

# The Morning Times

MANNING, S. C., WEDNESDAY, DECEMBER 8, 1915.

VOL. XXVIII.

## SENDS BOY-ED HOME

### VON PAPPEN ALSO PERSONA NON GRATA IN THIS COUNTRY

#### BERNSTORFF NOTIFIED

#### Friday's Cabinet Meeting Discusses Subject and Lanning Announces Decision Later—No Other Action Could be Taken After Convictions in New York Trial.

The state department late Friday announced formally that it had asked for the recall of Captain Boy-Ed and Captain von Pappen, naval and military attaches respectively of the German embassy in Washington, because of the objectionable activities in connection with military and naval matters.

Secretary Lansing is understood to have informed Count von Bernstorff, the German ambassador that Captain Boy-Ed, naval attaché of the German embassy, had rendered himself persona non grata to the United States government through the conspiracy of the Hamburg-American line, who were found guilty in New York.

The subject was understood to have been the subject of discussion at the cabinet meeting Friday. Secretary Lansing said that he had refused to answer questions on the subject and other members of the cabinet were equally silent. The German embassy also refused to talk about it.

The state department was believed to be of the opinion that as Captain Boy-Ed had admitted his connection with the financing of the operations which the New York jury gave a verdict as being illegal, there was nothing else to do but inform the German government of the same.

In informing the ambassador that the attaché is persona non grata, the United States leaves it with the German government as to the manner in which Capt. Boy-Ed shall terminate his connection with the embassy, and the usual diplomatic procedure in the case of an attaché of an embassy or a legation whom the United States finds objectionable.

Captain Boy-Ed's name was mentioned in connection with the chartering of ships from the Hamburg-American line to German vessels which were to be used to transport military supplies.

The German embassy manifested to the state department its displeasure with features of the trial which were not under charges. The state department in turn indicated that it could not permit any action of the department which would tend to the particular course toward foreign diplomatic officials.

## RUSSIAN TROOPS ENTER BULGARIA SAYS REUTER

### London Receives no Direct or Specific Confirmation—Move Has Far-reaching Effect.

London reports Friday: "News that the Russians have entered Bulgaria has an intense interest. There is much speculation as to the next development." Reuter's correspondent at Saloniki telegraphed: "It is expected that this move will have a far-reaching effect on the internal politics of Bulgaria and will modify the whole aspect of affairs in the Balkans."

## PRESIDENT ENTERTAINS Princeton Class of '79 Gathers at the White House.

President Wilson gave a dinner at the White House Tuesday night to fellow members of the Princeton class of '79. For the evening the president again was "Tommy," the name by which his classmates knew him. Fifty-nine members of the class, including Cyrus McCormick, Cleveland P. Dodge and Robert Bridges, attended the dinner.

The president received his classmates in the blue room and later conducted them to the state dining room, where the table was set. No military or naval aides were present. A number of informal addresses were made. The president was congratulated on his coming marriage and told many stories of college days were told.

## FORD PEACE SHIP READY; LEAVE FOR EUROPE TO-DAY

### Steamer Sails From New York With Party of Peace Enthusiasts Aboard for Christiania.

The Scandinavian-American Line Steamship Oscar II, on which Henry Ford has taken passage for his peace expedition to The Hague, will leave New York Saturday afternoon on schedule time, according to agents of the line, who were seen Friday. Mr. Ford was engaged in her first and second cabins for his peace voyage.

Halvor Jacobsen, the line's manager, says the Oscar II should be at Christiania by December 14 or 15. Concerning the possibility that the British warships might take the steamer to Kirkwall, he said that few of the line's steamers had been taken there recently as the British government has been content with stopping the vessels on the North coast of Ireland.

