

GERMANY'S ATTACK ON THREE AMERICAN SHIPS REGARDED AS OVERT ACT THAT WILL QUICKLY TRANSFORM ARMED NEUTRALITY INTO STATE OF WAR

Agreement of Railway Managers and Brotherhoods to Settle Troubles Under Adamson Law Is Fortified by Supreme Court Decision Holding Act Valid

AGGRESSIVE ACTION TO PROTECT U. S. SHIPPING WILL BE TAKEN AT ONCE

Without Calling Congress Into Immediate Session, President Plans Warlike Steps Against German Submarines

Washington, March 19.—Several members of congress were advised by white house officials that there will be a session of congress before April 16, the date originally fixed. President Wilson late today authorized the department to spend \$115,000,000 to speed up naval construction and to buy small auxiliary craft.

Washington, March 19.—New and aggressive action to protect American shipping against German submarines appears certain as a result of yesterday's sinking of unarmed American merchantmen, with possible loss of American lives. Technically an armed neutrality still held, but unofficially it was admitted Germany has committed the "overt act" which precipitates a virtual state of war. Calling of congress in extra session before April 16 loomed as the strongest probability, although President Wilson was understood to have other courses under consideration. With American ships already being sunk, the most probable step would be an active campaign to clear submarines out of the shipping lanes. It appeared to be no plan to have the United States declare war in the sense that the European nations have done it.

It is believed that some American ships on the other side of the ocean unless a factor in the situation and the warships are ineffective against submarines, the problem for the government is to get small submarines. Most of the American ships are at home to guard against the possibility of German submarines in the waters.

Ready for Action. It seemed to be no doubts that the supplement arming of American ships would be taken and the only question was whether the president would take such steps on his own responsibility or wait for congress to give specific authority.

Comment was made at the white house today beyond the statement that the president was getting reports regarding the question of arming.

Secretary Lansing was called to the white house by President Wilson early in the afternoon and they discussed the policy of arming.

President Investigating. President Wilson made another permit to the state, war and navy department this afternoon and there were indications that some new action was impending as the result of the latest destruction of American ships of German submarines.

President Wilson conferred with Secretary Daniels, it was understood, on the issue of \$150,000,000 in bonds for naval construction before the expiration of the national emergency.

Conferring with the president, Secretary Daniels summoned Admiral Clegg, chief of operations, and Capt. Clegg, chief of intelligence. They were to be ground for the belief that steps were being taken to have the necessary steps to protect American shipping.

CLASSES OF CADETS GRADUATED

Washington, March 19.—Graduation of first and second classes at the academy has been ordered. The first class will be graduated March 22 and the second class in September, the academy.

WANT TO NATIONALIZE CONTROL OF RAILROADS

Washington, March 19.—Immediate nationalization of railroad control to be urged by Robert S. Lovett, secretary of the board of the Union Pacific, in testifying before the congressional committee investigating all of the railway problems. Final action of the control question, he said, would prove a great factor in the grave problem of obtaining new money with which to continue railroad construction.

How the Mediators Succeeded in Bringing About the Agreement

New York, March 19.—The railroad strike mediation negotiations and their results are summed up in the following statement issued at 6 o'clock this morning by the committee from the council of national defense: "We desire to express our appreciation of the large and patriotic action of the railway managers committee which has put beyond peradventure the possibility of a nation-wide railroad strike. The railways have met the full demand of the Adamson eight-hour law. This concession was secured as the culmination of two days and nights of negotiation. "Our first effort was to secure a postponement of the strike which was fixed for Saturday night. This postponement was secured by presenting to the railroad managers a memorandum agreement drafted by the brotherhoods which with some particularity expressed the provisions of the Adamson law. We asked the railways to agree that if the Adamson law was held to be constitutional that this construction and application would be given to it. The railways agreed to this at a joint session between the brotherhood chiefs and the managers, and with much difficulty the chiefs stayed the strike, an act that was vital to the success of our efforts at further mediation. "We next sought some adjustment that would be effective should the law be held unconstitutional. In this regard many propositions were made to both sides until the railroads expressed a willingness to place the whole matter in the hands of the committee. This action proceeded, as the letter of the railway managers states, from a desire to demonstrate to the country that the railways would not allow their own conception of railroad policy to stand in the way of the fullest use of the roads at a time of severe national strain. The committee considered the matter and decided that in view of the action of congress in passing the Adamson law and the necessity for immediate action, that it was best to adopt at once the memorandum agreement of the previous day as applicable under all conditions. Then the provisions of the eight-hour law by agreement between the roads and men became the basis of the settlement and whether the supreme court holds for the validity of the law or against it there will be no strike. "Signed: Franklin K. Lane, W. B. Wilson, Daniel Willard and Samuel Gompers."

