



WAR WITH GERMANY VIRTUALLY CERTAIN BY SINKING OF U. S. SHIPS

Dispatch of American Warships to Clear Ocean Lanes of German Submarines Is Next Step; Ruthless Destruction of Merchantmen Unofficially Admitted as the Overt Act Upon Which Declaration of Hostilities Will Be Based; Senators and Congressmen in Washington of Opinion That Latest Acts of U-Boats Constitute a Clear Cause For War

By Associated Press

Washington, D. C., March 19.—New and aggressive action to protect American shipping against German submarines appears certain as a result of yesterday's sinking of three unarmed American merchantmen with possible loss of American lives.

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 armed, the most probable step would be an active campaign to clear submarines out of the shipping lanes. There appeared to be no plan to have the United States enter the war in the sense that the European nations have entered it.

The fact that some American ships are on the other side of the ocean unarmed is a factor in the situation and large warships are ineffective against submarines the problem for the government is to get small submarine chasers. Most of the American fleet is needed at home to guard against operations of German submarines in American waters.

There seemed to be no doubt that steps to 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 grant specific authority.

No comment was made at the White House to-day beyond the statement that the President was getting reports and considering the question thoroughly.

Secretary Lansing was called to the White House by President Wilson to-day and they discussed the policy of the government.

Award Coal Miners 7 Per Cent. Increase

Hazleton, Pa., March 19.—Every man working more than nine hours a day, whether by the day or month, in or about the anthracite coal mines is entitled to a wage advance of 7 per cent, dating from April 1 last under a decision rendered here to-day by Charles P. Neill, of Washington, D. C., umpire of the conciliation board.

The decision means thousands of dollars in back pay to workers in the hard coal region and establishes an important precedent in the interpretation of a much disputed point in the agreement.

THE WEATHER

Forecast till 8 p. m. Tuesday: Harrisburg and vicinity: Fair, continued cold with low temperature about 20 degrees. Tuesday fair and warmer.

The main river will rise slightly or remain nearly stationary to night and begin to fall slowly Tuesday. All tributaries will fall slowly. A stage of about 7.1 feet is indicated for Harrisburg Tuesday morning. Ice from the Lake Haven was reported passing Williamsport at 10:30 a. m. on a stationary stage of 7.2 feet. This ice should pass Harrisburg Tuesday afternoon.

General Conditions: The storm that was central over the northern part of the Great Lakes Saturday morning is passing off the North Atlantic coast. It caused light snows in the last 24 hours in the upper Ohio valley, over the eastern part of the lake region and thence eastward to the Atlantic coast; also in Virginia and the mountains of North Carolina. Elsewhere throughout the United States, the weather was fair except on the Oregon coast where light rain fell.

Temperature at 8 a. m., 36 degrees above zero. Sun: Rises, 6:08 a. m. Moon: New moon March 30. River Stage: 7 feet above low water mark.

Yesterday's Weather: Highest temperature, 38. Lowest temperature, 20. Mean temperature, 24. Normal temperature, 38.

GERMAN LINE CONTINUES IN FULL RETREAT BEFORE ALLIES

French Army Pushes Forward With Machine-Like Precision Along Forty-Mile Front, Taking Important Towns

620 SQUARE MILES REGAINED IN DASHES

Successes Will Liberate Two Entire Departments of France From Grip of the Invader; Cavalry Harries Retreating Germans

By Associated Press

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 forty-mile front, have recaptured important towns and many miles of territory, accomplishing this at little cost to themselves, so carefully has every detail of the advance been thought out.

In the Lassigny, region west of Roye 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.

Can't Offer Resistance: It is regarded here as doubtful whether the Germans will find it feasible to offer serious resistance before the main line of defense between Lille and Soissons, two days' march from where they are now.

To-morrow or the day after two entire French departments, those of the Oise and Aisne, will be liberated from the German invader, according to reports from the fighting front. The total territory now regained is roughly calculated at 620 square miles. The nature of the ground over which the Germans retreated was almost all against them and they were harried by cavalry, which is now being used in force for the first time since the battle of the Marne.

Several Sharp Struggles: At a few points where nature offered an opportunity for resistance the Germans tried to make a stand and fell back only after bitter fighting. The principal of these points were the forest of Courcecamp and the village and part of the wood of Carlepoint, south of Novion. There was also a sharp struggle for the important Crouy plateau, across the river from Soissons, the capture of which is believed likely by military critics to be followed by a highly favorable development.

