

HITS ROUMANIA HARD

CAPTURE OF CONSTANZA MAY HAVE DECIDED EFFECT

ONLY BLACK SEA PORT

Cutting of Railroad Line Prevents

Aid From Russia in Dobruja-Cernavoda Bridge Important as Gateway to Bucharest—Invasion From South May Soon Begin.

The German Field Marshal von Mackensen began a new campaign in the Danubian peninsula of Dobruja last Thursday. He had two objectives: the Black Sea port of Constanza, the only one of any size possessed by Roumania, and the fortifications, or bridgehead, guarding the bridge across the Danube at Cernavoda, thirty-five miles west of Constanza.

Across the bridge had come the Roumanians destined, it was believed, to invade Bulgaria—for it is the only bridge across the Danube until the railway bridge at Belgrade, is reached—and ninety-eight miles west of Cernavoda is Bucharest, the capital, which would be exposed to an attack across the Danube if Mackensen reduced the bridgehead. At Constanza the Russian troops had been landed from Odessa, they were to aid the Roumanians in the invasion of Bulgaria and attempt to cut a path to Constantinople.

With Constanza in the hands of Mackensen no more supplies or Russian troops can arrive for the defense of the peninsula; with Cernavoda in his hands an invasion of Roumania in the direction of Bucharest is likely—for on the left bank of the river, the ground being low and swamp there is no bridgehead by which the approach from the east can be defended.

When Roumania declared war on August 27, she had about forty thousand troops, or two divisions, in Dobruja, as the main Roumanian army was concerned with the invasion of Transylvania. These troops were being reinforced by Russians landed at Constanza and sent down the railway, which leaves the Constanza-Cernavoda line at Mejdide, in the direction of Dobruja, when, on September 3 and 10 Mackensen struck his first blows, capturing the Roumanian fortifications of Tutrakan and Silistria on the right bank of the Danube, which act would have threatened the Russo-Roumanian troops on the Mejdide-Dobruja line had they been in force.

Meanwhile, Gen. von Falkenhayn's offensive began in Transylvania, driving the Roumanians back to their passes in the Carpathians and the Transylvanian Alps, which range form a sort of Elbow jammed into the side of Roumania between Moldavia and Wallachia and almost separating one from the other at the extremity of the elbow, which is only ninety miles west of the confluence of the Danube and the Pruth, where they form the intricate, multiple delta which bears their waters into the Black Sea.

On October 3-4 a Roumanian force, variously estimated at ten thousand or twenty thousand men, was thrown across the Danube by a bridge of boats, from Giurgevo to near Rutchuk, the terminus of the Bulgarian railway from the Black Sea port of Varna, running parallel and twenty miles distant from the Bulgardobruja frontier. This force was intended to divert the forces pressing the Russians and Roumanians back to the Constanza-Cernavoda line. It failed, for it had neither bridgehead nor heavy guns, and was made to retreat across the river by a column operating up the stream from Silistria.

Once an old seaport owned by the Genoese, Constanza, or Kustenji slowly fell into decay under Turkish rule, but when the peninsula was ceded to Roumania in 1878 it was rebuilt, and now has a population of about fifteen thousand. It is the base of Roumania's little navy, and there the Czar paid a visit to the late King Carol in August, 1913, to thank him, it was said, for his evulsion of Bulgaria, which ended the second Balkan war.

Constanza is not fortified, but is well sheltered by a mole, which shuts in two large basins with good wharves and other conveniences, and it has the special advantage over the Danube ports of being seldom, if ever, closed by ice in winter. Since the construction in 1890-95 of the railway bridge across the Danube at Cernavoda this freedom from ice has drawn a vast proportion of the winter traffic to the port. Northward, between Constanza and the St. George's mouth of the Danube, the lagoons, although large, are too shallow to give good harbor facilities except at enormous expense.

Cernavoda—Blackwater—is the key to Roumania from the Danube. The bridge was constructed here because the ground would not bear it elsewhere. Including its viaducts and causeways, it is eleven and a half miles long, and extends the whole way between Cernavoda, on the right bank, to Fetesti, on the left.

