

RIGHT WITH COTTON

THOUSANDS OF BALES USED IN MANUFACTURING POWDER

NEED OF ALL NATIONS

New Establishments Have Sprung Up and Are Manufacturing Cotton Into Smokeless Powder for Use of European Nations Now Warring With Each Other.

(By Richard Spillane, in Commerce and Finance.)

An article on gun cotton, printed in Commerce and Finance, January 27, has been copied widely. It told how smokeless powder is made and gave the capacity of the powder plants of America and Europe.

While everything that was stated in this article is true, the time of its publication there has been such an extraordinary change in the situation since then, and the cotton trade is concerned so deeply in the change that the whole subject assumes a new and much more important aspect.

Ordinary years the powder plants of America turn out 10,000,000 pounds of smokeless powder. That means they use 20,000 bales of lint or cotton. Their extreme capacity is 35,000,000 pounds or 70,000 bales of cotton.

But big as the Dupont establishments are, and rapidly as they have been extended, they have not been able to keep within the limits of the war. The high price the European governments are willing to pay has led various persons to embark in the manufacture of powder.

Roughly speaking, one pound of cotton makes one pound of powder. The best cotton for the powder manufacturer is the seedling that is the result of the seed after the red cotton of commerce is ginned. The shorter the linters the better for the powder maker's purpose, for the stuff is put through a machine and chopped for eight hours by knives until the fragments are reduced to particles smaller than three one-hundredths of an inch.

How many independent plants have sprung up in the last few months it is difficult to determine. There are reports of such plants in Pennsylvania, Ohio, Illinois and elsewhere. The Dupont company are at Haskell, N. J., and at Kearney's Point, near Wilmington, Del., but a new and mammoth one is being built on the shore of the James river.

One of the independent concerns has an order from the Russian government for 100,000 pounds of powder. The first order was for 1,500,000 pounds, but this soon was increased to its present unlimited scale. This company thus far has been shipping at the rate of 100,000 pounds a week and expects to increase the output decidedly.

A new plant which is to begin operations soon has contracted with a New York cotton house to supply it with cotton at the rate of 100 bales a day, or 30,000 bales a year. This information comes from the New York cotton exchange people who are to furnish the cotton.

Chicago. In a new powder plant has been established which, it is said, has a capacity of 30,000 pounds a day, which means a consumption of 60 bales a day.

Old powder works in New England are reported to have been reopened, and others are said to be in the course of being reopened.

It was pointed out in the article of last January that the plants abroad had a capacity from 10 to 20 times greater than those of the United States, but all of the foreign powder is not made of gun cotton.

The American authority on powder estimated the minimum capacity of the foreign plants at 300,000,000 pounds, or 600,000 bales of linters. If all the manufacturers used gun cotton exclusively, which, usually, they do not.

This interesting question projects itself before us: If the demands of Europe for powder necessitate the remarkable increase in our powder-making industry, how largely have the Europeans increased their own production? Logically they would be their utmost to provide for their needs before turning to America for their supply.

There is one powder man of prominence who declares that at the rate

ASKED TO ENFORCE LAW

GOV. MANNING HOLDS CONFERENCE WITH MAYOR GRACE

Were Especially Pointed Out for the Mayor's Attention.

"Definite action must be taken within a week," Gov. Manning told Mayor Grace of Charleston Monday afternoon at a conference between them. "I asked Mayor Grace," said the governor, "as head of the government of Charleston, to enforce the law. I specially mentioned the gambling law and the liquor law. I asked for enforcement and not regulation. I pointed out to Mayor Grace that as so much has been said and written about the situation, and as so much time has already elapsed on account of his illness, since I had first taken the matter up with him, that definite action must be taken within a week; that the public is so well informed on the situation that nothing could be done to delay the law."

The statement of the governor followed the publication in the afternoon newspaper of an interview with Mayor Grace, in which he was quoted as saying:

"Gov. Manning told me unequivocally to enforce the law in Charleston. I took his order." Continuing this interview says: "Mayor Grace was rather reticent in discussing the liquor situation in Charleston, saying that everything pertaining to the liquor situation had already been aired by every one on every occasion. He averred, however, that Charleston should be granted autonomy, that the people of the city should be allowed to regulate their own affairs as to liquor selling in a progressive way."