The situation in the whole section was at one moment compromised. In this section the French have approximately restored the line which existed before the battle of Crouy, fought in November. There was also a sharp struggle for the important Crouy plateau, across the river from Soissons, the capture of which is believed likely by military critics to be followed by a highly favorable development.

The Russian cabinet will shortly issue a manifesto dealing with Finnish liberty, according to a Petrograd dispatch to Reuters. Negotiations are proceeding with Baron Rosen, former ambassador to Washington, with a view to his appointment as governor-general of Finland.

Minister of Justice Karenska has ordered the district court at Tobolsk, Siberia, to release immediately M. Ovinnuyer, former president of the Finnish diet, and arranged for his journey to Petrograd.

Burglars Break Way Into Two Churches on Hill; Get Little Loot

Burglars broke into the Stevens Memorial Methodist Church and the Derry Street United Brethren Church during the past week. At Stevens Memorial, 30 cents in cash was all the loot obtained. At the Derry Street Church the doors were opened but nothing was disturbed.

The janitor of the Stevens Memorial noticed that a window of the church had been broken open but as it did not contain anything of value, the contents were undisturbed.

The thieves evidently tampered with the locks at the Derry Street United Brethren Church until they gained entrance. It is believed in both instances to have been the work of small boys.

Berlin Press Eager For Free Government

Amsterdam, March 19. (Via London.) The Berlin Vorwarts, comparing the situation in Russia with that in Germany, asks: "Shall the world say that all the nations on earth are free except Germany?"

The newspaper compares the declaration of the Russian provincial government with the declaration of the Chancellor Von Bethmann-Hollweg in the Prussian Diet to the discredit of the latter. It comments: "How much longer? The king should straightaway give back to the Prussian people their franchise, which was taken away in 1848."

ADAMSON EIGHT HOUR LAW HELD BINDING BY THE SUPREME COURT

Right of Congress to Fix Hours of Labor Unquestioned Chief Justice White Declares; Statute Fixes Time and Wages

STRIPS POWER OF PARTIES TO CONTRACT

Decision Reached by a Six to Three Vote; Approximately 400,000 Trainmen Will Receive Nearly \$50,000,000

By Associated Press

Washington, March 19.—The Adamson eight-hour law was held constitutional and valid in all respects to-day 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, sent into tentative effect on its passage.

The immediate temporary wage increase won by the railroad employees affect 400,000 trainmen, as of January 1, are estimated to total between \$40,000,000 and \$50,000,000.

The court's decision was 5 to 4, with Justices Day, Pitney and Van Devanter and McReynolds dissenting. Chief Justice White, in the majority opinion, said that the Adamson act and holding it "constitutional, null and void," was reversed.

Justice Reverses Act

In announcing the opinion the chief justice reviewed the negotiation leading to the enactment of the law. He said that the act was prepared by members of the House and passed by the House.

The President suggested arbitration. The employer accepted and the employees refused, said the chief justice. He then suggested a basic eight-hour day standard. The employers rejected that and the employees accepted.

How the President went to Congress was then recited.

"Congress passed the law that is before us and the carriers refused to recognize it," he continued. He said the agreement to expedite the case was very laudable.

Has Two Objects

In the early course of the opinion the chief justice said, the law was both an eight-hour act and also a wage fixing statute. He said it "strips the parties of power to contract" as to wages.

He said the eight-hour provision was the paramount feature. Regarding whether the law is an hours of labor or wage-fixing law, the chief justice said it was both. He said the question of fixing hours of labor by Congress was out of the case as unquestioned.

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 Van Devanter joined.

Three Dissent

Justices Pitney and Van Devanter, 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."

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

The chief justice cited the "hours of service act" as an instance of "hours of labor" legislation by Congress and said that the power of both private and public interest.

"The dividing line is so marked that government will not destroy the private right," said the chief justice. "The power to regulate rests upon both the private and public interests involved."

"Public Above Private Rights: He then said the right of private parties to fix private wages was an inherent right and to take it away would be unconstitutional, but added that, considering what Congress intended to do and the failure of the railroads and employees to reach an agreement, to say that the government authority did not have the power to fill the void will be to declare that the private right had destroyed the public right."

He said the power of Congress was not an "emergency power" and recited the congressional power to fix rates, prohibit rebates and a "myriad of regulations to protect the public interest." He said that power had been extended to employees, citing the "hours of service act" and others, and held there was authority of Congress to act because of failure of the railroads and employees to reach an agreement.

The railroads could not object to fixing a standard of wages, he said, because in the deadlock now is fixed.