## AUSTRIAN CABINET QUILTS AFTER KAISER'S VISIT

### Amsterdam Says Three Members Have Resigned—Austrian Emperor Confirms News.

Amsterdam reports via London Wednesday: Reports that several members of the Austrian cabinet have resigned were confirmed by an autograph letter from Emperor Francis Joseph, published in the Wiener Zeitung of Vienna. The emperor has accepted the resignations of Dr. Karl Hrenoth, minister of the interior; Dr. Rudolf Schuster von Bonnet, minister of commerce, and Baron Engel von Malsteden, minister of finance.

## BIG MILITARY SPECTACLE

### Emperor of Japan Reviews Forces in Tokio.

The greatest military spectacle of peace times in the history of Japan was witnessed in Tokio Thursday. Fifty thousand soldiers in the Imperial Guard and cavalry were reviewed by Emperor Yoshihito in celebration of his coronation. Ten aeroplanes and several dirigibles represented the aerial arm of the service.

Before the parade, the emperor rode through the ranks. He was accompanied by the military attaches of the various embassies, including Col. James A. Irons, the American attaché.

## TILLMAN IN CHARLESTON

### Senator Tillman Will Visit Seaport While Fleet is in Harbor.

Senator Tillman has returned to his post at the capitol, being one of the Democratic caucus of the Senate last Monday. The senator is occupying the same suite of offices as chairman of the naval committee, but being one of the Democrats, he is unable to exercise his private office, back of the committee room, commanding an admiral view of the east front of the capitol building and of the plaza and grounds which it overlooks.

## ITALY TO AID SERBIA

### London Says News Will Probably Clarify Balkans.

Italy has announced her adhesion to the treaty of London, whereby the Allies undertake not to conclude a separate peace and also has declared her intention of sending help to the Serbians. This news, it is believed in London, will go far to clear up the situation, especially in Greece, where negotiations are still proceeding on the Quadruple Entente's request that Greece allow the Allies free use of her railways and other police facilities during the war against submarines.

Last advice indicates that the negotiations are likely to end in complete satisfaction to the Entente powers. The assurance that Italy, as well as Great Britain, France and Russia, is to give military support to the Serbians in their effort to regain their lost territory, makes the case for Greek assistance stronger.

## Rumania About Ready.

### London Reports Wednesday: Rumania Will Deliver an Ultimatum to Austria as soon as the Entente Allies concentrate five hundred thousand men in the Balkans. It is reported in Bucharest, says a Central News dispatch from that city.

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## U. S. NAVAL DEFENCE

### CAPT. NIBLACK DISCUSSES OUR SITUATION IN PACIFIC

#### ISLANDS CONTROL OCEAN

Commander of Dreadnought Michigan Shows Necessity of Fortifying Guam, Tutuila, Midway, the Aleutian Islands and Honolulu—Coaling and Providing Stations Needed.

At the annual meeting of the Society of Naval Architects and Marine Engineers, held in New York, Captain Albert B. Niblack, U. S. N., vice-president of the society, read a paper, given below in part, on "The Maintenance of the Fleet," in which he discussed from an entirely new angle the naval defense of the United States, primarily on the Pacific coast. Captain Niblack is one of the navy's most distinguished line officers, and is now commanding the dreadnought Michigan of the Second Division of the Atlantic Fleet.

Due to our geographical position, our second line is the navy, which must ever be prepared to act on the offensive, as its chief value lies in mobility and initiative.

The third line is the sea coast and other line defenses, with a mobile land force to protect the land approaches. From its immobility this third line is essentially defensive.

Whatever legitimate differences of opinion we may have as to our national policies as a world power, it would be well to bear in mind that our fleet is our chief defense against an enemy who may have as a world power.

In the first place, geography has placed our ocean on either side of us, between us and our powerful neighbors. Looking across the Atlantic, we have always accepted a defensive role, and talked, and thought, and built, to repel an enemy if he showed.

This habit of thought, of waiting for something, of holding back, of expecting things to come to us, has almost destroyed our initiative, has kept back our foreign trade, and almost driven our flag from the ocean.

Geography, acquiescence or destiny has presented us in the Pacific with Alaska, the Hawaiian Islands, Tutuila, Midway (Sand) Island, and Guam, as stepping stones across the Pacific, and, by their possession, imposed upon us the same policy as if they were actually in the hands of an enemy.