"The Charleston mayor is of the opinion that the State needs a new constitution, which will do away with the present cumbersome system of legislation and law progressive legislation and law progressive legislation should be passed. He thinks that Charleston needs a new city charter, but it can not be granted unless there is a change in the organic law of the State."

Mayor Grace reached Columbia Monday on the Carolina special and went into conference with Gov. Manning at the executive offices. They talked for an hour. At first the governor would have nothing to say for publication, and it was not his intention to give the details. But when the statement of Mayor Grace in the local paper he dictated the interview in which he said that Mayor Grace had been given one week in which definite action should be taken.

What he will do if the mayor fails to take definite action within the specified time was not intimated by Gov. Manning.

GIRL SAW MEN FIGHT

Shows Encouragement to Her Escort

During Pistol Battle. Miss Agnes Farmer, 13, was reported to act second for two young men who fought a duel on the highway. Harvey Hurt, 23, had Miss Farmer in a buggy on her way home in the country. He met her Scott, 24, coming to town on a load of cotton. The men had quarreled Saturday to the extent of a duel on the highway.

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READY FOR ACTION

FORTS AND SHIPS READY TO ENFORCE NEUTRALITY

SEA ROVER'S TIME IS UP

Prinz Eitel Frederick Has Choice of Flight or Internment—Battleship Alabama on Hand to See That No Unfair Advantage Is Taken or Secured.

A dispatch from Newport News Monday says it is generally believed that the German auxiliary cruiser Prinz Eitel Friedrich does not intend to intern.

It is rumored that the delay of Commander Thierichens in making a move is due to no unpreparedness on the part of his vessel, but to the fact that the German government is providing warships to protect the Eitel in territorial waters.

Reports from Washington say that Capt. Thierichens has asked the government for protection from the allied blockade in neutral waters, and that he has been assured that he will not be molested while in the three-mile limit outside the capes.

Other than two torpedo boats and the submarine D-2, there are no warships that could protect the Eitel against any hostile move by the foreign vessels now reported lying in wait outside Cape Henry. It is also believed that the arrival of the battleship Alabama from Philadelphia will be closely followed by the long expected dash of the German fleet.

The guns at Fort Monroe can only protect the Eitel as far as the capes and the Alabama will be used, it is said, in conveying the German ship outside while she remains in the three-mile limit. Should she be reported, there is a question as to whether or not she can find enough water in the three-mile limit.

Not many more hours remain for the German merchant raider cruiser Prinz Eitel Friedrich to meet the battleship Alabama in American waters at Newport News.

Government officials remain silent as to the time given the vessel to make repairs, but it is known that the German government has agreed to the interment of his ship for the remainder of the European war.

Although the prevalent opinion in official quarters at Washington has been that the Eitel should be interred, the dispatch of the battleship Alabama to Hampton Roads on neutrality duty has served to indicate that navy department officials may have reason to believe the warship will put to sea. Reports of current German government have given notice of such intention.

In view of the fact that British and French warships are reported outside the three-mile limit off the Virginia capes, it is deemed essential to take means of enforcing neutrality within the waters of American jurisdiction.

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NOTE CABLED TO LONDON

WILL BE PUBLISHED AFTER RECEIPT IN ENGLAND

The United States Claims Neutral's Right to Carry on Trade With neutrals.

The reply of the United States government to the British order in council decreeing a virtual blockade against commerce to and from Germany, was cabled to Ambassador Page at London Tuesday night for presentation to the British foreign office.

As soon as the communication has been delivered, it will be made public in this country and in London. Meanwhile officials decline to intimate what its contents are.

Beyond the fact that the United States stands firmly for its right to carry on legitimate trade with neutral countries, even though they are contiguous to belligerents, little is known of the administration's position. The last note was dispatched inquiring how Great Britain and her allies intend to enforce their prohibition against trade of "enemy origin, ownership or destination."

Officials have pointed out, however, that the pertinent government wanted more definite information as to the radius of action of the allies' blockading fleets, and that the question of whether the order-in-council was to be enforced under international law or on the basis of contraband under the rules of contraband, had not been answered.

