

AIRSHIPS RAID ENGLISH COASTS

TEUTONIC AIR FLEETS KILL SIXTEEN AND INJURED ONE HUNDRED.

BOMBS WREAK DESTRUCTION

Spread Out on Scottish and Northern and Southern Coasts of England and Play Havoc.

London.—The coast of Scotland and the northern and southeastern counties of England were attacked by Zeppelins Sunday night, according to an official announcement by the secretary of war.

The announcement says: "A Zeppelin raid took place Sunday night when the coast of Scotland and the northern and southeastern counties of England were attacked."

London.—At least 16 persons were killed and about 100 others injured by the explosion of bombs dropped in another raid of Zeppelin dirigible balloons over the northeast coast of England Saturday night.

The official version of the raid says: "Two airships approached the northeast coast Saturday night. Only one crossed the coast. The other turned back."

"For the present we know that 16 persons were killed and about 100 injured."

"Eight dwelling houses were demolished and a serious fire was caused in a French polishing shop."

SEARCH MOUNTAINS FOR VILLA.

Nothing Has Been Heard of His Operations Since Battle.

San Antonio, Texas.—Unless Francisco Villa is definitely located within the next day or two, it is believed here that General Pershing will begin a search of the mountains west and south of Guerrero. Since the defeat of Villa's forces March 29 and near Guerrero, lightly equipped detachments of cavalry have been sweeping in whirlwind fashion through the district about head waters of the Santa Maria River trying to locate the elusive bandit, reported to have gone in that direction after being desperately wounded.

General Pershing did not get a report through to General Funston during the day, but his chief of staff did, indicating that the line of communication was maintained. No mention of news of Villa was made. There is increasing belief that General Pershing may have been deceived as to the direction taken by Villa and even concerning his injuries.

Garard Will Stick Through War. Berlin, via London.—James W. Garard, the American ambassador, has issued a statement through the Wolff Bureau regarding the report telegraphed here from the United States that he intends to resign, return to America and become a candidate for governor of New York. The statement says:

"The ambassador regards it his duty not to leave the important post at Berlin during the war, especially as any possible successor would not easily work into the difficult and often complicated matter of British interests entrusted, such as those of civil and military prisoners. He hopes to remain in Berlin at least until the end of the great war."

Germans Take Thousand Yards. Berlin, via London.—The Germans' official statement announces that Teuton troops have cleared 1,000 yards of French trenches northeast of Harcourt in addition to the positions taken March 30.

Enraged Mob Storms Jail. Petersburg, Va.—A mob of 1,000 people, made up largely of enraged citizens from Nottoway and Dinwiddie counties, surrounded the Petersburg jail in which is confined John Williams, a negro, who was arrested for an alleged criminal assault on a young woman, 19, at her home near Blackstone.

Asks Wilson to Demand Reparation. Paris.—Prof. James Mark Baldwin of Baltimore whose daughter was seriously injured in the explosion of the cross channel steamer Sussex, gave out a copy of a cablegram despatched to President Wilson.

It reads: "A woman traveling where her right was, carrying an American passport, stricken on the Sussex, hovering between life and death, demands that reparation for assault on American life and liberty be exacted. (Signed) "Mark Baldwin."

U. S. Marines Land in China. Peking.—Marines from the United States gunboat Wilmington went ashore at Swatow, where the Chinese troops have declared their independence of the central government. The detachment reconnoitered and found city quiet. A Chinese gunboat also is anchored off Swatow, which is a seaport of Kwang Tung province, 120 miles south of Amoy. Chang Chow Fu, a city of about 900,000 inhabitants, and one of the largest in China, has declared its independence of the government.

GEN. FRANCISCO VILLA



Villa is badly wounded and his men routed, barely escapes from Colonel Dodd's men. His capture is momentarily expected.

GRANTS USE OF RAILROAD

PROMPTLY GIVES HIS PERMISSION UPON RENEWED REQUEST OF U. S.

Mexican Northwestern Railway Removes the Necessity of Maintaining 200 Mile Motor Line.

Washington.—One of the army's most serious problems in hunting Villa was solved when General Carranza promptly granted the renewed request of the state department for permission to use the Mexican Northwestern railroad in carrying out the pursuit.