The Pacific permits to us no defensive policy such as we have softened ourselves to in the Atlantic. Our fleet must defend us on the Pacific, as we should scuttle in the Philippines. We can wiggle, and squirm, and make a wry face over paying the bill, but we can never evade ultimately the duty of adequate preparation.

Suppose that on January 1, 1916, there should be assembled off Panama, in the Pacific, a fleet to make a leisurely voyage to Manila and return by way of Tutuila, Midway, and Sand Island. Let us assume that this fleet consisted of thirty battleships, twenty of our largest cruisers (now mostly out of date because deficient in speed), forty destroyers, twenty colliers, three supply ships, and the fleet repair ship Vestal.

In order to state the problem of supplying this fleet in its simplest form, the speed is ten knots, no bad weather is encountered, there are no delays from breakdowns, and the time to give the fleet is six days, its trip is at an absurdly low figure.

As the stretch from Panama to Honolulu is 4,665 miles and the ships of lesser coal endurance, and Greek touch at Magdalena Bay would be only by a narrow margin, the direct route is this stop is made. Stopping at San Diego, Cal., instead, would have made a difference of 435 miles.

We have at Balboa a fine refueling plant and an embryonic fuel station, and the fleet is supposed to sail from there full of coal and fuel oil. The assumption is a very liberal one that eighteen tons of oil per mile will cover the fuel consumption of the battleships, cruisers, and destroyers and that 1,000 tons of coal and 160 tons of oil will cover their daily consumption in port.

According to London Engineering, the average collier or freighter will burn one-sixth of a ton of coal per mile, or one-eighth of a ton of oil, and will burn about twelve tons of coal, ten tons of oil, in port per day. Our battleships carry nearly forty days' fresh provisions, and their months' dry provisions, an 502

## REFRIGERATOR SUPPLY SHIPS

Glacier, and Celtic may be emptied on reaching Guam, to proceed to Sydney, Australia—3,000 miles—to fill up and return to Guam to meet the fleet on its return voyage.

	Coal,	Oil,
	tons.	tons.
Panama to Magdalena Bay (2,265)	49,000	8,500
Magdalena Bay to Honolulu (2,543)	5,000	300
In port 5 days	55,000	9,500
In port 5 days	5,000	200
Honolulu to Guam, via Midway (3,450)	74,700	13,000
In port 5 days	19,000	1,500
Guam to Manila (542)	33,500	5,800
In port 10 days	10,000	1,600
Total (10,000)	232,200	41,600
Taking from the "Naval Pocket" Book		
The ships enumerated as comprising this fleet, adding to it the carrying capacities of coal and oil of the twenty colliers, and comparing the sum with the consumptions of fuel in the foregoing table, we have:	Coal, tons.	Oil, tons.
In bunkers	129,000	16,900
As cargo	120,000	35,100
Total	249,000	45,000
Consumed as per table	232,200	41,600
Margin	6,800	3,400

It should be stated that the two new oil carriers, Kanawa and Maumee, now ready for service, are included in the list of colliers. These two help swell the margin, and as above is uncomfortably small, and we are at once confronted with the problem of 240,000 tons of coal and 40,000 tons of oil required to get the ships to the coast.

The fourth line is the regular army, which, like the navy, is essentially offensive.

The fifth line is the trained reserve, and that we have not. As patriotic and self-sacrificing as are the individuals who compose the regular army, they are not trained with knowledge of the facts, can count the militia as a trained reserve. For all that it is, we should, however, be deeply thankful.

The sixth line is the reserve of equipment—guns, ammunition, clothing, food and fuel—together with the manufacturing establishments to turn out whatever additional is needed, from a button to a battleship. Untrained men, as a war asset, are of little value, and the cotton in the bale is simply a valuable raw material.

