The Manning Times.

VOL. XXVIII. MANNING, S. C., WEDNESDAY, APRIL 14, 1915.

FRENCH ARE ACTIVE

ATTACK GERMANS BETWEEN THE MEUSE AND MOSELLE

SURUGGLE ARE FURIOUS

Battles in the Carpathians Continue Vigorously—Italy Continues Preparations for War—Greek King Counsels Prudence, Saying Preparations are Made Without Abandonment of Neutrality.

Friday's war summary follows: "On both the western and eastern fronts battles are in progress which may effect vitally the future course of the war.

"In France between the Meuse and the Moselle the allies are attempting to force back the German wedge. Paris claims a large amount of ground has been won, but Berlin contradicts this. The loss of life probably is heavier than that in any other engagement in the west since the battle of Soissons.

"The furious struggle along the Carpathian front continues, particular importance attaching to the fighting in the Beskids, over which the Russians are attempting to force their way to the plains of Hungary. Although Petrograd says the Austrian army has been cut in two and the Russians now have a clear road to Hungary, Vienna insists that effective resistance is being offered.

"Italy continues rapidly her military preparations, but no decision has been reached whether she will participate in the war. It is reported from Geneva that Italy is withdrawing railroad equipment from the Swiss frontier for the movement of troops to the territory adjoining the Austrian Tyrol. The border fortresses have been garrisoned and equipped.

"King Constantine of Greece is quoted as saying his country is in a position similar to Italy, having made military preparations without abandoning neutrality. The king expresses confidence that Greeks all over the world would fight enthusiastically should war be decided upon, but counsels a policy of prudence.

"Further negotiations between Bulgaria and the triple entente powers may be initiated for the purpose of ascertaining the intentions of Bulgaria. A Rome dispatch says the pro-Russian party in Bulgaria, favoring the country's participation in the war on the side of the allies, is seeking to bring about an understanding."

London reports Friday: The French offensive between the Meuse and the Lorraine frontier is developing, while the Germans are making fierce counter attacks.

An analysis of the situation by the French general staff shows the French movement of the last few days has been on three sectors. The first is on a front of 14 miles east of Verdun, the actual line running southwest from a point near Etain; the second on a front between St. Mihiel and Pont-a-Mousson where the French are attacking from the south and the third is in the north in the vicinity of Gussainville where the French now dominate the valley of the Orne and are threatening the railroad beyond the Orne.

The French advance thus is being pressed from three bases in three different directions. Paris official reports say French forces on fronts many miles long have occupied new ground measuring from several hundred yards to two miles deep. That the German resistance to these advances has been stubborn is strikingly indicated by the French report that the Germans on one point of the attack left 1,000 dead on the field.

From the diplomatic standpoint interest again is centering in Greece. Former Premier Venizelos, apparently despairing of obtaining King Constaintine's support in his effort to secure retraction of the repudiation of his policy by the present cabinet, has decided to retire from politics and may leave the country.

Vienna reports: "Obstinate fighting in the sector of the East Beskid mountains (along the boundary between Hungary and Galicia), which has lasted for several weeks, reached its climax at Easter. Continual Russian attacks, especially on both sides of the Laborcza valley, where the enemy was reinforced by a majority of the troops which had besieged Przemysl, were repulsed with enormous losses to the enemy. Counter-attacking, German and Austrian troops captured on the heights to the west and east of the valley several strong Russian positions.

"Though the fighting at this point has not yet terminated, our success in the Easter battle, in which some 10,000 unwounded prisoners were captured, is indisputable.

"In some parts of the wooded districts east of the Labordcza valley severe fighting is progressing.

"In southeast Galicia there have been artillery combats at some places.

"In west Galicia and Russian Poland it is comparatively quiet."

WOFFORD BOYS MARCHED IN.

But They Couldn't Turn Around and March Right Out Again.

Twenty-eight Wofford college boys were ordered to appear in police court of Spartanburg to answer the charge of disorderly conduct. In celebration of Wofford's baseball victory over the Presbyterian college at Clinton Tuesday, the Wofford lads marched into a moving picture theatre. The lads evidently intended to turn right around and march right out again, but before they did so the police were at the doors, the mayor of the town had been summoned and Dr. Henry Nelson Snyder, president of the college, was called in a hurry to confront the isolated column. They were lined up in the lobby of the play house, while the police took their full names to be recorded.

Illinois Drys Win.

A total of 55 out of 106 counties in Illinois are entirely dry, three new counties—Marion, Franklin and Jasper—having been added to the dry column in Tuesday's local option elections. About 100 saloons were voted out. The chief majority was in Centralia, wet for sixty years.

Warships at Hampton Roads.

Sixteen ships of the Atlantic fleet which have been engaged in manoeuvers in Cuban waters for several months, anchored in Hampton Roads early Wednesday.

