

CZAR ABDICATES RUSSIAN THRONE; REVOLT SUCCEEDS

Dynasty of Romanoffs Ends—
Nation Now a Republic.

MONARCHY IS ABOLISHED

Soldiers Aided Revolutionists in Overthrowing the Government—500 Persons Reported Slain During the Fighting at Petrograd.

Petrograd, March 19.—Czar Nicholas II has abdicated the throne of Russia, both for himself and the twelve-year-old czarévitch. Grand Duke Michael Alexandrovitch, his brother, who had been decided upon originally to be regent, also has abdicated.

This ends the dynasty of the Romanoffs.

Russia now is virtually a republic.

Monarchy is abolished.

The executive committee of the duma issued a manifesto stating that the government of Russia will be handed for three months by a committee of twelve. For the time being, it is stated, the monarchy has been abolished. Councils of nobility in fifteen provinces have endorsed the revolutionary government.

The Grand Duke Nicholas is reported in a Renter dispatch from Petrograd to have reached the Russian capital. The dispatch says that he will probably take command of the troops.

A dispatch to the London Chronicle from Petrograd on Thursday says the empress of Russia has been placed under guard.

According to information received here the Russian people have been most distrustful during recent events of the personal influence of Empress Alexandra. She was supposed to exercise the greatest influence over Emperor Nicholas.

The Empress Alexandra, before her marriage to the emperor of Russia in 1894, was the German Princess Alix of Hesse-Darmstadt.

A popular revolution has been successful and the government of Russia rests temporarily with a self-appointed committee of the duma.

After three days of battle, in which the majority of the 30,000 troops in Petrograd mutinied and supported the revolutionists, calm has returned.

The czar's abdication was in compliance with the urgent demand of the committee of the duma, which notified him that upon his assent depended the fate of the dynasty.

Troops Back the Duma.

Telegraphing from Petrograd Wednesday, Renter's correspondent says Kronstadt, the fortress and great naval station at the head of the Gulf of Finland, 20 miles west of Petrograd, has joined the revolutionary movement.

Two deputies, Pepelau and Taskine, on instructions from the duma committee, proceeded to Kronstadt, where the troops placed themselves at the disposal of the duma.

The Copenhagen Ekstrabladet reports that the Russian consul in Haparanda, Sweden, says that former Premier Sturmer and Minister of the Interior Protopoff were killed in Petrograd. Both were charged with pro-German sympathies.

New Cabinet Announced.

A new national cabinet is announced, with Prince Lvoff as president of the council and premier, and the other offices held by the men who are close to the Russian people.

The members of the new national cabinet are announced as follows:

Premier, President of the Council and Minister of the Interior—Prince Georges E. Lvoff.

Foreign Minister—Prof. Paul N. Miloukoff.

Minister of Public Instruction—Professor Manouloff of Moscow university.

Minister of War and Navy, ad interim—A. J. Guchkoff, formerly president of the duma.

Minister of Agriculture—M. Ichingareff, deputy from Petrograd.

Minister of Finance—M. Tereshtenko, deputy from Kiev.

Minister of Justice—Deputy Kereniski of Saratoff.

Minister of Communications—N. V. Nekrasoff, vice president of the duma.

Controller of State—M. Godneff, deputy from Kazan.

The proclamation by the military governor in Petrograd forbidding any street assemblies and declaring that any disorders would be ruthlessly suppressed made it apparent that affairs were graver than the dispatches allowed by the Russian censorship would indicate.

Blow for Germany.

Authenticated dispatches from Petrograd, together with the consensus of governmental advices here, indicate that the uprising was a rebellion against the growing German reaction believed responsible for the food shortage and lack of effective military organization.

In this connection Andrew Bonar Law, chancellor of the exchequer, announcing the success of the revolution to the house of commons, said that it was comforting to England to learn that the revolution "was not directed at securing peace by Russia."

Demonstrations against the govern-

ment have been frequent during the last few weeks. The attempted robbing of the duma tanned the duma, which spread rapidly from class to class and from civilians to troops.

Sunday, it broke forth in flame. Panic-stricken, the government ordered the mounted patrols to fire on the people. The patrols refused, and a battle between the police and the troops followed, regiment after regiment joining the revolutionists, seizing arsenals, burning prisons and jails and throwing the heads of the secret police into prison.

For three days open battle raged in the streets of Petrograd. Strikes in factories and on street cars were called in sympathy with the revolution.

Wednesday the week's nightmare of revolution ended more suddenly than it had begun. Planks were pulled from windows, doors were unbarred, factories, stores and banks reopened.

The only evidence that a revolution had been fought and won was the smoldering ruins of a few public buildings. The cost in life is unknown. It is believed, however, that it did not exceed 500.