With adequate supplies of coal and oil at Honolulu, Midway, and Guam, we may attain the desired mobility of the fleet even in war, provided we adequately fortify Guam and Midway. The cost would not exceed that of one battleship.

In time of war the high speeds required in scouting, and protecting the fleet, are of great importance. The demand for fuel, and the ten knots per hour for the fleet shows how narrow is the margin, as it gives the very minimum, easily increased by leaps and bounds, under stress of war operations. It is estimated that probably 200,000 tons of coal a month would be required along this route in time of war.

Two things stand out clearly in this project—the necessity for speed for the fleet shows how narrow is the margin, as it gives the very minimum, easily increased by leaps and bounds, under stress of war operations. It is estimated that probably 200,000 tons of coal a month would be required along this route in time of war.

These colliers, repair and supply ships, fitted with five-inch and six-inch guns and officered and manned by regular officers and men, should be able to give a good account of themselves in time of danger and would not need the sheltering and shepherding that must be given to a heterogeneous lot of chartered and untrained vessels in such favorable circumstances.

This leads up to the question of either purchasing additional colliers and supply ships, or the cost of chartering them. We need all the available merchant ships for other purposes, viz., our expanding foreign trade, and maintaining what we have.

A purchased ship will require at least two months to overhaul and adapt her to government requirements. During the War with Spain we purchased colliers having a gross tonnage of 42,500 tons at a cost of \$75 per ton. Economic and serviceability point to the entire desirability of building ships for the special service required.

In supplies are included reserve ammunition, clothing, equipment, fresh provisions, clothing, equipment, fresh water, "canteen" stores, both afloat in supply ships and at the naval bases. Fuel means the ability to deliver the blow on our own terms, and at a minimum cost. Delay means the loss of time based on available means, and, in modern war, you can not plan and then assemble stores to execute the plan.

After war is declared it becomes a question of supplies and weapons at the front, or of falling back to the rear, and the necessity to gather from every source the supplies needed even for the defensive.

With fortified island bases each would be a self-sufficient store to rally forth, attack and harass, and to which to return for supplies, rest and overhaul.

Our real coast line would become, as it were, more remote, as the obstacles in his path hindered his free movements, and, on the other hand, these island bases would have the effect of extending our line out into the ocean for our own forces. As sources of supply they are as valuable to the enemy as to us, unless we fortify them adequately.

## BIG POWDER EXPLOSION

### CAUSES DEATH OF THIRTY

#### Dupont Powder Yard Experiences Blow-up—Entire House Disappears With Workmen.

Thirty workmen were killed and six fatally injured at Wilmington, Del., Tuesday when four tons of black powder exploded at the upper Hagley yard of the Dupont Powder company. Nearly all the victims of the blast were young men between sixteen and twenty-one years of age. Most of them lived in and about Wilmington.

The explosion was in a packing house, where black powder pellets are prepared for shipment to the warring nations. The packing house was one of a large group of buildings which make up the upper Hagley plant, about three miles northwest of the city.

The blast rocked the Brandevine Valley and shook and startled Wilmington. Workmen ran from every building and shack in the wide area which the company's plant covers. When the great column of smoke which rose from the spot where the packing house stood, disappeared, there was only a big hole in the ground. Twenty-six men were in the house that disappeared. The others killed and wounded were hit by flying debris.

The pellet packing house was a one-story frame building, eighteen by twenty feet, and was divided into six rooms. Nearby buildings were damaged. Company officials said the property loss was small.

One theory advanced by workmen is that the explosion may have originated in a spark from a horse's shoe on a spark caused by a small car running over some spilled powder. A workman said that just before the explosion a car in which there were several men and two horses along a narrow-gauge track to the entrance of the packing house to be prepared for shipment.

The powder is packed into boxes holding about fifty pounds each. Some of the powder, it was said, may have spilled from the car. Either a horse's shoe or the wheel of a car could have ignited the explosive and caused a flash to reach the powder in the house.