WANTS MAYOR REMOVED

ATTORNEY SAYS HE WAS BOMBARDED WITH EGGS.

Affidavit is Filed in Governor's Office Requesting Removal of A. P. Russell, Mayor of St. Stephens.

"Just as soon as I can get my personal effects, I am going back to Massachusetts where I can live in peace and not be plastered over with rotten eggs," said Nathan Barnett, formerly of Massachusetts, but now a practicing attorney of South Carolina, when speaking of an alleged assault on him April 2, made by the mayor of St. Stephens, Berkeley county, and a "mob."

Mr. Barnett is a native of Massachusetts, but has been living in this State since August, 1912. He was admitted to the Massachusetts bar in 1895 and admitted in South Carolina in the fall of 1912, he said.

The affidavit filed in the office of Gov. Manning requested the chief executive to issue an order to the mayor to show cause why he should not be removed from office. It also asked that the magistrate at St. Stephens and the sheriff of the county be required to investigate the 'riotous affair on the said second day of April."

The following is the paper filed in the office of Gov. Manning:

"To His Excellency, Richard I. Manning, Governor of South Carolina.

"The complainant, Nathan Barnett of St. Stephens, Berkeley county, and State of South Carolina, respectfully alleges and says, that he is an attorney at law duly admitted to practice law in this State and that on and before the second day of April, 1915, was practicing law in St. Stephens, S. C.

"That he was retained as counsel by C. Wulbern and Co. to collect a judgment against A. P. Russell, et al., at St. Stephens, S. C., and that he was attorney for said plaintiffs, obtained from the Court of Common Pleas for Berkeley county an execution against the said A. P. Russell and turned said execution over to the sheriff of Berkeley county to levy an execution, and that the said sheriff in accordance with the laws of this State, levied on the property to satisfy said execution.

"That on April 2, 1915, at about 5:15 p. m., while your complainant, the said Nathan Barnett, was about to board a train in St. Stephens, S. C., to go to Marion, S. C., to attend a case in the Court of Common Pleas, that the said Nathan Barnett was mobbed and assaulted by being rotten egged before he could get on the train in said St. Stephens, S. C., station.

"That the said A. P. Russell was leading the said mob in committing the said assault on the said Nathan Barnett.

"That the said A. P. Russell is the mayor of said St. Stephens, S. C.

"Wherefore, your complainant respectfully prays that your excellency issue an order on said A. P. Russell, mayor of St. Stephens, S. C., to show cause before your excellency why he should not be removed from his office as mayor of St Stephens, S. C., as chief magistrate and peace officer of said St. Stephens, S. C., and also direct an order to the magistrate of St. Stephens, Berkeley county, S. C., and the sheriff of the said Berkeley county to make an investigation about the riotous affair on the said second day of April, 1915, at said St. Stephens, S. C., and report to your excellency about same, and for any other relief as your excellency may deem just and proper in this matter.

"Respectfully submitted,

"Nathan Barnett."

An affidavit setting forth the allegations is attached and signed by Nathan Barnett.

CHASED BY SUBMARINE.

Liner Escapes Undersea Boat After Damage by Shell Fire

Liverpool reports Friday: The captain of the Blue Funnel Line steamer Theseus, which left Liverpool March 27 for Java, has sent a report of an exciting chase by a German submarine. The Theseus escaped, damaged by shell fire.

On March 29 at 7 o'clock in the morning, the Theseus sighted the submarine 40 miles southwest of Bishop Rook lighthouse. The submarine signalled her to stop and abandon ship, but the order was ignored and the Theseus put on full steam and started zig-zagging. The submarine opened fire. The chase continued until 10:30, when the submarine abandoned the pursuit and appeared to turn her attention to a small steamer flying the Norwegian flag.

Of the seven explosive shells fired by the three-inch gun of the submarine, five struck the Theseus and did considerable damage. The main mast was badly cut and the quarters of the firemen in the poop were wrecked.

The distance covered during the chase was about 57 miles. The Theseus maintained a speed of about 17 knots. From time to time she fired explosive distress signals in the hope of attracting the attention of a British warship. The captain of theeta ish warship.

The captain of the steamer believes that had it not been for the rough sea the submarine would have overhauled the Theseus. No member of the crew of the Theseus was injured. All the damage to the vessel was above the water line and only temporary repairs were required.

New Board of Pardons.

Gov. Manning has appointed the following board of pardons: H. C. Tillman of Greenwood, D. C. Ellison of Columbia and W. E. Jenkinson of Kingstree.

Turkish Cruiser Lost.

A semi-official dispatch from Petrograd says the Turkish cruiser Medjidieh struck a mine near the Russian coast Saturday and was destroyed.

Russia Claims 600,000 Austrians.

A Petrograd dispatch says there are more than 600,000 Austrians now in prison camps in Russia.

Germany Asked for Indemnity.