Diplomats of other neutral countries have displayed great interest in the note. Several were among Secretary Bryan's callers. Secret efforts have been made to obtain representations regarding the rights of neutrals on the high seas failed, it is understood that the Latin-American republics are anxious to move along lines set by the United States to establish their claims for damages suffered by their citizens through the activities of the allied fleets.

It was said at the state department that the usual practice of awaiting judgment by prize court was followed in the case of the cargo the American steamer Antilla, seized last month. The records show that the steamer carried lard and machinery, both of which have been declared contraband by Great Britain. As to the cargo, it is reported that the cargo has been discharged, is known, and department officials expect her to be released soon.

SHOULD CONSIDER THE FARMER

Office of Public Roads Issues Bulletin on Radiating Roads.

A bulletin issued by the Office of Public Roads of the United States Department of Agriculture contains a map of Dallas county, Ala., as illustrating the intelligent handling of the problem of road improvement so as to benefit the largest number of farmers.

The map shows five improved roads centering at Selma. One of these branches a short distance from town making six radiating roads. Only two relatively unimportant roads leading out from Selma are unimproved. The total length of improved roads in the county is 197 miles. While this is only 19 per cent. of the total road mileage, as a result of the policy of improving part of the mileage of each important road leading out from their principal market town and shipping points, the farmers in an improved road for at least part of their haul to market.

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IMPORTANT ATTACK

WARRING NATIONS LOOK DECISION IN THE EAST

BATTLE IN WEST SLACK

Fighting on the Dardanelles Fronts Resumed by Allied Fleet—Germans Claim Successes Wednesday—British Vessel Sunk—French Ram German Submarine.

After a brief lull in the fight for possession of Dukia pass in the Carpathians, the Russians brought up reinforcements and resumed the attack Wednesday. At Vienna it is said the Russians have not been able to gain their objective at any point along the Carpathian front for the invasion of Hungary, and that they were defeated in Lukovina. Dispatches to Swiss newspapers, however, say the Austrians have suffered enormous losses in northeastern Hungary.

The increasing pressure of the Russians on this front, together with the influence of Przemysl, may have an effect on the operations in the west. The German army in Holland and Belgium in favor of a less extended front running slightly west of Brussels, and that withdrawal of German cavalry from the Yser line already has been reported.

London reports Wednesday say the battle of the Carpathians now rivals the bombardment of the Dardanelles in political possibilities. German experts assert that Russia's efforts are of such vital importance politically that the German government is again exerting every effort to check the invader there. A sudden and dramatic influx of Muscovite hosts into Hungary might, it is argued, stir the Balkan nations to quick action.

German reports also attach great importance to this struggle. Major Morath, the military expert, in a dispatch from Austrian headquarters to the Berlin Tageblatt, attaches great importance to the present fighting in the Carpathians. Major Morath says that the result of the entire war, on even the eastern campaign, depends on the issue of this battle, nevertheless victory here indubitably will exercise a strong effect on the entire situation.

The fighting the Dardanelles has been reported to have resumed. Officially warned the Russian people not to expect an early capitulation of Constantinople. There are no signs, however, that the allied fleet has given up the attack, as battleships again are sending their shells into the Bosporus from a Russian assault on the Bosphorus has been interrupted by a thick fog.

From London Wednesday comes the news of a Reuters dispatch received from Constantinople by way of Berlin says the allied fleet has resumed its bombardment of the city near the outer forts of the Dardanelles. Turkish aviators are making daily reconnaissances.

In the western area little was transacted. The Berlin office's announcement Wednesday says: "West of Pont-a-Mousson French attacks near and east of Regnevillie and in the forest of Le Petree were repulsed. The enemy sustained heavy losses, and at only one place to the west of Forest of Le Petree in the engagement still continuing."

"Hostile aviators yesterday threw bombs on the Belgium towns of Bruges, Ghistelies and Courtrai without doing any damage to military establishments. In Courtrai a Belgian hospital, one Belgian was killed and one wounded."

"On the Russian frontier in the district north of Memel the banks of the river were cleared of the enemy. The Russians were defeated near Turogen and retreated in the direction of Skandaryv."