## BALKAN STATES MUDDLED; BOTH SIDES ARE WORRIED

### Action of Greece Torments Allies, While Expectation of Rumanian Action Affects Teutons.

London reports Wednesday: The Balkan states continued to dominate both the military and diplomatic situation in Europe. Rumania's attitude apparently is causing the central powers great uneasiness, and it is estimated that probably 200,000 tons of coal a month would be required along this route in time of war.

Rumania is said to be only waiting the presence in the Balkans of a preponderant Entente military force before dispatching an ultimatum to Austria, and German military critics, according to dispatches reaching London, express considerable dissatisfaction with conditions in the Balkans, predicting both military and diplomatic difficulties ahead despite the brilliant Serbian campaign of Field Marshal von Mackensen.

Moreover, it is reported that Austria is opposed to the possibility of a Bulgarian dispatch to the Balkan States, and it is suggested that desire to forestall any friction in this connection was responsible for the German emperor's recent visit to Vienna.

Germany steadfastly refuses to concede Entente demands for the unrestrictive use of the Greek port of Saloniki, as a base, and furthermore declines to remove her army from Macedonia.

## TEUTONIC ALLIES QUARREL OVER RUMANIAN QUESTION

### Paris Says Hungary is Determined Not to Grant Territorial Concessions to Rumania.

Paris reports Wednesday: Diplomatic circles at Rome believe, says the correspondent of the Journal, that the visit of Emperor William to Vienna was made to reconcile, if possible, divergent views of Germany and Austria on the subject of Rumanian sacrifices from Hungary in the hope of assuring the neutrality of Rumania.

Negotiations between Berlin and Vienna, the Journal says, were fruitless owing to the determined opposition of Austria. It is asserted that the German ruler is endeavoring to induce Emperor Francis Joseph to consent to the sacrifice of Transylvania under the understanding that Germany would renounce its claims of Rumania of Silesia annexed to Prussia in 1866.

## AUSTRIA WANTS SEPARATE PEACE WITH THE ALLIES

### Rome Says Kaiser Rushed to Vienna to Force Ally to Stop Dickers for Settlement.

Rome reports via Paris Wednesday: "The chief object of Emperor William's visit to Vienna was to put a stop to efforts Austria is making by means of negotiations through Madrid with the Vatican to obtain separate peace with the Quadruple Entente," says the Triumva. "Vienna and Berlin disagree on the question of peace. Berlin desires to treat separately with each of the Allies so as to break up the Quadruple Entente and then to crush England, but Austria desires a real and lasting peace and end the tension which rapidly is becoming too great for Austria to bear."

## PROGRAM COMPLETE

### OUTLINE OF EVENTS AT SOUTHERN COMMERCIAL CONGRESS

#### Work Full of Events

The complete program for the seventh annual convention of the Southern Commercial Congress has been released, naming the hours at which all sessions and entertainments will take place and giving other information not contained in the tentative program released several days ago.

The general program opens Monday morning at 10 o'clock at the Victoria theater and closes with a session Friday evening. The entertainment program is divided into two sections, the first being general and the second special. The entertainment program for visitors and delegates to the congress also opens on Monday and will continue through the end of the convention.

The complete program follows: Monday, December 13, "Community Day"—10 a. m., opening session, general session, "National Defense," 3:30 p. m., session, general, German Artillery Hall. Tuesday, December 14, "Peace Day"—10 a. m., morning session, general, German Artillery Hall; 3:30 p. m., evening session, Woman's Auxiliary, Hibernian Hall.

Wednesday, December 15, "National Defense"—10 a. m., morning session, "National Defense," Marlborough Square; 3:30 p. m., military parade; 8 p. m., evening session, Woman's Auxiliary, Hibernian Hall. Thursday, December 16, "Foreign Trade"—10 a. m., morning session, German Artillery Hall; 4 p. m., afternoon session, "Education," German Artillery Hall; 8:30 p. m., evening session (Bryan), German Artillery Hall.