Magical and sudden as was the transition from the old to the new, it is believed here that its results will be almost immediately visible in the institution by the new Russia of a more vigorous and efficient prosecution of the war against Germany.

The duma telegraphed the principal generals at the front to use their influence with Emperor Nicholas in support of the duma's appeal for a popular government, says Renter's Petrograd correspondent.

General Brussloff, commander in chief of the armies on the southwestern front, replied:

"Your telegram received. I have fulfilled my duty to my emperor and my country."

Gen. Nicholas V. Ruzsky, member of the supreme military council, replied:

"I have carried out your request."

M. Rodzianko, president of the duma, sent the following telegram to Emperor Nicholas:

"The situation is becoming worse. Measures must be taken immediately for tomorrow it may be too late. The hour has arrived when the fate of the country and of the dynasty is being decided."

M. Chitchevitchoff, president of the council of empire, was arrested in his home and temporarily held in the ministerial room of the duma.

A telegram received by the naval attaché of the Russian embassy in Paris reported that the railways and public services in Petrograd had resumed work.

The revolution, which evidently was carefully prepared, broke out simultaneously in Petrograd and Moscow. The garrisons, which obeyed the instructions of the revolutionaries, immediately took possession of these cities after comparatively little fighting and equally small amount of destruction of property.

Petrograd Bridge Blown Up.

In Petrograd one bridge was blown up. Strict military rule prevails and the army has the situation so well in hand that it is not expected adherents of the late government will be able to offer any serious resistance, even in remote provinces.

After receiving word of the revolution, it is reported, Emperor Nicholas returned to the palace, where he arrived on Wednesday.

The following details of the revolution have been given to the press from a source usually well informed on Russian affairs:

"The soldiers refused to act against the crowd which started trouble when it heard of the ukase issued by Emperor Nicholas proroguing the duma. On Sunday the committee which had met to discuss the food situation was partly transformed into a provisional government under the presidency of President Rodzianko of the duma and included representatives of the duma council of the empire and of the municipality. The garrison agreed to support the provisional government."

Papers Fail to Appear.

Newspapers, with the exception of revolutionary publications which sprang into life with the success of the revolt, had failed to appear. Street car service at noon had not been resumed, but it was believed that night would see partial service.

The government was declared to be overthrown by the duma leaders, who met in the Mavrichitsky palace after the regular session had been adjourned by imperial ukase, and in a telegram to the emperor the popular representatives declared that a special committee, composed of the leaders of the various parties in the duma, would submit a list of names for the new cabinet.

The imperial palace at Tsarskoe-Selo is said to be in a state of siege, but thus far no fire has been reported between the guards defending the palace and the revolutionists and troops.

It is stated that General Michael V. Alexieff, former chief of staff, has been offered the military dictatorship.

Two Statesmen Killed.

Stockholm, March 19.—Passengers arriving at Haparanda, Sweden, with hospital train reported that two men of prominence in Petrograd had been murdered.

One of them was said to have been Alexander D. Protopoff, minister of the interior, and the other was believed to be Boris Sturmer, former premier.

The old Russian government, it is alleged, tried to bring troops to Petrograd from Finland to save the situation, but the troops refused to go.

Helsingfors is declared to be in a state of siege.

has seen the wanton firing of rifles and machine guns, and civil war in the main thoroughfares, but has not heard a single word against war.

"A shortage of food, the lack of organization and the neglect of the most elementary precautions are popularly ascribed to German influences. This is a word of provocation on every lip.

"The killing of Rasputin was the match that set fire to the vast heap of patriotic determination that Russia would deserve well of allies if she would give herself the chance.

NO RAIL STRIKE; U-BOAT CRISIS BRINGS ACTION

Settlement Reached Following
Note From Wilson.

EIGHT-HOUR LAW HELD VALID

United States Supreme Court Upholds the Adamson Act by Vote of Five to Four—Rules That Congress Has the Power to Act.

New York, March 21.—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 managers have agreed to the four employees' brotherhoods for a basic eight-hour day.

The decision is regarded as a complete surrender to the brotherhoods, brought about, however, after the patriotism of the railroad managers had been put to the test. The president's mediators, playing what they considered their last trump card, were not successful in their mission until after more than fifty hours of anxious conferences, all of which pointed, within a short time before the decision was announced, to an inevitable deadlock.

"Magnificent Thing," Says Lane.

Franklin K. Lane, secretary of the interior, and the other mediators were visibly affected when told of the action of the railroad managers.

Mr. Lane sent immediately for the committee of the railroads and, turning to Elisha Lee, their spokesman, said:

"This is a magnificent thing that you have done for your country. It will go down in history as one of the greatest things you ever did."

Affects 400,000 Workers.

The number of workmen profiting by this increase will be more than 400,000.