The bridging of the moving water was not the most serious problem which confronted the engineers. The main stream of the Danube is crossed by a five-span iron bridge, nine hundred yards long and about one hundred feet above high water level. The four stone piers found a hold on the harder limestone bottom, and though the work was arduous it presented no exceptional engineering difficulties.

BLEASE EXPLAINS SPEECH TO THE NEGRO STUDENTS

Ex-Governor Tones Down Reported Utterance Before Those Who Follow Him.

In reply to a resolution asking him to explain a "pernicious report of a speech he delivered at a negro college," Gov. Blease, according to the Charleston American, said that he wished every white man in South Carolina could have heard his speech at the negro college. "In his address at that meeting introducing me," said the former governor, "Bishop Chapelle referred to the fact that I had voted to send Murray to congress.

In referring to that fact, in my address, I said, 'Yes, I cast one of the votes that decided that Murray should go to congress; not the deciding vote, because the record shows that the vote was unanimous.' Mr. Blease went into a history of the matter, saying that the board which heard the contest was composed of Ellerbe Tindal, secretary of state; Bales, state treasurer, and McLaurin, now warehouse commissioner, all high toned, honorable men, who had the confidence of the people.

Mr. Blease went on to give his position as to tax money for negroes, saying that he had stated at Allen University, as he had stated elsewhere, that he favored the money paid by negroes going to their own schools, and white people's money going to white schools. "I told those negroes that under no condition, or consideration, would I ever cast my ballot for a negro, or even sell it a negro's vote for myself."

WAR ON NORWEGIAN TRADE

German Submarines are Sinking Many Vessels.

German submarines are waging a persistent war on Norwegian shipping. In the meantime, according to the Exchange Telegraph Company's Copenhagen correspondent, the Norwegian government still is discussing the form of its reply to Germany's protest against Norway's stand with regard to submarines in Norwegian waters and sensational rumors are being spread in Norway and Germany.

The Norwegian government organ, referring to these rumors, according to the correspondent, says it may be assumed that the German protest is so couched as not to bear the character of an ultimatum. The Norwegian Mercantile Shipping Gazette says that five German submarines have established a regular blockade of the Norwegian south coast.

Reuter's Stavanger correspondent says the Norwegian bark Athenian, which has arrived at Egersund, reports that on Sunday she saw four Norwegian steamers set on fire by a German submarine. The Athenian escaped to Egersund and does not dare to put to sea again, says the correspondent.

ATTACKED BY MAD BOAR

Maj. W. T. Lesene, of Manning, Severely Lacerated.

Major W. T. Lesene, a prominent citizen and successful farmer, and stock raiser, living three miles out from Manning, met with a painful and possibly serious accident Sunday afternoon.

He strode out into the pasture to look at some stock, when he was unexpectedly attacked by a large boar, receiving lacerations in one hand and knee, from which he has since been confined to bed. The hog is a valuable animal that he purchased a few months ago at a cost of seventy-five dollars.

13 SHIPS ARE SUNK

London Reports Activity of Subs on Monday.

Thirteen vessels, with a total tonnage of nearly seven thousand tons, have been destroyed in the war zone, according to announcements made in London Monday regarding the previous twenty-four hours. Only one of the ships, the Donaldson liner Cambota, of forty-three hundred tons gross, was owned in a belligerent country, and twenty-eight sailors, the captain, and fifteen of the Dutch steamer Fortuna's crew, and twelve of the Greek liner George M. Embiricos, are still missing.

ENGINE KILLS CHILD

Son of Rev. J. B. Bell Meets Death on Tracks.

Report has been received of a distressing accident at Ruffin, near Waterboro, where an Atlantic Coast Line engine ran over and killed the two and one-half year old son of the Rev. J. B. Bell of Bethel circuit. The child ran upon the tracks, falling under a moving engine. A tinsmith made a heroic but vain effort to rescue the child, narrowly escaping injury to himself. Although living several hours after the accident, the little fellow, horribly mangled, had no chance for recovery.