A full indemnity has been requested from Germany for the loss of the Fye, which the German Prinz Eitel Friedrich sunk.

CRUISER INTERNS

EITFL FRIEDERICK GIVES UP TO PORT AUTHORITIES

EXPECTED AID FAILS

Commander Thierichens Sends Word to Officials That Rather Than to Deliver His Men to Certain Death He Feels Compelled to Hand Over His Ship to Their Keeping.

Commander Max Thierichens, of the German auxiliary cruiser Prinz Eitel Friedrich, asked the United States government, through port authorities at Newport News, Va., Wednesday night, to intern his ship and crew for the war.

Up to the last moment the German skipper kept up the appearance of being ready for a dash to sea, and when the time for decision finally came he explained that failure of "expected relief" to arrive had made it necessary to intern rather than "deliver crew and ship to fruitless and certain destruction by British and French warships waiting off the Virginia Capes."

Thursday the commerce raider made her last cruise of the war. She was taken to the Norfolk navy yard across Hampton Roads from the ship yard, where she has been laid up since limping into port on March 10, after the remarkable commerce destroying voyage from the Orient during which she sent the American ship William P. Frye to the bottom.

Determination of the German commander to intern his ship immediately operated to lift the American embargo against merchant ships of allied European nations leaving that port. More than a score of British merchant vessels, which had been held up, were permitted to leave.

Actual internment of the Prinz Eitel, it was arranged in conferences between Rear Admiral Beatty, commander of the Norfolk navy yard; Rear Admiral Helm, of the battleship Alabama, and Collector Hamilton, was accomplished Thursday, the sea raider to be taken to the Norfolk navy yard at Portsmouth, Va. There, breech locks of her guns will be removed and connecting rod of her engines detached.

Collector Hamilton received final instructions from the Washington government late Wednesday. When he reached the Eitel Friedrich, he found Capt. Thierichens awaiting him. The German officer handed the collector a sealed envelope containing his announcement. The letter was as follows. The announcement was in the form of a telegram to Assistant Secretary Peters, of treasury, from Collector Hamilton, and was signed by Capt. Thierichens. It said:

"I inform you that I intend to intern S. M. S. Prinz Eitel Friedrich. The relief I expected appear not to arrive in time so the number and force of the enemy cruisers watching the entrance of the bay makes to me impossible the dash for the open sea with any hope of success. I have decided not to deliver crew and ship to fruitless and certain destruction. Being obliged for the courtesy shown by all United States authorities, I am expecting your orders. I have sent the same information to Rear Admiral Telm, U. S. S. Alabama.

"Respectfully,

(Signed) "Thierichens."

While Collector Hamilton read the announcement which he immediately transmitted to Assistant Secretary of the Treasury Peters at Washington, there was a spirit of gloom aboard the ship. Officers and crew appeared downcast. Commander Thierichens declared that he was heartbroken to be compelled to resort to such a step.

Unofficially, he stated that he had never intended to intern if it were possible to avoid it; that he had hoped for the arrival of German forces to do battle with the British and French warships off the American coast and thus clear the way for his return to the open sea.

"I would like to have gone to sea myself," Commander Thierichens declared. "I would not hesitate to go, but I had to think first of my men." He said he realized the futility of coping with the superior naval forces of the allies off the Virginia capes.

As soon as Collector Hamilton had received the decision of Commander Thierichens he notified Rear Admiral Beatty. The latter notified Rear Admiral Helm, on board the battleship Alabama, guarding the channel to the sea, to prevent departure of the Prinz Eitel Friedrich from this port after midnight Wednesday night. The decision of Commander Thierichens to intern came at the close of a day filled with mysterious developments. Up to the last few hours of grace the German captain had not said a word to Washington officials about internment. He had coaled and provisioned his ship. Repairs to her boilers had been made and everything was prepared for a dash to the sea. German warships had been expected to arrive to aid the Eitel Friedrich. Just what these plans were which did not materialize could not be learned. The commander is said to have declared, however, that the reported approach of the German cruiser von der Tann with submarines, was not a part of the plans of the German government for his relief. The decision of the Washington government as to the time extended the Eitel Friedrich to remain in American neutral waters was reached March 20. From these terms the government never deviated. They were delivered to Commander Thierichens on that date in a letter written by Collector of Customs Hamilton, as follows:

"Norfolk, Va., March 20, 1915.

"The Commander, S. M. S. Prinz Eitel Friedrich:

"Sir—Further governing the stay of S. M. S. Prinz Eitel Friedrich in the territorial waters of the United States, I have in compliance with instructions from my department, to advise you as follows:

"The department of state has received from the navy department the report of the board of naval officers, who made an examination of S. M. S. Prinz Eitel Friedrich, now in this harbor, with a view to ascertaining repairs necessary to put the vessel in a thoroughly seaworthy condition, and from this report it appears that the time required for repairs will be a period of fourteen working days. The government has concluded, therefore, that S. M. S. Prinz Eitel Friedrich will be allowed until midnight of the close of the 6th day of April next to complete her repairs and that she will be allowed twenty-four hours in addition, or until midnight of the 7th day of April, to leave the territorial waters of the United States, or failing this that she will be under the necessity of accepting internment within American jurisdiction during the continuance of the wars in which your country is now engaged.