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

PROXIMITY OF WAR LEADS RAILWAYS TO GRANT 8-HOUR DAY

Strike Averted When Managers Agree to Meet All Demands of Labor Unions at President Wilson's Appeal That Nation Is Facing the Probability of Quick Entrance Into World War; Means \$60,000,000 More Pay a Year to Nearly 400,000 Employees

Terms of Railroad Settlement

THE agreement signed by the representatives of the brotherhoods, the roads and by the committee, reads as follows: "In all road service except passenger, where schedules now read 100 miles or less, nine or ten hours or less, overtime at ten or eleven miles per hour, insert 'eight hours or less for a basic day and 12 1/2 miles per hour for a speed basis,' for the purpose of computing overtime. "Overtime to be paid for at not less than one-eighth of the daily rate per hour. "In all yard service switching and hostelry service where schedules now read ten, eleven or twelve hours or less shall constitute a day's work; insert 'eight hours or less shall constitute a day's work at present ten hours' pay. "Overtime to be paid for at not less than one-eighth of the daily rate per hour. "In yards now working on an eight-hour basis, the daily rate shall be the present ten-hour standard rate, with overtime at one-eighth of the present standard daily rate. "In case the law is declared unconstitutional eight hours or less at present ten-hour pay will constitute a day's work. "In passenger service the present mileage basis will be maintained. On roads now having a flat ten-hour day in passenger service the rule will be amended to read 'eight within ten hours.' "For all classes of employees in short turn-around passenger service where the rule now reads 'eight within twelve hours' it will be amended to read 'eight within ten hours.' "For such territory as has no number of hours for a day's work in short turn-around passenger service the eight within ten-hour rule applies. Overtime to be paid for at not less than one-eighth of the daily rate per hour. "The general committee on individual railroads may elect to retain their present overtime rules in short turn-around passenger service, or the foregoing provision, but may not make a combination of both to produce greater compensation than is provided in either basis. "In the event the law is held to be unconstitutional, if the foregoing settlement is inconsistent with the decision of the court, that application will be adjusted to the decision. If declared unconstitutional the above stands with all the provisions as written. "The foregoing to govern for such roads, classes of employees and classes of service represented by the national conference committee of railroads. "Schedules except as modified by the above changes remain as at present."

New York, March 19.—The railroad strike has been averted. Yielding to the appeal of President Wilson and facing the probability of this country's entrance into the world war, the railroad early to-day granted the demands of the four employees' brotherhoods for a basic eight-hour day. The telegraph wires this morning

[Continued on Page 14]

Harrisburg.—Hearing for Meyer Lane, arrested last Thursday in Reading, has been deferred until to-morrow.

It is charged that he is one of the syndicate that was supplying dope to the people arrested in this city who were fined last week.

CHINESE TAKE TEUTON CONCESSION

Peking, March 19.—Chinese troops have occupied without opposition, the German concessions at Tien-Tsin and Hankow. The Dutch have taken over the German consulates.

STEAMER INSURED BY GOVERNMENT

Washington, March 19.—The American Steamer, Illinois, sunk yesterday by a German submarine, was insured by the Government's War Risk Bureau for \$250,000.

New York, March 19.—The Dutch steamer, Sagua, a freighter on her way here from Cuba, sent a wireless message ashore from a point off the New Jersey coast, saying she was in no danger of sinking as a result of her collision early to-day with an unidentified bark.

EXPECT PRESIDENT TO MOVE IN U-BOAT OUTRAGE

WASHINGTON, MARCH 19.—PRESIDENT WILSON MADE ANOTHER PERSONAL VISIT TO THE STATE, WAR AND NAVY BUILDING THIS AFTERNOON AND THERE WERE INDICATIONS THAT SOME NEW DEFINITE ACTION WAS IMPENDING AS THE RESULT OF THE LATEST DESTRUCTION OF AMERICAN SHIPS BY GERMAN SUBMARINES.

METHODISTS IN LIVELY TILT

Philadelphia, March 19.—Demand by the Rev. S. M. Vernon, Roxborough, that the course of study for ministers be changed to eliminate what he termed ungodly preaching raised a lively tilt in the Philadelphia conference of the Methodist Church.

WANTS GOVERNMENT CONTROL

Washington, March 19.—Immediate nationalization of railroad control to-day was urged by Robert S. Lovett, chairman of the Board of Directors of the Union Pacific, testifying before the Congressional Committee.

MARRIAGE LICENSES

Harry Weaver and Helen Lottie Miller, Carlisle.

[Continued on Page 11]