

BRITISH SHIP SUNK

LONDON REPORTS TWO MORE VICTIMS ON WEDNESDAY.

NEW BATTLES FIERCE

Berlin and Petrograd Reports Wednesday Show That Fighting Now Going on is Heaviest of War—Russians Attempt Advance—Carpinthians See Bloody Battles.

LONDON reports Wednesday that the British steamer Oakby was torpedoed by a German submarine off Rye Tuesday. Her crew was rescued by a fishing smack and landed at Ramsgate.

The Oakby was bound in ballast from London for Cardiff, Wales. She was struck on the port side. Her main hatch was blown off, her decks were splintered and the binacle was hurled into the air. One life boat was swamped by the great volume of water thrown up by the explosion of the torpedo.

The fishing smack Gratia, which was four miles off, felt the shock of the explosion and hastened to the scene. The fishermen tried to take to the crew of the Oakby, no member of which was injured.

The periscope of a submarine was seen before the explosion by the chief engineer of the Oakby. An attempt was made to tow the Oakby to Dover but she sank off Folkestone. The official information bureau announced Wednesday afternoon that the Clan MacNaughton, an armed merchant cruiser, is missing.

The vessel was last heard from February 3, and it is feared she is now perishing in the waters surrounding Great Britain, continuing to furnish fresh developments, involving ships of neutrals in both Europe and America.

Along the East Prussian border the fiercest engagements of the eastern campaign are taking place. An official statement from Petrograd says that in these battles villages changed hands several times. Three German attacks on Przasnysz, where the conflict is sharpest, are said to have been repulsed.

A Berlin dispatch says it is reported there that "further obstacles have arisen" to prevent an invasion of Russia. The correspondent of a Paris newspaper estimates that the Germans lost 50,000 men in the fighting in the north.

The Carpathians the series of detached battles continues with no sign of a conclusion. The Russian war office announced that Austrian attacks at several points were repulsed with enormous losses for the attacking forces. It is claimed that during the last month more than 45,000 Austrians have been captured.

COTTON SHIP SINKS

ANOTHER AMERICAN STEAMER GOES DOWN ON A MINE.

Berlin Reports Second Disaster to U. S. Ship—Says Captain Did Not Follow Safety Course.

Berlin reports Tuesday that the American steamer Carib has gone to the bottom of the German coast in the North Sea as a result of striking a mine. At the time of the disaster the Carib was not using the route laid down in the German marine instructions.

The German admiralty has communicated a memorandum to Commodore Walker R. Gherardi, the American naval attaché, pointing out that the destruction of the American steamers Evelyn and Carib was due to their not following the course prescribed by the German admiralty to a point northwest of Helgoland.

Savannah reports Mr. Armstrong, president of the company which owns the Carib, as saying that the Carib's cargo was insured by the government war risk bureau, and that the ship itself was insured partly by the war risk bureau and partly by outside companies.

Mr. Armstrong said that the Carib had a German pilot aboard, who was taken on at the Hook of Holland, and he further said the ship, according to his advice, was following the customary course through the North Sea.

The Carib was a regular member of the Clyde Steamship company's Boston-Charleston freight service for a number of years, and until a few months ago was a regular visitor to Charleston from New York. She was sailing for Europe with cotton she was sold by the Clyde Line to Walker, Armstrong & Co., of Savannah, who are locally represented by the Carolina Company.

With a cargo said to consist of 4,000 bales of cotton, she was with Capt. Edgar C. Cole in command, steamed from Charleston on January 27 for Bremen. The vessel was loaded at the command of W. Gordon McCabe & Co. by the Carolina Company.

The number of crew members on board is estimated at between thirty and thirty-five. A copy of the ship's papers was not available after the report of her sinking was received.

With the exception of the ship's master on board, but two other officers were reported as being on the Carib. They were Chief Engineer Cune and Chief Officer Gifford.

Capt. Cole was the junior captain on the Clyde Line. He has been in active service as a captain for more than fourteen years, and is said to have been a thoroughly capable skipper. He is a native of Massachusetts.

MAKES PROPOSALS

U. S. WILL AMELIORATE DAN-GER STOK ALL NEUTRAL.

This Country Has Proposed Some Form of Supervision Over Distribution of Foodstuffs in Germany—Blockade to be Cancelled?