"This information will, of course, be held in the strictest confidence, it having been imparted only to yourself in this letter and by the honorable secretary of state to his Excellency, the German ambassador at Washington.

"With renewed assurances of my highest consideration.

"Norman R. Hamilton,

"Collector."

The letter which Collector Hamilton carried to the German commander was as follows:

"April 7.

"Commander S. M. S. Prinz Eitel Friedrich—Sir: By direction of my department, I have to advise you that if the Prinz Eitel Friedrich departs from this port by 12 o'clock, midnight, of this day, April 7, 1915, which is the time limit prescribed by the government of the United States in which she must depart or otherwise be under the necessity of accepting internment within American jurisdiction during the continuance of the war in which your country is now engaged, it will be necessary for her to depart from the territorial waters of the United States by 4 a. m. April 8, 1915.

"This is imperative.

"Norman R. Hamilton,

"Collector."

Tugs Dragging for F-4.

The tugs Navajo and Intrepid, dragging for the lost submarine F-4, in the harbor of Honolulu, are reported to have secured a solid hold on the submarine with a two and one-half inch cable.

Mob Attacks Restaurants.

Fifteen hundred men who had been refused further relief work in Vancouver by the city of Vancouver, B. C., attacked restaurants and fruit stores, breaking the windows and carrying away fruit.

EXPECT BETTER BUSINESS

U. S. BANK EXAMINERS FIND MARKED IMPROVEMENT.

With Exception of Maine General Depression Does Not Exist—Agricultural and Manufacturing Increases.

Business conditions throughout the country are showing improvement in almost all lines, according to reports from varicus bank examiners, made public Thursday night by the treasury department at Washington. Eighty of the ninety examiners in the United States reported a permanent improvement and Maine is said to be the only state where real depression exists.

"Pronounced hopefulness is prevalent in nearly every district," says the announcement. "Agricultural conditions are generally excellent and commercial lines, with comparatively few exceptions, are enlarging their activities, mainly through an increased demand, but in some cases preparation for activity is expected to develop with the coming of good weather. Manufacturing is on the increase and those industries having orders for supplies from foreign countries continue especially active.

"Further orders have been placed for cars and rails by the railroads and some large contracts have been made for structural iron for large buildings."

The statement attributes depression to unusual conditions abroad, but says that business here has been stabilized through the application of economy.

"The South," it continues, "is showing marked improvement. The sale of cotton is active and advancing prices, with the result that all business in that section is feeling a steady and pronounced improvement. The prospects for large crops are generally excellent and there will be greater diversification.

"The western states and the Pacific states are showing a general improvement.

"The New England and Middle Atlantic states and portion of the Central West, although generally reporting an improvement, seems to feel the past depression to the greatest extent. Farmers, however, generally have had satisfactory results but manufacturing, with the exception of that to fill foreign orders, is feeling the improvement to the least extent. There is improvement, however, in most lines. Savings bank deposits are increasing and generally banks have an abundance of money.

BOMBS ARE TESTED.

Army Aviators Make Experiments on San Diego Field.

As a result of recent tests at the army aviation station at San Diego, Cal., bombs suitable for use with aeroplanes have demonstrated their practicability and certainty of action. Some of the bombs successfully demonstrated were pear-shaped, while others were of an elongated, cylindrical type. The weight of the former type was 15 pounds while the cylindrical types weighed 50 and 100 pounds each.

Details of the tests will not be disclosed but it is understood the pear-shaped bombs were somewhat unstable in flight with coresponding inaccuracy in hitting the mark. The flight of the elongated type, however, was said to have been more accurate, the bombs striking within 20 or 30 feet of the desired mark from an altitude of two thousand feet.

ZEPPELIN DISSATISFIED.

Aged Count Blames Airship Crews for Not Attacking London.

Count Zeppelin is not satisfied with the manner in which his airships are being handled. He recently called together his engineers and the captains at Friedrichshafen and criticised them on several scores.

The count said the full power of the Zeppelins had not been employed and that longer raids than any made heretofore were possible. He also said there was too much disposition to await favorable weather conditions. He believed an attack on London and the lower Thames had been delayed unnecessarily. The count also is understood to have criticised his captains for retreating from hostile airmen.

MANY ARE FOUND GUILTY

MAYOR AND OTHERS OF TERRE HAUTE CONVICTED.