Friday, December 17, "South's Day"—10 a. m., morning session, Cotton, Drainage, German Artillery Hall; 4 p. m., afternoon, Commercial Finance, German Artillery Hall; 8:30 p. m., evening session, Immigration, Labor and smaller concerns, Citadel.

Program of Entertainment. Saturday, December 18, "Gilded Carnival, Crystal Park; athletic sports, enlisted men, baseball parks; theaters, Academy of Music, Victoria and movies. Sunday, December 19, "General Session"—10 a. m., morning session, 3:30 p. m., delegates and visitors; excursion by railroad to navy yard, return via Cooper river, courtesy Clyde Line; 6 p. m., to visiting governors, dinner; Governor Richard I. Manning of South Carolina.

Tuesday, December 14—1.50 p. m., to commercial secretaries, dinner, Charleston Hotel; 2.30 p. m., to Southern Commercial Congress delegates, reception, Hotel Waldorf Astoria; 3.30 p. m., to delegates and visitors; excursion by railroad to navy yard, return via Cooper river, courtesy Clyde Line; 6 p. m., to visiting governors, dinner; Governor Richard I. Manning of South Carolina.

Wednesday, December 15—10 a. m., general, National Defense, Marlborough Square; 3:30 p. m., reception by Secretary of War and Secretary of Navy; City Hall; 8:30 p. m., military parade; 8:30 p. m., to commissioned officers of fleet, smoker, Carolina Yacht Club; to secretary of war and secretary of navy, banquet, Charleston Hotel.

Thursday, December 16—9:30 p. m., to enlisted men, entertainment at Hotel Waldorf Astoria; 10 p. m., to visiting ladies, dinner, Marlborough Square. Friday, December 17—General entertainment, visit to historic places of interest, Charleston Museum, Gibbs Art Gallery, etc.

The general entertainment committee is composed of W. King McDowell, chairman, W. H. Wason, W. L. Litchfield, Jr., C. E. Hulet, J. H. Rast, Santos Sottile, E. E. Quincy, Daniel Moore, Wm. F. Burgess, Leonard Ravel, J. M. Robertson, E. W. Durant, Jr., J. H. C. Wilburn, Ellison A. Williams, Geo. B. Fishburne.

This committee will have charge of special entertainments to be provided in the way of a yacht ride each day to a selected group of visitors running from the yacht club along the Cooper river water front to the navy yard. Only one large yacht will be used each day and owners of such craft will be requested to permit the use of their yachts for one day only so that only five of these craft will be required.

This committee will also look after the providing of several automobiles for a portion of each day in order to take the speakers and visitors to the places of meetings.

## VILLA PLANS TO RAID U. S.

Funston Reports Situation to War Department Wednesday. Attributing his present situation to the failure of the United States government to support him, Gen. Villa is planning raids on American territory along the border, according to information reaching Major General Funston, department of the American border, in report sent to the war department at Washington Wednesday, Gen. Funston said he could not believe Gen. Villa actually contemplated any such hazardous undertaking.

Wants Compulsory Education. The Upper South Carolina Methodist conference wants a compulsory education measure for children between eight and fourteen years of age for the school year.

Tentons Take Four Thousand. Berlin reports: "To the southwest of Mitrovitsa four thousand prisoners and two cannon were captured."

## PEACE PILGRIMS BARRED FROM BELLIGERENT SOIL

### Government Can Not Give Passports—Warring Nations Will Likely Not Receive Them.

Several European nations, neutral as well as belligerent, have inquired of the United States concerning the status of the peace party to sail in vessels chartered by Henry Ford. To each Secretary Lansing has replied that the American government not only has no connection with the expedition, but assumes no responsibility for any activities or negotiations of those engaged in the movement.

The fact that Mr. Ford had conferred with President Wilson before starting his movement to end the European war gave some ambassadors and ministers at Washington the impression that the Washington government might have some connection with it.

It became known that since the publication of the plans of the party the state department has been receiving inquiries, most of them indirectly through embassies and legations, as to the status of the party which the party would carry no credentials from the state department and did not differ from any other body of Americans traveling in Europe.