That the crisis resulting from the sinking of three American ships by German submarines was the prime factor in clearing the situation and restoring the country to normal conditions insofar as its transportation facilities were concerned, was conceded by all.

Last Appeal Is Successful.

The railroad managers and the brotherhood chiefs had been told of the seriousness of the international situation, but the warning had apparently fallen on deaf ears. It was evident that the strike, which originally had been set for Saturday evening at seven o'clock, but had been postponed to permit of further negotiations, undoubtedly would become effective unless something more intervened than the mere suggestion that the severance of diplomatic relations with Germany might lead to open hostilities.

The president's mediators again communicated with the railroad managers, however, with the result that they are said to have voted unanimously to yield to the demands of the brotherhoods in order "that neither at home nor abroad should there be fear or hope that the efficient operations of the railroads of the country will be hampered or impaired."

Roads Act for U. S. Defense.

The conference committee of railroad managers early Monday morning authorized President Wilson's mediators to make whatever arrangements were necessary with the railroad brotherhoods to call off the threatened strike.

The formal letter in which this authorization was made, signed by Elisha Lee, chairman of the managers' committee, was as follows:

"In the national crisis precipitated by events of which we heard this afternoon, the national conference committee of railroads joins with you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operation of the railroads of the country will be hampered or impaired."

"Therefore you are authorized to assure the nation there will be no strike, and as a basis for such assurance we hereby authorize the committee of the council of national defense to grant to the employees who are about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operation of the railroads as an indispensable arm of national defense."

Court Holds Adamson Law Legal.

Washington, March 21.—In an epochal decision holding congress to be clothed with any and all power necessary to keep open the channels of interstate commerce, the Supreme court on Monday, dividing 5 to 4, sustained the Adamson law as constitutional and enforceable in every feature.

The immediate effect of the decision will be to fix a permanent eight-hour basic day in computing wage scales on interstate railroads, for which a nationwide strike twice has been threatened, and to give, effective from January 1 this year, increases in wages to trainmen of about 25 per cent, at a cost to the railroads estimated at from \$40,000,000 to \$50,000,000 a year.

The court, through Chief Justice White, declared both carriers and their employees engaged in a business charged with a public interest subject to the right of congress to arbitrate compulsorily a dispute affecting the operation of that business.

In delivering the opinion the chief

justice departed at this point from his written text to emphasize the position of men operating trains in a time of national emergency by comparing them to soldiers facing an enemy.

Coming on the heels of the concession of the eight-hour basic day by the railroads at New York, to avert the threatened strike, today's decision is regarded as largely supplanting that agreement and also removing for all time, through the broadest interpretation of congressional authority outlined by the court, the probability of future transportation paralysis.

How Court Divided.

Joining in with the chief justice in sustaining the law were Justices McKenna and Holmes—his immediate seniors in point of service—and Justices Brandeis and Clarke, junior members. Dissenting for various reasons were Justices Day, Van Devanter, Pitney and McReynolds.

The majority upheld the public right to have interstate commerce uninterrupted as a basic principle paramount to interests of the railroads or their operatives—both declared to be in public service and subject to the supreme unrestricted power of congress to take any action necessary to maintain freedom and uninterrupted of interstate commerce.

Either as a law fixing wages or hours of labor, the court decided, congress had authority to enact the Adamson statute.

Right of Regulation.

"The public interest begets a public right of regulation to the full extent necessary to secure and protect it," said the opinion.

Concurring in the main principles enunciated by the majority, Justice McKenna expressed the opinion that the law is an hours-of-service and not a wage-fixing statute. He also suggested increase of railroad revenue probably would be provided if wage increases resulted.

In upholding the statute the majority reversed Federal Judge Hook's decree enjoining its enforcement and dismissed the railroads' test suit, leaving the federal government free to enforce the statute under its stringent penalties.

The wage increase sustained dates back to January 1, when the Adamson act was made effective. Railroads have been keeping account of trainmen's wages due for prompt payment upon this decision.

Will Ask Rate Raise.

The temporary wage increases are effective under the law until the Goethals commission reports, while the future wage scales under the permanent eight-hour-day standard will await either private or congressional action after the report.

That the railroads will ask either congress or the interstate commerce

were disturbed. Postal inspectors who boarded the ship at quarantine in response to a wireless message from the captain were informed that the looted sacks had been ripped open with a knife. Captain Benson said that as late as Saturday the mails were intact.

After the robbery was discovered Sunday, the crew was searched and two cabin and one steerage passengers, suspected, were examined. No clue was uncovered and the passengers were not detained.

Twenty-Six Bags for Washington and British Embassy on the Saxonia Opened.

New York.—Twenty-six bags addressed to Washington and the British embassy at Washington were found to have been rifled on board the Cunard liner Saxonia upon its arrival here.