U. S. Government Wins Case of Conspiracy to Corrupt the Election Last November.

The 27 men of Terre Haute, Ind., including Mayor Donn M. Roberts, charged in the federal court with conspiring to corrupt the election of last November, were found guilty by a jury Tuesday. The case has been on trial since March 8.

Judge Anderson announced he would sentence the convicted men, together with 89 who were indicted jointly with them and have pleaded guilty, next Monday.

All the defendants except Alexander Aczel were permitted by the court to remain at liberty under previous bonds. Aczel, alias Steel, has been in jail for several weeks unable to give bond of $5,000 for alleged attempts to influence government witnesses.

The federal government placed its claim to jurisdiction in the fact that a United States senator and a member of congress were being voted for in the election. It is said that this was the first time the federal government had ever interfered in an election on this contention and that the idea was original with Frank C. Dailey, United States district attorney for Indiana.

The indictment on which the men were tried is in four counts. The first count is based on section 19 of the United States criminal code, the subject matter of which is conspiracy to injure persons in the exercise of their civil rights. The indictment charges that qualified voters were prevented from exercising that right.

Conspiracy to defraud the United States by corrupting the election is charged in the second count, which is based on section 37 of the criminal code, which was used in the dynamite conspiracy case here two years ago.

In brief, the third count alleges that, in furtherance of the scheme to defraud the United States, the defendants placed letters in the mails, and it is also based on section 37.

The final count charges a scheme to defraud the gamblers and saloon keepers of Terre Haute, and in furtherance of this scheme a letter was placed in the mails. This count is based on section 215 of the penal code of the United States.

The federal grand jury began its investigation about two weeks after the election of November 3, 1914, and returned the indictment on December 24, naming 126 men. United States Marshal Mark Storen and his deputies began making arrests Christmas night and took into custody 116 of the men indicted. The remaining 10 have not been apprehended.

Eighty of the men arrested pleaded guilty when arranged on January 12, 1915, eight more entered the same plea before the trial was begun, and another pleaded guilty when the trial was almost over.

Former Mayor Roberts and 26 others, A. O. Stanley, former congressman from Henderson, Ky., filed a demurrer which was overruled by Judge Anderson on February 1. The trial was delayed until March 8, after the adjournment of congress, to accommodate Mr. Stanley.

The taking of evidence was begun March 10 and the government rested March 27 after having examined 297 witnesses, 21 of whom were recalled to the stand, bringing the number up to 318. The defense used 76 witnesses, including only 12 of the 28 defendants, and brought its case to an abrupt end on March 31. On rebuttal, the government introduced 23 witnesses, completing that phase of the case in a half day. The defense had no surrebuttal and after motions to instruct the jury to acquit seven of the defendants had been overruled the arguments were begun last Thursday. Each side was allowed 10 hours for arguments.

PLAN BIG FLIGHTS.

Aero Club of America Plan Stations and Routes.

Ocean to ocean flights along three routes are planned by the Aero club of America as a part of its national ninety days' aeroplane competition, beginning at July 4 next, the club announced Saturday at New York. The competition announced recently is designed to assist the war and navy departments in developing aviation corps for the National Guard and naval militia and also to demonstrate the practicability of aeroplane mail carrying.

"To carry the competition into every state, the contest committee of the Aero club has outlined three main transcontinental routes," says the statement. The contest committee believes there will be many aviators, who, in flying for the daily cross-country prizes of $100 a day, will find themselves on the way across the continent and who will find it to their advantage to keep on in an effort to gain the sea to sea prize.

"For water flying it is proposed to establish a distance prize. Starting and landing places for water aeroplanes will be located on the Atlantic, Pacific and Gulf coasts and the Great Lakes. The stations on the Atlantic will include Portland, Maine, Boston, Newport, Providence, New Hayen, Norfolk, Charleston and Savannah. Every naval militia station on all coasts will be made a landing and starting station.

WANT THE SCREENS DOWN.

Spartan League to Use Referendum on Pool Rooms.

At a meeting of the Christian Workers' League held at Spartanburg Tuesday night, in the rooms of the chamber of commerce, it was decided to take advantage of the referendum clause of the city charter and submit to the voters of the city the much-debated pool room ordinance which council has declined to pass. The League wants the screens removed from all pool rooms in the city. Not long ago the council passed an ordinance requiring a police officer to visit the pool rooms once every hour in the day.

If the vote is in favor of the passage of the ordinance, it is a city law, regardless of the attitude of council. Dr. Snyder, president of Wofford college, was one of the strongest advocates of the referendum. There were those who suggested the issue was too small to go before the people with, but the idea that principle was involved predominated and the league voted to have the election called.

DENOUNCES LIQUOR

BRYAN SAYS DEMOCRATS SHOULD VOTE FOR PROHIBITION

PARTY SHOULD DECIDE

At Present It Looks as if Neither Party Will Make the Issue—Secretary Denounces Liquor Interests for Their Attempt to Gain Control of the Parties.