Applications for passports by members of the expedition have been subjected to the closest scrutiny, and passports have been granted only for travel in neutral countries. Seven-five were issued Thursday. In several instances passports were refused because of improperly prepared applications or because the applicants were not Americans.

Rules of the department prohibit the issuance of passports to persons who desire to visit belligerent countries unless they state business of an absolutely necessary and urgent character. Officials claim the members of the party as tourists.

The British embassy has indicated that without passports in proper form no one would be permitted to land in Great Britain from the Ford ships.

## BRITISH LOSSES FOR WAR

The total of British military and naval losses from the beginning of the war to November 9 was 510,230. This figure was given by a written reply by Premier Asquith to a question addressed to the government in the House of Commons.

The losses were distributed as follows: France—Officers, 4,620 killed, 9,754 wounded, 1,533 missing. Other ranks—Killed, 69,272; wounded, 240,284; missing, 54,445. Total, 379,859.

Mitrovitsa—Officers, killed, 1,504; wounded, 2,860; missing, 356. Other ranks, killed, 21,531; wounded, 70,148; missing, 10,211. Total, 102,160.

Other theatres—Officers, killed, 227; wounded, 337; missing, 76. Other ranks, killed, 2,052; wounded, 5,587; missing, 3,225. Total, 11,502.

Navy, Marines—Officers, killed, 59; wounded, 161; missing, 52. Other ranks, killed, 9,128; wounded, 19,900; missing, 10,216. Grand total, 510,230.

The totals given as killed include those who died from wounds or other causes as well as the officers and men killed outright in battle.

## PARIS FEARS GREEKS

Prolonged Silence of Hellenic Government Arouses Suspicion. Paris reports Friday: The prolonged silence of the Greek government respecting the demands of the Entente allies has again aroused the suspicion of the French press. One newspaper goes so far as to assert that Greece has concluded or is about to conclude a treaty with Bulgaria by the terms of which Monastir and the Saloniki railway would be handed to Greece in return for aid against the Anglo-French expeditionary forces.

French correspondents at Saloniki indicate that the Bulgarians notwithstanding promises made by the Entente, the Bulgarians would not enter Monastir, have resolved to take that city which is their real objective, realizing that the Germans are not in a position to stop them.

Austrians Take Monastir. Flag of Hapsburg Empire is Raised Over City of the Serbs. London reports Friday: Occupation of Monastir by an Austro-German force at three o'clock Thursday afternoon is reported by Reuter's correspondent at Saloniki, and that upon the correspondent, who says his information was received in a telegram from Saloniki, Greece, adds that the only flag hoisted was the Austrian. The Bulgarians are not entering Monastir, Remington at Kenal, southeast of the city. It is reported, however, that they will march into Monastir to-day.

## TAKES OVER SHIPS

### HOCKING SEIZED BY ENGLAND WITHOUT COURT FORMALITY

#### PROTESTS TO BE MADE

United States Awaits Report From Ambassador Page in London—Washington Believes British Government Intends to Take All Vessels of American Transatlantic Company.

Official announcement that the American steamship Hocking had been requisitioned by the British government without the formality of prize court proceedings reached the state department late Thursday in a dispatch from Consul Young at Halifax, where the ship has been detained since she was seized by a British warship while on the way from New York to Norfolk.

This procedure will be contested vigorously by the United States as being illegal under international law. Department officials, who had been furnished official reports of the intentions of Great Britain, expressed their amazement when they learned that the Hocking actually had been requisitioned.

The United States, it was said, would demand that the ship be released in prize court. The British government, which is partly German-owned and that the prize court act promptly in the case.

Confirmation of unofficial reports regarding the action in the Hocking case is believed in Washington to believe that Great Britain had taken over for its own use other vessels of the fleet owned by the American Transatlantic company, if it has not done so already.

The company has informed the state department that its ship Genesee, at St. Lucia, West Indies, has