The villages of Dunarea and Borcea. These the railway crosses from the Danube and soon turns due west and traces a nearly straight run of seventy-five miles into Bucharest.

BERLIN DEFINES PLEDGE TO US

Repeat That All Ships Must Be Warned and Crews Put in Safety.

In answer to the report sent out by the British wireless that the German submarine U-53 "torpedoed in some cases and sank" ships, a competent German authority, says the Overseas News Agency, makes the following statement:

"The commercial war near the coast of the United States is being carried on according to rules and the German promise, which means that a merchantman can be stopped and that, after the vessel has been searched and the crew and passengers are in safety, the vessel can be sunk under certain conditions.

"These conditions are, for instance, when a hostile steamer of a neutral country, carrying contraband of war, are involved or when the military situation makes it impossible to bring a steamer which has been captured into port as a prize. In no case, however, can this be construed to sunk by a torpedo without previous warning.

"According to further reports from Washington, the American authorities are said to be afraid that very complicated questions of neutrality may arise if the German submarines operate so near the American coast and that such submarine action is equivalent to a blockade.

"To this it is stated that the German sea forces are entitled to carry on a cruiser warfare anywhere in the open sea. Territorial waters of neutral states are carefully respected. A blockade, of course, is out of the question. Only hostile ships, as prizes, or such neutral vessels as carry contraband, were stopped. A blockade means the capture of all ships steering toward or leaving a blockaded coast without regard to flag or cargo.

"The question asked by one American journal as to whether it is necessary that our coast be made a base for a German submarine must be considered superfluous since the U-53 on touching at Newport did not even use her right to take on fuel and food to which as a man-of-war he was entitled. No sensible American citizen will believe that a secret depot for supplying German submarines could be established on the American coast.

"Curiously opposed to these many complaints is the fact that since the beginning of the war British cruisers have been watching American ports and have even approached the coast of New York so closely that they could be seen from the roofs of tall buildings with the naked eye."

AMERICAN SOLDIERS KILLED

Fight in Santo Domingo Causes Death of Several Americans.

In an engagement between American troops and rebel forces Tuesday, Gen. Ramon Batista was killed. Several Americans also were reported killed, including two officers, and one American officer was wounded. The names of the American officers killed are given as Capt. William Low and Capt. Atwood. Lieut. Morrison was wounded.

The American commander attempted to arrest Gen. Batista, who resisted and ordered an attack on the American forces. Fighting continued for a considerable time but the rebels were eventually defeated.

The engagement took place opposite Santo Domingo City and caused somewhat of a panic in the capital. Reinforcements were sent there to aid American troops in maintaining order. The number of killed and wounded in the fight is at present not known.

A revolt took place in the Dominican American several weeks ago but American marines and bluejackets soon had control of the situation. They were reinforced with American troops from Port au Prince, Haiti.

The available naval records made no mention of Capt. Atwood, who is reported as having been killed. Capt. William W. Low was attached to the First brigade of marines, stationed recently at Port au Prince.

Lieut. Victor I. Morrison is listed as attached to the First brigade of marines.

PLANNING TO AIL ROUMANIA

Premier Asquith Says the Allies Will Do All They Can.

The subject of Roumania was brought up again in the House of Commons Thursday when Premier Asquith said that the military situation of Roumania was engaging the most anxious attention not only of this government but of those of our allies.

"They have taken and are now taking," he added, "every possible step to support our gallant comrades in Roumania in the splendid struggle they are making. I hope we shall not take unduly pessimistic views. In Russia, France, England and Italy there have been and there are now concerted measures in which each of us is doing all in his power to support Roumania in her struggle for independence."

FRENCH ATTACK VERDUN

LINE AND GAIN GROUND Switch Their Offensive and Capture Village and Fort of Douaumont and 3,600 Prisoners.