Secretary Bryan Wednesday night made public a letter he had written to L. W. Kennington, Democratic national committeeman from Iowa, expressing the hope that Iowa Democrats would take a stand for prohibition and vote against officials who could be controlled by the liquor interests.

In a statement given out with the letter, Mr. Bryan said he hoped to see the Democratic party take the prohibition side wherever the question was raised, and that if the liquor interests insisted on making an issue in the election of a national committeeman, the people opposed to the liquor traffic could not afford to ignore it.

"I do not know to what extent the liquor question will be an issue in the campaign next year," Mr. Bryan added. "At the present time it does not seem probable that it will find a place in the platform of either the Democratic or the Republican party, but there is no reason why the national committeemen should not represent the sentiment of the party on this subject as on other subjects."

Mr. Kennington had written Mr. Bryan that his name was being used in behalf of a candidate for the national committee.

In his lecter to Mr. Kennington Mr. Bryan said:

"The legislature of Iowa has voted statutory prohibition, and has also submitted to the people a prohibition amendment to the constitution. It becomes necessary, therefore, for the voters of Iowa to act upon the liquor question, both in choosing another legislature and in voting upon the amendment submitted. The Democrats of Iowa, constituting a considerable portion of the voting population, must take action upon this subject, both in the nomination and election of legislators, and also directly as they vote upon the prohibition amendment.

"I take it for granted that the Democratic party will act upon the subject in its state and local conventions, and even if it does not, the individual action taken by the members of the organization will, to a greater or less extent, commit the party on this subject and thus affect the party's strength in the state.

"It is proper that the national committeeman should represent the attitude of the party on this question; in fact, the liquor interests have already ruled out one good man because he is 'dry.' The only way in which the sentiment of the party can be made evident in advance of a convention or an election is for each person to vote as he thinks, if he acts as an individual, or as his constituents think, if he acts as a representative.

"The liquor question is a moral question, and our party's hope of success in the state of Iowa for years to come will, in my judgment, depend upon the manner in which it meets this question and the position it takes upon it.

"If I were a citizen of Iowa I would make my opinion on the subject manifest by casting whatever influence I have in favor of the selection of officials who would not be controlled by, or under obligations to, the liquor interests, but would be positively and definitely committed to the home as against the saloon. The brewer, the distiller and the saloon keeper are in conspiracy against all that is pure in society, in all that is sacred in the family—against all that is good in industry and desirable in government. I do not mean to say that every brewer, every distiller or every saloon keeper is consciously conspiring, but the business in which these men are engaged is the enemy of progress and civilization, and they are not in position to oppose the influences that dominate it. Those who represent the liquor interests are conscienceless in their methods; they debauch the individuals through whom they act and any party to which they dictate. The Democratic party can only hope for success when it gives expression to high ideals and makes itself the champion of the noblest principles and the best policies.

"Whenever a moral question is raised, therefore, there is but one side to it, unless the party is willing to sell its soul for a support which can not be accepted even temporarily without the forfeiture of public respect.

"It does not matter much what particular individual is chosen as national committeeman, but it matters a great deal, whether he stands on the moral or immoral side of the line that separates the forces that are soon to engage in political battle in Iowa. It would be better to take an obscure man who is right on the liquor question than a well known man who is wrong on the liquor question, for an unknown man ceases to be unknown when he becomes the exponent of a righteous cause—he borrows strength from his cause; whereas, individual strength and influence dwindle into nothingness under the blight of an unholy alliance with an immoral cause.

"If, therefore, anybody asks you my opinion, you may say that in any contest between a 'wet' and a 'dry' candidate for national committeeman I am for the dry candidate, and that I shall be greatly disappointed if the Democratic party in Iowa does not throw the weight of its great influence against the liquor interests and all that they stand for or desire."

Secretary Bryan's statement follows: "The letter to Committeeman Kennington explains itself. It was being urged in behalf of one candidate that I favored his selection. When this was brought to my attention, I felt that if my opinion was desired, it ought to be given to all, and that the reasons for that opinion should be stated so that the Democrats of Iowa would know what weight, if any to give to it.

"The prohibition question is an issue in Iowa and this fact is so clearly understood by the liquor forces that one of the leaders of the wet element of the Democratic party in Iowa objected to a very excellent man on the ground that he belonged to the drys.

"If the liquor interests insist upon

(Continued on last page.)

TO PAY FOR WM. P. FRYE

GERMANY AGREES TO INDEMNITY ASKED BY U. S.

Von Jagow Gives Quick Response to American Note—Claim Allowed for Unexpected Reason.

Ambassador Gerard has cabled the following note, which has been received from the German government, stating its intention to compensate the owners of the ship William P. Frye, sunk in the high seas, by the commerce raider Prinz Eitel Friedrich. The reply of the German government follows:

"The undersigned has the honor to make reply to the note of his excellency, Mr. James G. Gerard, ambassador of the United States of America dated the 3rd instant, relative to claims for damages for the sinking of the American merchant vessel, William P. Frye by the German auxiliary cruiser Prinz Eitel Friedrich.