"Russian forces which during the last few days advanced north of the Augustowo forest against the German line were repulsed by German troops who advanced into the German position near Seje. The number of Russian taken prisoner in the engagement near Krasnopol and to the north and east was increased by 500. Near Klimki, on the Skwa, 200 more Russians were captured."

"The French report Wednesday was exceedingly interesting. It merely said: 'No modification of the situation has been reported since the last communication.'"

A British ship was sunk by a submarine Wednesday. The Ellerman line steamer Flamindian, with a general cargo, from Glasgow to Cape Town, was sunk off the Sicily Isles Monday, March 29, by the German submarine U-28. The crew of 39 took to their boats and were picked up by the Danish steamer Finlandia and landed at Haly Head.

The Flamindian sighted the U-28 at 11:30 p. m. on Monday. While the crew prepared to lower the boats, the vessel was sent ahead full speed. The submarine easily overhauled her, however, and fired three shots, signaling her to stop. The Flamindian stopped and the crew abandoning all personal belongings got off in small boats. The submarine then fired 10 shots at the steamer. These appeared ineffective, so a torpedo was discharged. That sent the Flamindian to the bottom.

The French cable a success against the German submarine in the Mediterranean. The French navy Wednesday says that Tuesday afternoon a French light cruiser sighted a German submarine maneuvering on the surface off Dieppe. The cruiser immediately gave chase, forcing the submarine to dive, firing meanwhile at the periscopes and turning in order to ram it with the bow.

The cruiser passed above the submarine at the moment the periscope disappeared, and from the spot where the submarine was last seen quantities of oil floated on the surface.

WAITS ON ARTILLERY

VILLA PREPARES TO RENEW FIGHT AT MATAMORAS

Another Battle is Brewing at Lampazos, Southeast of Nuevo Laredo, Where Troops are Going.

While Villa forces are delaying their attack on Matamoros pending the arrival of artillery, the stage is being set for another battle at Lampazos, about seventy miles southwest of Nuevo Laredo.

Border advances to the state and war departments said the Villa forces bound to attack the Carranza garrisons at Nuevo Laredo were expected to reach Lampazos Tuesday, "where a battle probably will be fought." Earlier messages said Carranza troops were being assembled at Nuevo Laredo. The garrison will number 1,200 and presumably a part of the force will be sent out along the National Railway to meet the Villa force at Lampazos, but the battle is not already in progress.

Should more troops be necessary on the American side at Laredo. Texas, in the event of an attack on Nuevo Laredo, a regiment of infantry is being readied at Texas City. The situation at Matamoros and at Brownsville, across the border, was unchanged. The Villa troops, repulsed Saturday in their first attack, were encamped five miles from the city, the state department was advised, expecting to renew the assault on arrival of their artillery. Latest estimates of the losses Saturday said 300 Villa troops were killed and an equal number wounded, while the Carranza garrison had ten killed and thirty-eight wounded.

On the American side a dozen guns from the third field artillery are ready for an emergency. Secretary Garrison said the instructions sent to Gen. Funston were similar to those given when bullets and shells fell on the American side during fighting at Naco. The secretary refused to say, however, whether orders had been given to return to the fire if the same thing happened at Brownsville.

The state department had but meager advice from Gen. Carranza. Secretary Bryan characterizing the situation as "uncertain, but with no disorders." No report tending to confirm statements that the Zapata forces were again preparing to abandon the capital had reached the department. Carranza's military expert, however, had given assurance that something will be done to meet the emergency.

Reports from the border that Villa had demanded of Zapata that Gen. Carranza be installed as provisional president in place of Gen. Carranza lacked confirmation at the state department, or at the Villa agency.

Some officials were inclined to credit the reported action of Villa saying that he probably considered Carranza's coming too much under the control of Zapata and his advisers, and that Gen. Angeles could dominate the situation in the capital.

No foreigners have yet left Mexico City, Secretary Bryan said, although both the Carranza and Zapata officials have promised to afford their facilities to reach Vera Cruz. A report from the latter place said E. Potera sugar planter, who is somewhat critical, Mr. Bryan said, but Gen. Garza had given assurance that something will be done to meet the emergency.