General Carranza received the new request in the morning; his answer was in Washington before dark. It was contained in a brief message from John L. Rodgers, special agent of the United States at Queretaro, saying the head of the de facto government agreed to the commercial use of the line. Officials here assumed he would be equally prompt in notifying his officers on the border and that General Funston might begin shipment at once.

Although the army will proceed to use the railroad on a commercial basis, which is construed here as meaning that all service shall be paid for at regular rates, the state department will negotiate further with Carranza to bring about a more definite understanding. The response is regarded as being satisfactory in a measure, but in order to assure the delivery of supplies along the line General Funston will desire to place guards on the trains.

War department officials were greatly relieved by the removal of the necessity for maintaining a motor truck supply line over desert roads for a distance of more than 200 miles. A cloudburst or great storm might render the roads impassable for a considerable time, cutting off the troops from their source of supplies at the border.

While the physical condition of the Mexican Northwestern is not good, many bridges having been destroyed during the years of revolution in Mexico, army engineers should have little difficulty in keeping it open.

Other details of the protocol suggested by General Carranza, state department officials indicated, may not be completed until the expedition has accomplished its purpose and returned. It will serve, however, as the legal basis for the adjustment of all claims arising out of the use of American troops to pursue Villa.

GERMANS MAKE ADVANCE.

Gain More Than Mile of Front North of Malancourt.

London.—The Germans to the northwest of Verdun in an infantry attack launched with huge effectiveness have gained additional ground against the French north of Malancourt and have even penetrated the northwest corner of the village.

Attempts of the Teutons to carry their advance farther, however, were stopped by the French fire, as also were three counter-attacks against the positions in the Avocourt wood, south of Malancourt, which had previously been taken from them by the French infantry attack. The German official communication says that the advance of the Germans north of Malancourt was over a front of more than a mile.

Thirty Dead in Railroad Wreck. Cleveland, O.—With a toll of at least 30 persons dead and 40 or more injured, federal, state and railroad officials began an investigation into the cause that led to one of the most disastrous wrecks in the history of the New York Central system. Three trains, including the Twentieth Century Limited, westbound, known as the New York Central's palatial flyer, and two sections of No. 86, the Chicago-Pittsburg Limited, westbound, came together in collision near Amherst, O.

FIRST CLASH WITH VILLA BANDITS

COLONEL DODD AND FOUR HUNDRED TROOPERS ROUT VILLA.

VILLA WOUNDED, 31 KILLED

Col. Dodd's Men Rode All Night and Took Bandits by Surprise.—Think Chase Near End.

El Paso, Texas.—Four hundred American cavalrymen under the command of Col. George A. Dodd, galloping down from the granite slopes of the great continental divide, have fallen on the main body of Francisco Villa's bandits at the San Geronimo ranch, scattering them in many directions and driving the bandit chief, wounded and crippled to seek a hiding place in the mountains. Villa was hurried from danger in a carriage. The battle opened at 6 o'clock in the morning of March 29 and continued for several hours.

The news of the exploit was flashed into Juarez and sent a thrill along the border. For 17 hours the veteran Colonel with his picked troopers of the Seventh and Tenth Cavalry, drove down the valley of the Santa Maria river. At the end of the 55-mile ride they fell upon the unsuspecting Villa camp where 500 bandits were celebrating the massacre of 172 Carranza soldiers two days previously at Guerrero.

Villa, shot through the leg and with one hip shattered, was hurried from the scene barely in time to escape the onslaught of the Americans. The bandits made a brief but hopeless stand before a charge of Colonel Dodd and his troopers.

Then they broke and fled leaving 31 dead on the field including their commander General Eliseo Hernandez. Two machine guns, a number of horses, rifles, ammunition, and equipment fell into the hands of the Americans.

Among the known wounded is Pablo Lopez, Villa's lieutenant in the Columbus raid. The American casualties were four privates wounded.

The American soldiers did not linger on the field of victory. For five hours they drove the enemy before them into the wilderness of mountain peak, desert and canyon, where roads or even trails are unknown and where a mis-step means death to horse and rider. They halted only after the chase had led them 10 miles and the fugitives were scattered into little bands of half a dozen men each.