Switching their offensive from the Somme region in France—possibly as a counter to the advance of the Teutonic allies in the Dobruja region of Roumania—the French have smashed the German line north and northeast of Verdun over a front of four and one-third miles, penetrating it along its entire length, in the center gaining a distance of nearly two miles.

Preceded by a violent bombardment, such as marked the great attacks and counter attacks during the days when Verdun was the focal point in world interest, the offensive was delivered approximately from the eastern bank of Meuse river, near Bras, eastward to the Damelevy battery.

When night fell, the village and Fort of Douaumont in the center were in the hands of the French, while on their left wing the Frenchmen had pushed beyond Thiaumont and captured the Haudecote ferry, and taken up positions along the Bras-Douaumont road. On their right wing considerable progress also had been made from Douaumont to Damelevy. More than thirty-six hundred prisoners and quantities of war material were captured by the French.

WOMEN GETS MEN'S PAY

Ford Gives Them Equal Remuneration After Seeing Wilson.

Henry Ford announced after a conference with President Wilson Tuesday that as the result of an "inspiring talk" he had with the president two weeks ago he had established the women workers in his plant on the same pay basis as the men.

Mr. Ford authorized the following statement: "I had the pleasure to inform President Wilson this afternoon that I had established the women workers of my plant at Detroit and in the branch factories in other cities upon a parity equality with the men workers."

"I took this step following my conference with the president more than two weeks ago and I did so because of the inspiring talk I had with Mr. Wilson on the forward movement among womankind. This principle is now in operation and I look forward with complete confidence to its vindication."

Mr. Ford came to show the president advertisements supporting the administration which he plans to have published prior to the election. When he stepped off the train and was asked why he came to Shadow Lawn, he replied: "To get on the Wilson band wagon."

GERARD SEES PRESIDENT

Discusses Entire German Situation With Wilson.

James W. Gerard, American ambassador to Germany, came to Shadow Lawn Tuesday to discuss with President Wilson what the ambassador characterized later as "every phase of the situation involved in my work in Berlin." He lunched with the president and remained with him afterward for more than two hours.

The ambassador said he planned to remain in this country until after the election, but would take no part in the presidential campaign. He talked freely with the reporters about the various phases of the German situation, but refused to be quoted or to allow the publication of what he said.

"I am representing the whole nation and cannot mix in politics," he said.

Mr. Gerard would not say specifically that he had discussed the submarine issue or peace with the president, but in reply to each direct question replied: "We discussed the entire situation." He did say, however, that it could be taken for granted that he would not be away from his post if he believed any immediate emergency was threatening.

CAN BREAK GERMAN LINE

Gen. Rawlinson Says Teutonic Front Can be Pierced.

"Can the German line on the western front be broken?" Next to Gen. Haig few British soldiers are in a better position to judge than Gen. Sir Henry Rawlinson, Gen. Haig's right hand man in the Somme offensive. Gen. Rawlinson is to Haig what Jackson was to Lee.

"Undoubtedly it can," was Gen. Rawlinson's reply to the question which the whole world is asking. "Rawley," as he is known, has been for nearly four months directing the sledge-hammer blows of one of the armies under Sir Douglas' command. The character of each commander being impressed upon his surroundings, Gen. Rawlinson's headquarters might be recognized by the smartness of the sentries, the neatness of the grounds and the look and sharp manner of his subordinates.

NEGRO BOY KILLED

Struck by Pocket Knife Thrown by White Lad.

Thursday afternoon a little white boy of Kingstree Willie Crite King, got into a street run with a little negro boy, Dave Wallace, during the course of which the King boy threw an open knife at the little darkey, the blade entering his abdomen on the right side and inflicting a wound from which he died early Saturday morning. Coroner Kintden and a jury held an inquest Saturday morning and agreed upon a verdict of accidental homicide. Both of the boys are under fourteen years of age and the affair is regarded by citizens as a most unfortunate occurrence.

COOPER WILL RUN AGAIN

Laurens Man is in Gubernatorial Race in 1918.

Hon. Robert A. Cooper of Laurens reached Columbia Wednesday afternoon and after an informal conference with a number of personal friends, announced that he was in the race for the Democratic nomination for governor in 1918.