Commander Thierichens would not talk about the situation. He returned late in the afternoon to the Eitel Friedrich, which is still moored to her dock in the shippards. In official quarters the opinion still prevails that the German government is against the United States government to intern her, but there are many who have associated with officers and men of the ship who say that she will put to sea and take a chance on escaping the blockade of the allies when served with notice to depart from this port almost daily.

One which cleared Tuesday was the Belgian steamer Iris. In this connection officials pointed out that the successive departure of merchant vessels from this port does not indefinitely postpone departure of the Prinz Eitel after he is served with notice that time for repairing in American waters had expired.

They pointed to a clause, which after stating that a belligerent warship can not leave a neutral port for the purpose of attacking a merchant ship of the merchant ship of an enemy, says: "No ship of war or privateer of a belligerent shall be detained in any port, harbor, roadstead or waters of the United States more than twenty-four hours by reason of the success of a belligerent in such port, harbor, roadstead or waters of the United States of more than one vessel of an opposing belligerent."

Authorities are stolidly silent as to circumstances which actuated the government in sending a warship to Newport News, but that that purpose was to protect the Prinz Eitel Friedrich within the three-mile limit of the American coast, as had been suggested, now seems apparent. The German sea raider, in all probability, will be interned in this port before the end of the war. The German sea raider, in all probability, will be interned in this port before the end of the war.

There are 153 ships at Genoa waiting to unload, while outside the harbor 12 are waiting to enter. Methods employed in unloading the ships prevent more than 3,000 bales of cotton entering the port daily.

An attack upon the port of Liban, as follows: On Sunday a German submarine approached Liban (on the Baltic) and fired 200 projectiles, killing one civilian and wounding another. No soldiers were injured.

The French report of Tuesday's fighting is as follows: The enemy continued, without results, to bombard the Newport bridges. "There has been an intermittent cannonade on the entire front from the sea to the Aisne."

In Champagne, in the region of Perthes, Beausejour and Ville-Sur-Tourbe, there was an artillery action and mine warfare, in which we obtained the advantage.

WAR SHIP ON GUARD

BATTLESHIP ALABAMA AT ANCHOR IN NEWPORT NEWS

PRINZ EITEL AT DOCK

Reports That Merchants Have Been Supplying Allied Warships With Coal Are Denied—Need of Battleship Protection is Now Evident.

Enforcement of neutrality of the United States in the port of Norfolk and Newport News, was the subject of a protracted conference at the Norfolk navy yard late Tuesday, following the arrival of the German battleship Alabama, which took a commanding position in the channel to the sea, and remained there, taking on ammunition and supplies.

Participating in the conference were the British consul, the commander of the Norfolk navy yard, Rear Admiral Helm, commander of the reserve Atlantic fleet, who arrived on the Alabama, and Norman R. Hamilton, collector of customs for the port.

At the conference at the navy yard was in progress Capt. Max Thierichens, commander of the German converted cruiser Prinz Eitel Friedrich, still in dock at Newport News, was closed with customs officials in the Newport News office. At the conclusion of the conference at the Norfolk navy yard, government officials refused to discuss matters with which it dealt.

Primarily, it was learned, the Alabama came to Hampton Roads to guard the neutrality interests of the United States between a German man-of-war within an American port and a fleet of warships of the European allies, which is reported hovering off the Virginia Capes. That the United States government is against the presence of an American warship was generally admitted.

Reports that allied warships which have been off the capes since the German commerce raider arrived at Newport News and ventured within the three-mile limit, that merchant ships had furnished them with supplies had been circulated at Newport News for several days before the sending of the Alabama. As to merchant ships, it was said that they had taken up their coal after filling their bunkers and taking on other cargo.

"I have investigated thoroughly one case in which a merchant ship was reported to have taken coal to a foreign warship off the capes and had not reported the collector Hamilton. 'This ship may have delivered to vessels at sea coal which she took on board at some English port, later arrived at Newport News and departed with a full cargo of coal, merely enough for ship's use. A portion of this may have been placed on her decks, this for the reason only, however, that the ship desired all space for cargo purposes.'"

Henry B. Holmes, agent of British consular affairs at Newport News, said he had absolute knowledge that a merchant ship had taken fuel or supplies to any of the warships. Taking decks of coal, Mr. Holmes said, was necessary on account of extra heavy cargoes carried for foreign ports.

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