AGREEMENT ON PROVISIONS OF ADAMSON LAW PREVENTS STRIKE

NEW REGIME IN RUSSIA HURRIES TO ITS TASKS

Factories Reopened and There is an Immediate Resumption of Work.

HATED POLICE IN MANY CITIES ARE RETIRED

Public Funeral to Be Held Friday for Victims of the Revolution.

London, March 19.—The Council of Workingmen's delegates in Petrograd has prescribed the immediate resumption of work in all factories, according to a dispatch to Reuter's from the Russian capital. Factories will pay full wages for the days in which work was prevented by the revolution. The defective and police services are being reorganized, the former members being sent to the front. The metropolitan police of Petrograd, Moscow, Pitin and Makary have been sent into compulsory retirement.

The provincial governors are being replaced by presidents of zemstvos or mayors in the management of food supplies. The public funeral for all victims of the revolution will be held in Petrograd on Friday.

HOME RULE FOR FINLAND NEW GOVERNMENT PLAN

London, March 19.—Home rule for Finland is the policy of the new Russian government, according to a Reuter correspondent, who says that the Finnish diet will be convened shortly and (Continued on Page Seven.)

DESTROYER AND MERCHANT VESSEL SUNK—ANOTHER SHIP DAMAGED.

Berlin, March 19 (via London).—An attack on London by Zeppelins lasting one and one-half hours has been made, the war office announced today. Bombs were dropped successfully and the airships returned safely.

TWO VESSELS SUNK.

London, March 19.—A British destroyer and a merchant vessel were sunk and another destroyer was damaged in the German naval raid at Ramsgate, the admiralty announced today.

ENGLAND IS SPENDING \$6,000,000 EACH DAY

London, March 19.—Replying to a question in the house of commons today, Andrew Bonar Law, chancellor of the exchequer, said the daily average expenditure of the British government from April 1, 1916, to March 31, 1917, would work out at 6,000,000 pounds.

MANAGERS SUBMIT TO THE DEMANDS OF BROTHERHOODS

Agreement is Signed at Dawn Today and Strike Orders Are Cancelled.

MANAGERS LAUDED FOR THEIR PATRIOTIC ACTION

Settlement Means Increase of \$60,000,000 Annually in Wages.

New York, March 19.—The railroad strike has been averted. Yielding to the appeals of President Wilson and facing the probability of this country's entrance into the world war, the railroads early today granted the demands of the four employees' brotherhoods for a basic eight-hour day. The telegraph wires this morning are carrying throughout the United States messages from the brotherhood chiefs rescinding the orders for the inauguration of the great progressive strike at 7 o'clock tonight.

The agreement for the settlement of the differences was signed by the railroad managers and the brotherhood chiefs shortly after 5 o'clock this morning. At noon the word was received that the United States supreme court had found constitutional the Adamson law, the provisions of which were adopted as the basis of the settlement.

Complete Surrender.

The decision is regarded as a complete surrender to the brotherhoods, brought about, however, after the patriotism of the railroad managers had been put to the test. The president's mediators, playing what they considered their last trump card, were not successful in their mission until after more than 50 hours of anxious conferences.

Secretary of Interior Lane and the other mediators were visibly affected when told of the action of the railroad managers. Mr. Lane sent immediately for the committee of the railroads, and, turning to Elisha Lee, their spokesman, said: "This is a magnificent thing that (Continued on Page Seven.)"

Magnificent Act.

"This is a magnificent thing that (Continued on Page Seven.)"

TWO WHOLE PROVINCES OF FRANCE REGAINED

Germans Retreating on One-fifth of Entire Lines in the West.

620 SQUARE MILES TAKEN FROM INVADING TEUTONS

As One German Army Retreats Another Renews Attacks Upon Verdun.

Paris, March 19.—The German line at last accounts was in full retreat over a section which represents almost one-fifth of the vast front from Switzerland to the sea, closely pressed by the French and British. French troops advancing with the precision of a machine along a 40-mile front have recaptured important towns and many square miles of territory, accomplishing that with small cost to themselves, as carefully has every detail of the advance been thought out.

Advance 13 Miles.

In the Lassigny region west of Roy the Germans appear to have made only a weak defense, since the French were able to push forward 13 miles at one bound. General Nivelle, the French commander who is credited with possessing almost uncanny ability to gauge the powers of his opponents, is following up the retreating Germans with great rapidity. It is regarded here as doubtful whether the Germans will find it feasible to offer serious resistance. (Continued on Page Sixteen.)

SENATOR CUMMINS BETTER HURRIES TO WASHINGTON

New York, March 19.—The improved condition of Senator Albert B. Cummins of Iowa today permitted him to leave the hospital where he was taken after he collapsed at the Republican club on Saturday during an address defending his stand on the armed ship bill. The senator took a train for Washington, declaring he was needed there because of tension in the nation's affairs.