The vessel brought 1,350 sacks, only those containing the official

AGREEMENT SIGNED BY ROADS AND MEN SETTLING DISPUTE

New York, March 21.—The following agreement was signed on Monday by the members of the railway managers' committee and brotherhood chiefs formally settling the questions in dispute. The agreement was signed before the United States Supreme court handed down its decision upholding the constitutionality of the Adamson eight-hour law.

"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 twelve and one-half 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.

"The general committees 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 constitutional, 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.

"Schedules, except as modified by the above changes, remain as at present."

Washington Told of Attacks.

Washington, March 20.—The official information of the sinking of three American vessels by submarines in the barred zone reached the state department on Sunday from Consul Frost at Queenstown and told of the sinking of the City of Memphis. It read:

"American steamer City of Memphis, Cardiff to New York, sunk by German submarine 4 p. m., 17th inst., 35 miles south of Fastnet.

"Fifteen survivors landed at Hull, 7 a. m. today.

"Thirty-four additional survivors are on admiralty vessel, which continues search for eight missing.

"Will land Baltimore, Ireland."

Consul General Skinner at London cabled the department a meager report on the sinking of the three ships in which he said:

"American steamer City of Memphis, Cardiff to New York, reported sunk. Some of crew landed. Patrol boat going to pick up rest. American steamer Illinois, London to Port Arthur, reported sunk. American steamer Vigilancia reported torpedoed without warning."

Consul General Skinner's report was believed to refer to the Vigilancia.

"State of War Exists."

With the announcement of the ruthless destruction of three unarmed American merchant ships by submarines, it was unofficially admitted here that virtually a state of war exists between the United States and Germany.

Technically the United States remains in a position of armed neutrality. Whether this shall be changed before April 16, the date fixed for a special session of congress, the war-making branch of the government, President Wilson has not decided.

One step the president is contemplating is a call for an immediate session of congress to hear an address asking for authority to adopt aggressive measure against the submarine menace.

Illinois Was Tankship.

New York, March 20.—The Illinois was a tank steamship owned by the Texas company of New York. It sailed from Port Arthur February 17 for London. Marine records do not chronicle the arrival or departure from London.

The Illinois was of 5,225 tons gross. It was 390 feet long, 52 feet of beam and was built in Newport News, Va., in 1913. Its master was Captain Iversen.

The steamship Vigilancia, owned by Walker, Armstrong & Co. of Savannah, sailed from New York for the Azores and Havre on February 28, according to latest marine records. It was 4,115 tons gross, a freighter, 820 feet long and 45 feet of beam. It was built in Chester, Pa., in 1890.

Hundreds Die in Explosion.

Copenhagen, March 20.—A large munitions plant at Cologne blew up on Tuesday, according to information received from German sources by a newspaper at Kolding. Several hundred workmen perished.

Forced to Raise U. S. Flag.

New York, March 20.—Bouck White, who is serving a 30-day sentence in the Tombs for burning an American flag, will raise the flag on the flagstaff in the Tombs yard each morning, and haul it down at night.

3 AMERICAN SHIPS SUNK BY U-BOATS; 48 MEN MISSING

Vigilancia, City of Memphis and Illinois Destroyed.

ATTACKED WITHOUT WARNING

Dispatch From London Declares Fourteen of Crew From the Vigilancia and Several From the City of Memphis Have Not Been Landed—Washington Gets Report.

London, March 20.—The sinking of the American steamships City of Memphis, Illinois and Vigilancia was announced here on Sunday.

Fourteen men from the Vigilancia are missing, as are some of the men from the City of Memphis.

The crew of the Illinois was landed safely.

The City of Memphis, in ballast from Cardiff for New York, was sunk by gunfire. The second officer and 15 men of the crew have been landed. A patrol boat has gone in search of the other members of the crew.

The Illinois, from London for Port Arthur, Tex., in ballast, was sunk at eight o'clock Sunday morning.

The Vigilancia was torpedoed without warning. The submarine did not appear. The captain, first and second mates; first, second and third engineers and 23 men of the crew have been landed at the Scilly islands. The fourth engineer and 13 men are missing.

The City of Memphis carried a crew of about fifty officers and men, virtually all American-born citizens or Americans by naturalization.

The captain, three mates and chief engineer and three assistants and the steward were Americans by birth. Most of the crew were born in Norway and the fireman in Portugal or Spain, but had taken out final citizenship papers in the United States.

The cook was an American negro. Captain Borum of the City of Memphis was a Virginian.

The vessel was owned by the Ocean Steamship company of Savannah. It left there on January 23 for Havre, France, with cotton. It arrived there on February 6 and word was received here by owners of the departure for Cardiff to take on bunker coal for her voyage toward New York.

The City of Memphis was of 5,252 tons gross. It was 377 feet long, 49 feet of beam and was built in Chester, Pa., in 1902.

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