"According to the reports which have reached the German government, the commander of the Prinz Eitel Friedrich stopped the William P. Frye on the high seas January 27, 1915, and searched her. He found on board a cargo of wheat consigned to Queenstowns, Falmouth or Plymouth to order. After he had first tried to remove the cargo from the William P. Frye, he took the ship's papers and her crew on board and sank the ship.

"It results from these facts that the German commander acted quite in accordance with the principles of international law as laid down in the declaration of London and the German prize ordinance. The ports of Queenstown, Falmouth and Plymouth, whither the ship visited was bound, are strongly fortified English coast places, which moreover serve as bases for the British naval forces. The cargo of wheat being food or foodstuffs was conditional contraband within the meaning of article 24, number 1, of the declaration of London and article 23, number 1, of the German prize ordinance and was therefore to be considered as destined for the armed forces of the enemy pursuant to articles 33 and 34 of the declaration of London, and articles 32 and 34 of the German prize ordinance and to be treated as contraband pending proof of the contrary.

"This proof was certainly not capable of being adduced at the time of the visiting of the vessel since the cargo papers read to order. This, however, furnished the conditions under which pursuant to article 49 of the declaration of London and article 113 of the German prize ordinance, the sinking of the ship was permissible, since it was not possible for the auxiliary cruiser to take the prize into a German port without involving danger to its own security or the success of its operations. The duties devolving upon the cruiser before destruction of the ship pursuant to article 50 of the declaration of London and article 116 of the German prize ordinance were fulfilled by the cruiser in that it took on board all the persons found on the sailing vessel as well as the ship's papers.

"The legality of the measures taken by the German commander is furthermore subject to examination by the German prize court pursuant to article 51 of the declaration of London and section 1, number 2, of the German code of prize procedure. These prize proceedings will be instituted before the prize court at Hamburg as soon as the ship's papers are received and will comprise the settlement of questions whether the destruction of the cargo and the ship was necessary within the meaning of article 49 of the declaration of London; whether the property sunk was liable to capture and whether, to what extent, indemnity is to be awarded the owners.

"In the trial the owners of ship and cargo would be at liberty, pursuant to article 34, paragraph 3, of the declaration of London, to adduce proof that the cargo of what had an innocent destination and did not therefore have the character of contraband. If such proof is not adduced the German government would not be liable for any compensation whatever, according to the general principles of international law.

"However, the legal situation is somewhat doubtful in the light of the special stipulations applicable to the relations between Germany and the United States, since article 13 of the Prussian-American treaty of friendship and commerce of July 11, 1799, taken in connection with article 12 of the Prussian-American treaty of commerce and navigation of May 1, 1828, provides that contraband belonging to the subjects or citizens of either party can not be confiscated by the other in any case, but only detained or used in consideration of payment of the full value of the same.

"On the ground of this treaty stipulation, which is as a matter of course binding on the German prize court, the American owners of ship and cargo would receive compensation even if the court should declare the cargo of wheat to be contraband. Nevertheless, the approaching prize proceedings are not rendered superfluous since the competent prize court must examine into the legality of the capture and destruction and also pass upon the standing of the claimants and the amount of indemnity.

"The undersigned begs to suggest that the ambassador bring the above to the knowledge of his government and avail himself, etc., etc.

(Signed) "Jagow.

"April 4, 1915."

AVOIDS COTTON CONGESTION.

Italians to Allow All American Cargoes to be Exported.

As a result of the efforts of American Ambassador Page, instructions have been issued from the foreign ministry at Rome to allow all American cotton billed through this country to be exported. Difficulties in the way of moving the commodity now are due to congestion.

There are 158 ships at Genoa waiting to unload, while outside the harbor 116 vessels are waiting to enter. Methods employed in unloading the ships prevent more than 3,000 bales of cotton entering the port daily.

To Begin Alaskan Railway.

Work on the Alaskan railway is to begin as soon as President Wilson determines upon the route to be followed.

French Ship Destroyed.

The fishing vessel Paquerette, French, was sunk by a German submarine off Etretat Saturday.

COMES IN PORT

ANOTHER GERMAN RAIDER STOPS AT NEWPORT NEWS, VA.

DESTROYS 15 SHIPS

Evading Hostile Warships for Eight Months Converted Cruiser Kronprinz Wilhelm Slips Past Cordon of Ships Off Coast of Virginia and Asks Help.

The German converted cruiser Kronprinz Wilhelm, another of those elusive raiders of commerce in the South seas, slipped into the harbor of Newport News, Va., Sunday and asked for fuel and provisions.

