandum urging Carranza to decide the question of using the railroad without waiting the ratification of the protocol revived the hope that perhaps by Thursday the stores held at El Paso may be forwarded to some field depot more accessible to the troops now operating 300 miles from the boundary line. Exactly where Col. Dodd's cavalry is now or into how many detachments it has been divided, was unknown at General Funston's headquarters today.

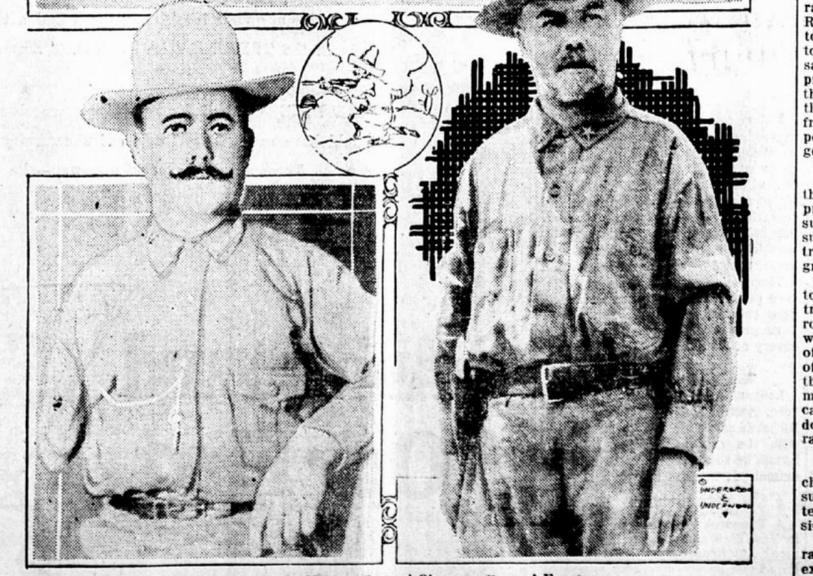
Whereabouts Unknown.
The exact whereabouts of General Pershing remained unknown, but this created no uneasiness for General Pershing still has orders to work out his own problem. Full realization of the danger into which some of the detachments must be moving is acknowledged. General Villa's ability as a director of ambushes has aroused frank expression of fear among army officers that he may attack some of the American troops in a mountain trap.

Want More Trucks.
More auto trucks have been asked by General Funston, and when placed in service there will be something like 300 in service on the expedition. The shifting lines of the chase Villa is leading the pursuing Americans has made more apparent the desirability of getting permission to use the Juarez-Chihuahua line of the National, as well as the Northwestern railway, but General Funston refrained from making any representations on the subject, preferring not to interject a possible embarrassing feature in the negotiations already under way for the other line.

It was pointed out that supplies routed through Chihuahua would be delivered to the advance troops now with less loss of time and that a line of communication established that could be guarded with fewer troops than one along the more circuitous mountain route of the Northwestern. If this railroad is used, it is possible the troops from Casa Grandes to the advance positions of the cavalry will be moved along the new route, and it will then be necessary to guard the new line of communication.

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GENERALS AND TROOPS WORKING FOR VILLA'S DESTRUCTION



American troops in Mexico; General Obregon; General Funston. Here are the forces that are working in unison to hunt down and punish the bandit Villa. General Obregon, who recently lost an arm in battle, is Carranza's secretary of war. He is co-operating with General Funston, in charge of the American border forces. The American troops shown in the picture are receiving substantial help from Carranza's scouts, who are acting as guides in the difficult Mexican country.

Senator Gallinger, republican leader in the senate, presented to Secretary Baker a telegram from Senator Fall of El Paso, dealing with the railway and border questions. He declared shipments of gasoline intended for the American forces in Mexico were being held up by Carranza officials.

Dispatches Meagre.
The department's dispatches of last night and tonight while meagre, and dealing with technical matters, indicate continued and growing good will toward our expedition in Mexico," the secretary said later in a statement. "Its object appears to be thoroughly understood by the people of Mexico. We have no dispatches indicating any cause for apprehension."

The communication to General Carranza will be made through Special Representative Rogers, at Anahuato, to whom instructions went forward tonight. State department officials said that it seemed necessary to impress upon the de facto government the need for special consideration of the request to use the lines south from the border without awaiting the perfecting of the protocol under negotiation.

Need Railroads.
While there was no question but that the expedition after Villa would press on, it was stated that while a sufficient amount of supplies could be supplied to the troops by motor truck trains, general use of the lines would greatly simplify matters.

News dispatches from the border tonight indicating that the American troops already were using the railroad lines in some sections were read with surprise at the war department, officials declaring there had been no official advices to that effect. It was thought that if the American commanders had used the lines in some cases on their own initiative, it was done with the permission of local Carranza officials.

Press for Understanding.
There are indications that the check in the protocol negotiations resulting from General Carranza's counter proposal, may extend that discussion a week or more.

It was indicated that General Carranza's proposals showed no desire to exclude the expedition from the use of Mexican railroads. On the contrary, the protocol would establish a definite agreement for just that purpose. As this may take some time to reach its final form, Washington officials

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Great Britain Snowbound

Worst Hurricane and Blizzard in Recollection of the Present Generation.

London, March 28.—Great Britain, during the past 24 hours, has experienced the worst hurricane and blizzard in the recollection of the present generation. Details of devastation and disaster are coming into London from various regions, but communication is too disorganized for a complete summary of the damage done by the elements. Rivers are at flood stage and railroad trains have been held up for hours in the drifted snow; houses have been unroofed and trees and telegraph poles blown down.

THE WEATHER.
North Dakota: Partly cloudy
Wednesday; Thursday: Fair; no decided change in temperature.