Proposals have been made informally by the United States to both Great Britain and Germany suggesting a basis for an understanding on the subject of foodstuffs for the civilian population of belligerents and submarine warfare against merchant ships.

Coincident with the revelation that a new move had been made by the Washington government came dispatches telling of the blowing up of a second American vessel, the steamer ship Carib, near the German coast, an incident which increased anxiety on the part of officials for an early understanding with the belligerents.

The wreck of the first vessel, the Evelyn, was viewed by President Wilson as a tragic accident, due to possible failure of the captain to heed the German admiralty's instructions respecting the location of mine fields.

Proposals made to the belligerents, it is known, are of far-reaching importance. They were embodied in confidential memoranda which both Ambassadors Page and Gerard were instructed to take up informally with the respective foreign ministers at London and Berlin.

The belief most commonly held was that the United States had proposed some form of supervision over the distribution of foodstuffs to the civilian population of Germany, either by American consular agents or by American consular agents and an American organization.

Earlier in the day, the president indicated that he had not decided whether the notes received from Germany and Great Britain on the sea zones and the use of neutral flags, would be accepted.

Officials spoke guardedly but with no concealment of their apprehensions over the situation which might develop if American lives were lost as a result of a submarine attack.

Under the law the president has the final word in all matters in the army and navy which involve dismissal from the service.

The British admiralty announces that the Irish Channel and the North Channel waters lying between England and Scotland and Ireland, have been restricted for navigation from Tuesday.

SIX OFFICERS PUNISHED

THEY WERE COURT-MARTIALED FOR VIOLATING RULES.

Fletcher Says Some of the Sentences Were Too Mild—President Saves Offender from Dismissal.

The discipline that prevails in the Atlantic fleet is emphasized in an order of the navy department, just made public, in which it is announced that six commissioned officers of the navy have recently been court-martialed for violations of the naval regulations.

In one instance Rear Admiral Fletcher sent back the findings with instructions to submit a disagreeable recommendation to the first recommendation was too lenient.

The officers named in the navy department order are Lieut. Rufus F. Zogbaum, Jr., of New York, Ensign H. A. Ward, of New York, Lieut. J. S. Ingram, of Indiana, Ensign Jay K. Esler of Michigan, and Ensign John T. Melvin of Oklahoma.

Lieut. Zogbaum was much in the public eye immediately following the outbreak of the war in Europe as a second American vessel, the steamer ship Carib, near the German coast, an incident which increased anxiety on the part of officials for an early understanding with the belligerents.

Lieut. Zogbaum was charged with neglect of duty and was tried on board the superdreadnought Arkansas while that ship was at the navy yard in New York. He was found guilty and sentenced to be publicly reprimanded by the secretary of the navy.

Ensign Esler was charged with neglect of duty and was tried on board the Arkansas at the navy yard in Brooklyn. The charge against him was that he had failed to see that the court sentenced Zogbaum to lose one number in his grade.

Ensign Melvin was tried on the dreadnought Michigan at Philadelphia and found guilty of drunkenness and was sentenced to be publicly reprimanded by the secretary of the navy.

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RUSSIAN RABBIT RUN

EFFORTS TO CUT OFF RUSSIAN ARMY BECOMES HUNT.

Dispatch from Poland Gives Account of Recent Operations in Which von Hindenberg Made Quick Drive to Cut Off Russian Army Under Gen. Sievers.

A dispatch from Suwalki, Poland, describes the recent fighting in East Prussia. The German forces under Field Marshal von Hindenberg, by hard fighting and extraordinary marches, inflicted such a striking defeat on the Russians as to leave the latter in a state of confusion.

The fighting has been described as a "great hunt" in which the Russian army, composed of the Tenth army, were commanded by Gen. Sievers.

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DIRECTS BATTLE BY WIRE

TELEPHONE OPERATOR HAD REMARKABLE VIEW.

Picture of Soldiers Fighting as Directed by His Nerve Center, the Telephone Dugout.

The Associated Press correspondent at Berlin writes: A Hamburg soldier, who acted as telephone operator in the fighting at Soissons, had a remarkable view of the operations from his dugout.

"My den," he writes, "suddenly became the meeting place for officers, and for several days it has borne the name, 'Central Telephone Station of Field Artillery.' The name says enough to explain itself. All orders pass through my wires, giving directions for our artillery fire at important points.