Villa's career has ended; his power has been broken. His death or capture is only a question of days, perhaps only hours. Such is the inevitable conclusion reached here as little by little the details of "Dodd's ride" reach the border. It seems impossible that the crippled bandit can long remain hidden, even in the mountainous wastes in which he has sought refuge.

GERMANS SHIFT TO EAST.

Succeeded in Entering French Line of Trenches—Driven Out.

London.—Having captured the village of Malancourt, the Germans now have shifted their offensive eastward to the sector around the famous Le Mort Homme. With heavy forces the Teutons have attacked the French line between Hill 295 and Le Mort Homme and succeeded in entering French first line trenches. A vigorous counter-attack by the French, however, almost immediately expelled the invaders and another attack by the Teutons delivered a little later is declared by Paris to have been put down completely.

The Germans have made no attempt to debouch from Malancourt since their occupation of the village.

Grand Jury Indicts Walte.

New York.—The grand jury returned an indictment charging murder in the first degree against Dr. Arthur Warren Walte, accusing him of poisoning his father-in-law, John E. Peck, millionaire drug manufacturer of Grand Rapids, Mich.

Plot to Rescue Schiller.

Lewes, Del.—Fearing that attempts would be made to rescue Ernest Schiller, the young German stowaway who single-handedly captured the British steamer Matoppo and terrorized her crew of 56 men on the high seas, detectives took Schiller from his cell in the town jail and hurried him by automobile to Harrington from where he will be taken by train to New York. The detectives declared that they had received positive information that attempts would be made to rescue the prisoner.

Ex-Governor Smith of S. C. Dead.

Baltimore.—Former Governor Chas. A. Smith of South Carolina, died at the Johns Hopkins Hospital after a long illness, erysipelas developing after many months. Suffering from heart trouble was the direct cause of death. Mr. Smith had been at the hospital two months. He was about 56 years old. The former governor's home was in Timmonsville, S. C. He was president of a Timmonsville bank and was prominently known in Baptist educational circles.

MAJ. FRANK TOMPKINS



Maj. Frank Tompkins of the Thirteenth United States cavalry is the man who had the first brush with Villa at the raid on Columbus, N. M., and who with a small force of cavalrymen followed the Mexican bandits across the border, killing over a hundred Mexicans. Major Tompkins was stationed with the border patrol at Columbus at the time of the raid.

\$8,611,502 TO HUNT VILLA

CONGRESS RUSHES THROUGH APPROPRIATION TO CATCH VILLA.

Failure to Obtain Use of Railways Seriously Hampers Troops in Pursuit of Villa.

Washington.—Diplomatic and domestic aspects of the Mexican problem overshadowed its military side here, official reports from General Funston disclosing no change in the situation on the border or in Mexico. Congress rushed through an emergency appropriation of \$8,611,502 to pay for the pursuit of the bandits and the state department prepared to press General Carranza for permission to use Mexican railways to solve the troop supply problem.

Peas, expressed in press reports from the border that failure to obtain use of the railways might seriously hamper the pursuit of Villa were not reflected at either the state or war departments. Senator Gallinger, republican leader in the senate, presented to Secretary Baker a telegram from Senator Fall at El Paso dealing with the railway and border questions. It declared shipments of gasoline intended for the American forces in Mexico were being held up by Carranza officials.

The communication to General Carranza will be made through "Special Representative" Rodgers, at Queretaro, to whom instructions were forwarded. State department officials said there was no question, but that the expedition after Villa would press on and that a sufficient amount of supplies could be furnished to the troops by motor-truck trains, but general use of the rail lines would greatly simplify matters.

News dispatches from the border indicating the American troops already were using the railroad lines in some sections, were read with surprise at the war department, there having been no official advices to that effect.

NOTE OF INQUIRY SENT.

Ask Germany Directly About Recent Disasters.

Washington.—Secretary Lansing, with the approval of President Wilson, has instructed Ambassador Gerard to inquire of Germany whether any of its submarines torpedoed the British Channel steamer Sussex upon which 25 American citizens were traveling, or the British horse ship Englishman, which went on with a loss of one American life.

The United States has no conclusive proof that a submarine attacked either ship, but all evidence at hand indicates both were torpedoed without warning. Upon the response of the Berlin Foreign office to Mr. Gerard's inquiry may depend the next step of the American government. It was made clear that no action has been taken which might be construed as a demand or a protest.