The announcement of Mr. Cooper was greeted with much interest in political circles and numbers of people from various parts of the State, after his decision became known, called on him and assured him of their support. Mr. Cooper is well known throughout the State and is considered by many as the dominant figure now.

He has served as solicitor of the Eighth circuit for twelve years and prior to that represented Laurens county in the general assembly. Mr. Cooper was in the race for governor in 1914 and came within a few votes of getting in the second race. He ran again this year and polled over thirty thousand votes.

Mr. Cooper is a splendid speaker and has a large personal following. He stands for all that is progressive in the Democracy of South Carolina. Some of the strong Cooper friends are planning for a big rally some time in the spring in Columbia when plans will likely be laid to begin an active campaign for him.

TO CLARIFY SITUATION

Statement Greek Government on French Memorandum.

The Greek government Wednesday issued a communication to clear up misunderstandings due to exaggerated reports of King Constantine's interview with the French military attaché Friday. The communication explains that the French government made no demands but merely submitted a memorandum and that the King never declared he was prepared to break off relations with the Entente.

It is thought that as a result of a conversation between the King and the French minister Wednesday morning during which explanations were made, the French marines may be withdrawn shortly from Athens and Piraeus.

The official statement says the situation has been improved considerably on account of the loyal declarations of the King regarding his sentiments towards the Entente and also toward the French minister's assurances were given with a view of re-establishing relations of confidence with the Hellenic government on the basis of maintenance of benevolent neutrality in conformity with the previous agreements.

GINNING TO OCTOBER 18

Government Report Issued at Washington Wednesday.

Cotton ginned prior to October 18 was 7,291,736 bales, compared with 5,768,739 for 1915, and 7,619,747 for 1914, the census bureau Wednesday announced. Round bales included were 122,659, and sea island 61,551.

The number of bales ginned by states and last years ginning to the same date follow:

| State | 1916 | 1915 |
|------------------|-----------|-----------|
| Alabama | 292,515 | 556,986 |
| Arkansas | 669,822 | 283,423 |
| California | 6,852 | 4,222 |
| Florida | 32,845 | 32,165 |
| Georgia | 3,216,762 | 1,778,942 |
| Mississippi | 446,171 | 421,662 |
| North Carolina | 255,223 | 264,925 |
| Oklahoma | 489,282 | 66,255 |
| South Carolina | 508,559 | 681,667 |
| Tennessee | 1,221,216 | 79,253 |
| Texas | 2,845,449 | 2,941,416 |
| All other states | 36,829 | 16,387 |

Distribution of sea island by states is: Florida 21,009; Georgia, 43,565; South Carolina, 357.

BRITAIN MAY ARM LINERS

Washington Sees New Move in Arrival of Laconia with Guns.

The arrival at New York Tuesday of the Cunard liner Laconia with a four-inch gun mounted on her stern is looked upon in Washington as marking the initiation of a new policy or arming for defense British merchant vessels traversing the North Atlantic steamship lanes.

Early in the war two British ships came into American ports with guns mounted on their decks, but after an exchange of communications between the state department and the British ambassador, the guns were removed from these vessels.

The activities of the U-53, which is regarded by Lord Robert Cecil as having extended the war area to the American side of the Atlantic, according to information reaching Washington, has revived in England the question of arming for defense vessels traveling to and from American ports.

OFFICERS AND MEN PERISH

British Mine Sweepers Torpedoed by Submarine.

The British mine-sweeping vessel Genista has been torpedoed and sunk, according to an announcement given out by the British admiralty. All the officers and seventy-three members of the mine-sweeper's crew were lost. The survivors numbered twelve.

The statement as given out by the British admiralty says: "One of our mine-sweeping vessels, H. M. S. Genista, Lieut. Comdr. John White, R. N., was torpedoed by an enemy submarine on October 23 and sunk. All her officers and seventy-three men were lost and twelve men were saved.