Many times reported destroyed, the former North German Lloyd liner evaded hostile warships for eight months while she sent fifteen merchantmen to the bottom, and her officers says she was forced to steal her way through a fleet of four allied cruisers off the coast in order to reach the refuge.

"We got in without being seen by the enemy, and we can get out the same way," declared her commander, Lieut. Capt. Paul Thierfelder, formerly navigating officer of the German cruiser Kirlsruhe.

When she anchored off Old Point the Wilhelm had less than twenty-five tons of coal and scant provisions for the crew of 500 men and 61 prisoners from British merchant ships sunk in the South Atlantic.

Of the firteen ships that the drab-painted 15,000-ton cruiser came with with a record of capturing, fourteen of them sunk, nine were British, four French and one Norwegian. The British ship Chasehill, captured, was allowed to proceed, taking to shore more than 300 prisoners from previous raids. The value of these ships and their cargoes officers of the Wilhelm estimated at $7,000,000.

Since she slipped out of New York harbor, August 3 last, as a German merchant and passenger steamer, the Wilhelm never touched land and took 960 prisoners from various vessels destroyed.

Most of these were sent to South American ports on German ships which met the raider in response to wireless calls. The 61 now on board, who will be landed, are British sailors taken from steamships Tamar, destroyed March 25, and Coleby, destroyed March 27 last. The toll of destruction credited to the Prinz Wilhelm included the following vessels:

Destination and cargo of vessels sunk by the German auxiliary cruiser Kronprinz Wilhelm:

British steamer Indian Prince, Capt. Gray, from Bahia for New York with coffee and cocoa and five pessengers. Thirty-two officers and men. Sunk September 4, 1914.

British steamer Lacorrentina, Capt ——, from LaPlatte for London with five 5,600,000 pounds meat. Twenty-six passengers, 95 officers and crew. Sunk October 7, 1914.

French bark Union, Capt. Gregorie, from Port Talbot for Valparaiso with 3,100 tons coal. Twenty-four officers and crew. Sunk October 28, 1914.

French bark Anne deBritagne, Capt. Picard, from Fredrikstad for Sydney and Newcastle with cargo wood. Twenty-four officers and crew. Sunk November 21, 1914.

British steamer Bellevue, Capt. Robertson, from Liverpool for South America with 4,000 tons coal. Sunk December 4, 1914. Thirty-four officers and crew.

French steamer Mont Agel, Capt. ——, from Marseilles for South America, in ballast. Thirty-two officers and crew. Sunk December 4, 1914.

British steamer Hemisphere, Capt. ——, from Hull for Rosaric, with 5,000 tons of coal. Twenty-six officers and crew. Sunk December 28, 1914.

British steamer Potario, Capt ——, Liverpool for South America, in ballast. Forty-seven officers and crew. Sunk January 10, 1915.

British steamer Highland Brae, Capt. ——, London for Beunos Aires, with meat and shoes. Fifty passengers and 91 officers and crew. Sunk January 14, 1915.

British schooner Wilfred M., Capt. Parks, St. Johns for Bahia, with fish and potatoes. Seven officers and crew. Sunk January 14, 1915.

Norwegian sailing ship Semantha, Capt. Halversen, Linnton for Falmouth, with cargo wheat. Twenty-three officers and crew. Sunk February 5, 1915.

French passenger steamer Guadaloupe, Capt. Jasseau, Beunos Aires for Bordeaux, with general cargo. One hundred and forty-three passengfiers. One hundred and fifty officers and crew. Sunk February 23, 1915.

British steamer Tamar, Capt. ——, Santos, for Savre, with 68,000 sacks coffee. Thirty-three officers and crew. Sunk March 25, 1915.

British steamer Coleby, Capt. Crighton, Rosario for St. Vincent; with cargo wheat. Twenty-eight officers and crew. Sunk March 27, 1915.

The British steamer Chasehill was stopped February 22, 1915, and after privisions had been requisitioned by the German cruiser, she was allowed to proceed with 300 prisoners transferred to her from the Konprinz Wilhelm.

Prohibition for Alaska.

A bill submitting the question of territorial prohibition at the general election November 4 passed the lower house of the Alaska legislature Tuesday 14 to 2. It now goes to the Senate. The bill would become effective January 1, 1918.

Aeroplanes for Russia.

One hundred and fifty aeroplanes for the Russian army arrived in Tacoma, Wash., Thursday night for shipment to Viadivostok. They are valued at between $2,000 and $4,000 each.

Doubles Order for Shrapnel.

An order calling for 45,000 tons of steel rounds for shrapnel has been placed with the Carnegie Steel company by a Cleveland concern acting for the French government.

British Ship Torpedoed.

The steamer Northlands, 2,000 tons, loaded with iron, was sent to the bottom Tuesday.

Merchant Marine Grows.

The United States merchant marine increased 135 vessels, of 485,586 tons, during the month of March.