"Outside we hear the wild rage of the battle. Suddenly our dugout seems to be caving in; stones crumble from the roof; we stop breathing and a terrible pressure in the air seems about to flatten our chests. What was that? The younger soldiers tremble and grow pale, but the veterans give a quick and meaning glance, and the new men who have not yet been in the battle recover themselves and proceed calmly with their work. It was after all only a little touch from the telephone operator's hand that did not fall directly over our dugout and proceed with their telephone work, knowing that any delayed message might cost much German blood. Meanwhile the tide of battle is turning back and forth.

"Our infantry is falling back and has lost connection with adjoining troops. The first and third companies of the regiment have disappeared or 'height number' must be stormed at once. The first battalion under a 'height number' must be helped at once. The artillery must lengthen its range 300 meters at once, as it is endangering our infantry. 'Capt. B' has just fallen; 'Lieut. S' assumes command. 'Field artillery' must immediately open fire from its losses here. 'Enemy's artillery' galloping away. Ten minutes later that road is screened with smoke as our shells fly further and further into the thick masses of men and horses. The horses dash away. That was one of our shares in the 'height number'.

"The smoke has cleared away, and our field artillery is shooting at more important game—a field artillery in the road, which is now at rest forever. 'Hurrah!' is shouted through the telephone. With the announcement 'height number' has been taken completely, also the height 132, (naming a little fort). Enthusiasm for a moment and then the telephone service goes on with the same zeal and energy. We have had great successes. 'Not a man' has been taken, 'the enemy' is retreating. We only drink black coffee from morning till night, and that is all that keeps us on our feet. The enemy's artillery gradually stops firing, but our fires more hotly if possible. Suddenly the urgent call: 'The whole artillery will prepare for an attack on the 'height number' at 2:40. Crocy is taken after a hard struggle, and occupied by our brave field-grays. Two hours later 'Vauxrot is ripe for attack and is taken by storm with only small losses. Another hour and the glass has been cleared up. The 'height number' is shot to pieces, falls into our hands. That was a splendid supporting point of the French; and now there is no longer any holding out on our side. Their riflemen run to the Aisne in great masses and guns to the bridges for the south bank. Our artillery tears with rapid fire through the disorderly masses. Hundreds of these brave soldiers redden the soil of the native land with their blood.

"Having finished the formation in the interior of their country of several new corps and deciding to continue the transportation of troops from their west front in order to meet the emergency against us, the Germans suddenly launched it in two columns against Gen. Sievers.

"One column drove in from the south and threw back the Russians to the east. The other column, which was made up of the lake ways to East Prussia and the other column from the north swung round to the eastward and southward, aiming to join the southern German column and 'cut off' the retreat of the Russians.

"The two wings closed to the east of Suwalki and Augustowo only a few hours too late to catch the entire army. Most of the units of the Russian force, however, were caught.

"The delay which enabled the remnants of the Russian army to escape, compared to a gigantic rabbit run, or surround, in which men were the prey.

ENGLAND ANSWERS

AMERICAN NOTE ON USE OF FLAG IN RIEN J. Y. TONE

TALKS ABOUT LUSITANIA

Says Belligerent Must Establish Identity of Ships Under Neutral Flags Before Taking Action—Refers to Use of British Flag by American Ships in Civil War.

The British foreign office Friday night issued a note in reply to the representations of the United States government concerning the use of the American flag by British vessels.

The following is the text of the note of Great Britain to the American note as handed to Walter Hines Page, the American ambassador:

"The memorandum communicated on the 11th of February calls attention to courteous and friendly terms to the action of the captain of the British steamship Lusitania in raising the flag of the United States of America when approaching British waters, and says that the government of the United States feel certain anxiety in considering the possibility of any general use of the flag of the United States by British vessels traversing those waters, since the effect of such a policy might be to bring about a menace to the lives and vessels of United States citizens.

"It was understood that the German government had announced their intention of sinking British merchant vessels at sight by torpedoes without giving any opportunity of making any provision for the saving of lives of non-combatant crews and passengers. The use of the flag of the United States by British vessels traversing those waters, since the effect of such a policy might be to bring about a menace to the lives and vessels of United States citizens.

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