"When last seen the ship was sinking, but was still engaged with the enemy submarine."

ENVOY ENEMIES UNITE

FOR LEGAL WARFARE

British and Austrian Ambassadors Oppose French Plan Apartment House in Washington.

Sir Cecil Arthur Spring-Rice, ambassador of Great Britain, and Baron Erich Swedenek, charge d'affaires of Austria-Hungary, have found a common cause and acted together in one important matter that is affecting the entire neighborhood of the embassies of King George and Emperor Francis Joseph.

Separately, but each glad to be supported by his neighbor and enemy these envoys have protested against the erection of a hotel apartment house on a valuable lot on Connecticut Avenue, opposite the British embassy and next door to that of Austria-Hungary.

The structure is modeled on a French plan with shops on the ground floor and apartments above. The construction had progressed to the third floor when the diplomats returned from their summer embassies and protested. Their legal advisers claim that a law of the District of Columbia gives these ambassadors the right to restrict their neighborhood from unwelcome trade or business.

The new enterprise covers a triangle formed by Connecticut Avenue, Eighteenth street and N Street. The Eighteenth Street front would overlook the homes of the Secretary of State and Mrs. Lansing, Robert Lincoln, and Mrs. E. H. G. Slater.

The construction has stopped temporarily while the legal question involved is being debated, to the great inconvenience of certain prospective tenants, who expected to take possession of suites with the opening of the season.

CAN'T TAKE CHIHUAHUA

Presence of 8,000 Troops is Enough, Says Gen. Trevino.

Skirmishing between Gen. Ozana's advanced forces and those of Villa continued, although the general engagement is being delayed by Gen. Trevino until all of his troops have been placed in strategic positions in Western Chihuahua.

The excitement caused by the approach of the Villa forces has been quieted and the concentration of eight thousand troops at Chihuahua City has restored the feeling of security among the inhabitants.

Two military trains carrying a part of Gen. Maycotte's command from Torreon arrived. Gen. Trevino authorized The Associated Press to make an official denial of the rumors that he was preparing to evacuate the city. He characterized these rumors as "malicious inventions."

Gen. Trevino stated that the situation in the field and in Chihuahua City was entirely satisfactory. "Any fear that Chihuahua City would be captured by bandits is simply absurd," he said.

KEEL OF BIG WARSHIP LAID

Superdreadnought California Will Displace 32,000 Tons.

The keel of the superdreadnought California was laid at the Mare Island navy yard at Vallejo, Cal., in the presence of the California congressional delegation and eight hundred civilian guests, who went to Vallejo on the battleship Oregon. The California, it is expected, will be ready for launching by January 1, 1918, and will be completed a year later. She will displace thirty-two thousand tons, have a speed of twenty-one knots and carry fifty-eight officers and one thousand and twenty-two men.

What the World Owes You.

You needn't bother so much about what the world owes you, because you have probably already received a thousand times more than the kings and potentates of the long ago. You are living in a time when the world pays you before it asks anything of you, and it takes not even a promissory note.

You don't have to pay the debt of the newspaper under whose beneficent guide you learn the news; you don't have the burden of supporting the electric plant which serves you in a hundred ways; you don't have to keep the school going which educates your children; you don't have to pay for a lot of other fine things which you got in this life while you were growing up. Nobody has ever asked you to pay for them, and no one ever will.

But just because you don't get a dun on the first of every month don't forget that you owe this old world of yours a lot more than you owe anybody else. You can't even pay this debt no matter how hard you try, but you can do something towards keeping the interest down.

If you live the life of a clean man, if you give some of your goods to your neighbors, if you lend a helping hand to all worthy things and make the life of other human beings happier than they, perhaps, would be without your help, then you can say that you are paying the interest on the debt which you owe the world.

And if at your death you leave others to take your place, who are better fitted for their task than you were for yours, and if some who were not your kin and kin claimed you as friend and depended on you for help, and secured the aid which enabled them to go ahead in human affairs, you needn't be afraid that anybody in the hereafter will ask you to pay the debt again.