President Wilson laid all the state department's reports on the subject before the cabinet. It was after the meeting that it became known that inquiry would be made of the German government.

British Repulse Attempted Air Raid.

London.—An attempted Zeppelin raid on the English coast the night of March 19, which it was intimated had been repulsed by defending aircraft, was learned of through questions put to Harold J. Tennant, parliamentary under secretary for war, in the house of commons. Francis Bennett Goldney, Conservative member for Carterbury, asked whether six Zeppelins had appeared on the east coast on the night of March 19 and were driven off by British aeroplanes.

GERMAN HELD UP CAPTAIN AND CREW

TOOK POSSESSION OF SHIP MATOPPO SHORTLY AFTER LEAVING NEW YORK.

ROBBED OFFICERS AND SAFE

Compelled Commander to Land Him in Delaware Breakwater Where He Was Later Arrested.

Lewes, Del.—How a lone German stowaway held up the captain and 56 members of the crew of the British steamer Matoppo, compelling them at the point of a revolver to change the course of the vessel and land him at the Delaware Breakwater after he had rifled the ship's safe and taken their valuables was told here by Captain Bergner, master of the Matoppo. The stowaway who says his name is Ernest Schiller and that he had lived in Hoboken, N. J., for the past eight months, is now locked up in the jail here awaiting the arrival of the United States district attorney from Wilmington, Del., and the British Consul General from Philadelphia.

The hold-up took place outside the three-mile limit and Federal authorities say this government probably will have nothing to do with the matter. Schiller, they say, will be returned to the Matoppo and turned over to British officials at St. Lucia, where the vessel will stop for coal.

The Matoppo sailed from New York for Vladivostok with a cargo consisting chiefly of barbed-wire and farm implements. She passed out of Sandy Hook at 6 o'clock and two hours later, upon entering his cabin, Captain Bergner says he was confronted by a young man with a revolver in each hand. "Hands up and not a sound if you value your life," was the command. The captain was then bound hand and foot and locked in his cabin, promising, under penalty of death, not to raise an alarm.

Cautiously making his way to the wireless cabin, the stowaway, who is about 26 years old, put the instruments out of commission and threw the ship's guns, consisting of six rifles, overboard. He then returned to the captain's cabin, rifled the safe and destroyed many important papers. He had expected, he told Captain Bergner, to find at least 2,000 pounds in English money aboard, but there was not a penny in the safe. Later, however, Schiller compelled the captain and the first officer to hand over their pocketbooks containing a total of about 30 pounds.

At 4 o'clock in the morning Schiller released Captain Bergner and still gripping a revolver in each hand, ordered the steamer headed towards shore.

BURNETT BILL PASSES.

Original Literacy Test and Asiatic Exclusion Provisions Unchanged.

Washington.—The Burnett immigration bill with its literacy test and Asiatic exclusion provisions unchanged, passed the house, by a vote of 308 to 87. It now goes to the senate where favorable action is regarded as assured.

The literacy test, about which the fight against the bill, has centered, was sustained, 284 to 107. This provision has been the cause of votes of similar immigration bills, by Presidents Cleveland, Taft and Wilson. The house passed the bill over the Cleveland veto, but it failed in the senate. Motions to over-ride the vetoes of President Taft and Wilson were lost in the house by narrow margins. Representative Burnett, chairman of the immigration committee, predicted that there was sufficient strength to repass the bill in the event of another veto. The president has not indicated his purpose to the house leaders.

Both record votes on the literacy test and on the passage of the bill were without regard to party lines. Majority Leader Kitchin voted for the literacy test and for the bill. Minority Leader Mann voted against the literacy test and then for the bill.

Russians End Offensive.

London.—Fighting is still going on between the British and Germans along the British end of the French line, particularly near St. Eloi, where German grenade throwers have succeeded in reaching a portion of a mine crater held by the British. Near Bolinghe the British put down an attempted attack by the Germans.

Strong forces of Austrians and Italians are aligned against each other in the Gorizia sector of the Austro-Italian front. On the heights of Selz spirited fighting is taking place.

Underwood Wants Nitrogen Plant.