COURT STANDS FIVE TO FOUR IN HOLDING THE ADAMSON ACT IS VALID

Justice White Reads Decision Holding Congress Has Power to Enact Hours of Labor and Wage Fixing Statute

Washington, March 19.—The Adamson eight-hour railroad law was held constitutional and valid in all respects today by the supreme court. The decision makes eight hours the standard of a day's work and wages for men in operation of trains and legalizes the wage increases which went into tentative effect on its passage. The immediate temporary wage increases won by the railroad employees affect 400,000 trainmen as of Jan. 1 and are estimated to total between \$40,000,000 and \$50,000,000.

The decision, coming within a few hours of the agreement of the railway managers and the brotherhood chiefs to use the provisions of the Adamson act as the basis for their settlement, finally disposes of the railroad controversy and opens the way for a thorough mobilization of the nation's industries in case of war.

A complete summary of the enactment of the Adamson law by congress, the labor difficulties that led up to it and the steps taken by virtue of the act, in the railroad industry pending a decision by the supreme court, will be found on page eleven of this issue.

The decision was five to four. Justices Day, Pitney and Vandevanter announced their dissent from the bench and later Justice McReynolds announced his.

Dissenting Opinions.

Justice McKenna concurred in the majority opinion, but on slightly different grounds. Justice Day read his own dissenting opinion and Justice Pitney delivered the other dissenting opinion, in which Justice Vandevanter joined.

Justices Pitney and Vandevanter, in their joint dissenting opinion, held that the law should be held unconstitutional and void "because congress, although confessedly not in possession of information necessary for intelligent and just treatment of the controversy, arbitrarily imposed upon the railroads the entire and enormous cost of an experimental increase in wages."

Justice Day in his dissenting opinion said the legislation amounted to "deprivation of the railroads' property without due process of law."

McKenna's View.

In concurring in the majority opinion, Justice McKenna differed in that he believed the law "an hours of service" statute and only secondarily a wage-fixing law and thus within the power of congress.

In dissenting Justice McReynolds held that congress did not have power to enact the law but that the majority decision now gives it authority to fix trainmen's maximum and minimum wages, "as the legislature's arbitrary attribution of labor disputes which may seriously jeopardize movement of traffic and to take measures effectively to protect the free flow of commerce against any combination whether of operatives, owners or strikers."

Majority Opinion.

The majority opinion as delivered by Chief Justice White follows: "Was there power in congress under the circumstances existing to deal with the hours of work and wages of railroad employees engaged in interstate commerce, is the principal question here to be considered. "Its solution as well as that of other (Continued on Page Fourteen.)"

DEFENSE PUTS TRUCK DRIVER ON THE STAND

No Evidence Yet Introduced for Mayor Gill in Whiskey Graft Trial.

Seattle, March 19.—The defense in the so-called whiskey graft trial in the United States district court today did not begin to introduce evidence in defense of Mayor Hiram C. Gill, an expected, but put on the stand the driver of the truckload of whiskey seized by the police in the Star Carriage works on the day Fred Billingsley testified he bribed Chief of Police Beckingham with \$500, and then called as a witness James Doon, a city detective, one of the defendants. It is understood that the remainder of the day will be given over to the testimony of the four detectives on trial and witnesses in their behalf.

The defendants on trial are Mayor Hiram C. Gill, Chief of Police Charles L. Beckingham and City Detectives Peyer, Poolman, Doon and McLennan, all charged with conspiracy to violate the federal laws by importation of liquor into the state of Washington. All the defendants are still holding office.

E. Tierney, who drove the truckload of "Margett" whiskey to the carriage works Sept. 25, 1916, swore that after the seizure Chief of Police Beckingham ordered him to drive the truck to police headquarters, where, in the presence of Mayor Gill, the chief ordered the whiskey destroyed. Witness testified that the bottles were immediately smashed at a sewer opening alongside police headquarters. The defense regarded this testimony as important because Fred Billingsley testified that he paid a bribe of \$500 to Beckingham in a secluded place near the carriage works with the understanding that the truckload of liquor was to be turned over to the Billingsleys.

Detective Doon was the second witness.

POWER COMPANY PERMIT RULE IS HELD VALID

Supreme Court Decides They Are Subject to Control on Public Lands.

Washington, March 19.—In sustaining injunctions ousting Utah hydro-electric power companies from forest reservations, the supreme court today upheld federal and limited state sovereignty in developing resources in western "public land" states.

Regulations of the agriculture and interior departments' conservation policy and decrees requiring the Utah power companies to remove their property from the public lands unless they secure federal permits were sustained.

FARM LOANS TO DRAW 5 PER CENT

Washington, March 19.—The farm loan board announced today that the interest rate on all loans made to farmers throughout the country by federal land banks would be 5 per cent. A rate of 4 1/2 per cent on bonds to be issued by the land banks also was officially announced.