Washington.—A determined fight was begun in the senate by Senator Underwood of Alabama to incorporate in the army re-organization bill a provision looking to the establishment of a government plant to make nitrogen from the air from the manufacture of explosive. Efforts to incorporate such legislation in the house bill were defeated.

Senator Underwood declared no national defense program would be complete without this provision.

CATTLE SALES PROVE SUCCESS

PROMOTERS ARE HIGHLY PLEASED WITH MARKETING OF CATTLE.

MANY BUYERS ARE PRESENT

Representatives of Well Known Concerns Make Good Bids—Railroads Play Important Part.

Rock Hill.—Rock Hill's first cattle sale was a success. This was the opinion expressed by State Agent W. W. Long and his assistants and by a number of the buyers here for the sale. It guarantees that Rock Hill will have an annual cattle sale, said Mr. Long.

Between 250 and 300 head of cattle were sold, the price per pound ranging from 5 to 7 3-4 cents. The average weight of the cattle was around 860 pounds. The sale netted the owners of the cattle something over \$16,000.

The cattle yards, in the fair grounds, were the scene of great activity throughout the entire morning. A score of buyers were here to make bids, while a number of railroad officials were present. Hundreds of people from all parts of this and adjoining counties were here for the sale and much interest was taken. Mr. Long is of the opinion that the next cattle sale held here will see more than 500 head of cattle offered, if not a thousand.

The sale was conducted under the direction of the local chamber of commerce and the extension division of Clemson College, co-operating with the United States department of agriculture. In active charge of the sale was E. Driver of E. Driver & Co., commission merchants of Baltimore, who handled its end to perfection.

Among the buyers here for the sale were George Morris, head buyer for D. B. Martin & Co., Baltimore; Charles McDonald, head buyer for Swift & Co., New York; L. B. Lyman, New York, and New York Butchers Dressed Meat company, represented by L. B. Lyman; David Regan, representing Sulzberger & Sons Co., New York; Beltsford Packing company, Harrisburg, Pa.; Mr. Welckens, representing Welckens-Staats & Co., Wilmington, Del.; G. H. Shamberg, representing J. Shamberg & Sons, Jersey City stock yards, N. J.; Mr. Dayvaut, representing Dayvaut & Guffy, Concord, N. C.; W. R. Sanders, representing Carson Live Stock company, Richmond, Va.

Another Mutual Company.

Columbia.—Farmers Mutual Protection association of Sumter, Clarendon and Lee counties, South Carolina, has been commissioned by the secretary of state to do a general fire insurance business. This is the third mutual fire insurance company to be organized since the anti-compact law went into effect.

The petitioners of the company are: I. C. Strauss of Sumter, H. C. Haynsworth of Sumter, E. W. Dabbs of Mayesville, Robert M. Cooper of Wisacky, Neill O'Donnell of Sumter, A. C. Phelps of Sumter, J. M. Kohn of Sumter, G. A. Lemmon of Sumter, W. L. Sanders of Sumter and C. J. Jackson of Toratlo.

F. H. McMaster, insurance commissioner, said that 15 mutual fire insurance companies were already in operation in the state. Four of these mutuals are located in Charleston. The total amount of insurance carried is about \$17,000,000. The first mutual fire insurance company in South Carolina was organized in Chester county in 1891 under an act of the legislature. W. B. Dove, now assistant to the secretary of state, was one of the promoters.

Chester Gains Population.

Chester.—Chester county's total of births and deaths last year was as follows: Births, 824; deaths, 432; the birth rate 28.2 per cent and the death rate 16.1 per cent.

Place Stock For Packing House.

Orangeburg.—The special committee that is working to place the stock of the Orangeburg packing house among the largest number of people reports that it has placed all the stock sold to farmers in Orangeburg county. When the matter of a packing house was brought to the attention of the business men of Orangeburg in an amazingly short time \$50,000 worth of stock was subscribed and guaranteed. After details have been arranged erection will begin.

Coal For South America.

Spartanburg.—The development of the coal traffic through the port of Charleston is indicated by the announcement that the Clinchfield Fuel company is to load at Charleston within the next few days an 8,000-ton steamer for a South American port. Many cargoes have been shipped to Cuba and to gulf ports through the South Carolina port since the coal piers were erected a few months ago, but the present announcement is the first of coal going to a South American country.