

# CARGO OF WILHELMINA WILL BE HELD TO A PRIZE COURT

SIR EDWARD GREY, FOREIGN SECRETARY, ANNOUNCES DECISION OF ENGLAND

## MAY DECLARE ALL FOOD CONTRABAND

British Government Cites Germany's Order Confiscating all Grain and Flour in Empire

LONDON, Feb. 19.—Sir Edward Grey, the foreign secretary, announced today that the British government had decided that the American steamer Wilhelmina's food cargo should be held for a prize court.

This declaration appears to make clear Great Britain's purpose to declare all foodstuffs for Germany contraband as well as to foreshadow other reprisals. The foreign minister, after reviewing the German methods of warfare and denouncing them as violations of all international usages, says:

"If, therefore, his majesty's government should hereafter feel constrained to declare foodstuffs absolute contraband or to take other measures for interfering with German trade by way of reprisals, they confidently expect that such action will not be challenged on the part of neutral States by appeals to laws and usages of war whose validity rests on their forming an integral part of that system of international doctrine, which, as a whole, their enemy frankly boasts the intention to disregard, so long as such neutral states cannot compel the German government to abandon methods of warfare which have not in recent history been regarded as having the sanction of either law or humanity."

Great Britain's reply to the American note on the Wilhelmina case, handed today to Walter Hines Page, the American ambassador, reads:

"The communication made by the United States ambassador in his note to Sir Edward Grey, of the 16th instant, has been carefully considered and the following observations are offered in reply:

"At the time when His Majesty's government gave directions for the seizure of the cargo of the steamship Wilhelmina as contraband they had before them the text of a decree made by the German federal council on the 25th of January under article 45 of which all grain and flour imported into Germany after the 31st of January was declared deliverable only to certain organizations under direct government control or to municipal authorities. The vessel was bound for Hamburg, one of the free cities of the German empire, the government of which is vested in the municipality. This was one of the reasons actuating His Majesty's government in deciding to bring the cargo of the Wilhelmina before a prize court.

"In formation has only now reached them that by a subsequent decree dated the 6th of February the above provision in article 45 of the previous decree was repealed, it would appear for the express purpose of rendering difficult the anticipated proceedings against the Wilhelmina. The repeal was not known to His Majesty's government at the time of the detention of the cargo, or indeed until now. How far the ostensible exception of imported supplies from the general government monopoly of all grain and flour set up by the German government may affect the question of the contraband nature of the shipments seized, is a matter which will most suitably be investigated by the prize court.

"It is, however, necessary to state that the German decree is not the only ground on which the submission of the cargo of the Wilhelmina to the prize court is justified. The German government have in public announcements claimed to treat practically every town and place on the English east coast as a fortified place and base of operations. On the strength of this contention they have subjected to bombardment the open towns of Yarmouth, Scarborough and Whitby, among others. On the same ground of neutral vessels sailing for English ports on the east coast, with cargoes of goods on the German list of conditional contraband, have been seized by German cruisers and brought before a German prize court.

"The Dutch vessel Maria, having sailed from California with a cargo of grain consigned to Dublin and Belfast, was sunk in September last by the German cruiser Karlsruhe. This could only have been justified if, among other things, the cargo could have been proved to be destined for the British government or for armed forces and if a presumption to this effect had been established owing to Dublin or Belfast being considered fortified places or bases for armed forces.

"The German government cannot have it both ways. If they consider themselves justified in destroying by bombardment the lives and property of peaceful civil inhabitants of English open towns and watering places and in seizing and sinking ships and cargoes of conditional contraband on their way thither, on the ground that they are consigned to a fortified place or base, a fortiori His Majesty's government must be at liberty to treat Hamburg which is in part protected by fortifications at the mouth of the Elbe, as a fortified town and base of operations, and supply for the purposes of article 24 of the Declaration of London.

"If the owners of the cargo of the Wilhelmina desire to question the validity in international law of the action taken by order of His Majesty's government they will have every opportunity of establishing their case in due course before the prize court, and His Majesty's government would in this connection recall the attention of the United States to the considerations put forward in Sir Edward Grey's note to Mr. Page of the 10th inst., as to the propriety of awaiting the result of the prize court proceedings before diplomatic action is initiated. It will be remembered that they have from the outset given definite assurances that the owners of the Wilhelmina as well as the owners of her cargo, if found to be contraband, would be equitably indemnified.

"There is one further observation to which His Majesty's government thinks it right and appropriate in the present connection to give expression. They have not so far declared foodstuffs to be absolute contraband; they have not interfered with any neutral vessels on account of their carrying foodstuffs, except on basis of such foodstuffs being liable to capture if destined for enemy forces of governments. In so acting they have been guided by the general principle of late universally upheld by civilized nations and observed in practice that the civil populations of countries at war are not to be exposed to treatment rightly reserved for combatants. This distinction has to all intents and purposes been swept away by the novel doctrine proclaimed and acted upon by the German government.

"It is unnecessary here to dwell on the treatment that has been meted out to the civil population of Belgium and to those parts of France which are in German occupation. When Germany, long before any mines had been laid by the British authorities, proceeded to sow mines upon the high seas and by this means sink a considerable number not only of British, but also neutral merchantmen with their unoffending crews, it was, so His Majesty's government held, open to them to take retaliatory measures even if such measures were of a kind to involve pressure on the civil population, not, indeed, of neutral States but of their enemies. They refrained from doing so. When subsequently English towns and defenceless British subjects, including women and children, were deliberately and systematically fired upon and killed by ships, flying the flag of the Imperial German navy; when quiet country towns and villages, void of defenses and possessing no military or naval importance, were bombarded by German airships, His Majesty's government still abstained from drawing the logical consequences from this form of attack on defenseless citizens.

"Further steps in the same direction are now announced and in fact already have been taken by Germany. British merchant vessels have been torpedoed at sight without any attempt being made to give warning to the crew or any opportunity being given to save their lives. A torpedo has been fired against a British hospital ship in daylight, and similar treatment is threatened to all British merchant vessels in the future as well as to any neutral ships that may happen to be found in the neighborhood of the British Isles.

"Faced with this situation, His Majesty's government considers it would be altogether unreasonable that Great Britain and her allies should be expected to remain indefinitely bound to their grave detriment, by rules and principles of which they recognize the justice if impartially observed as between belligerents, but which are at the present moment openly set at defiance by their enemy.

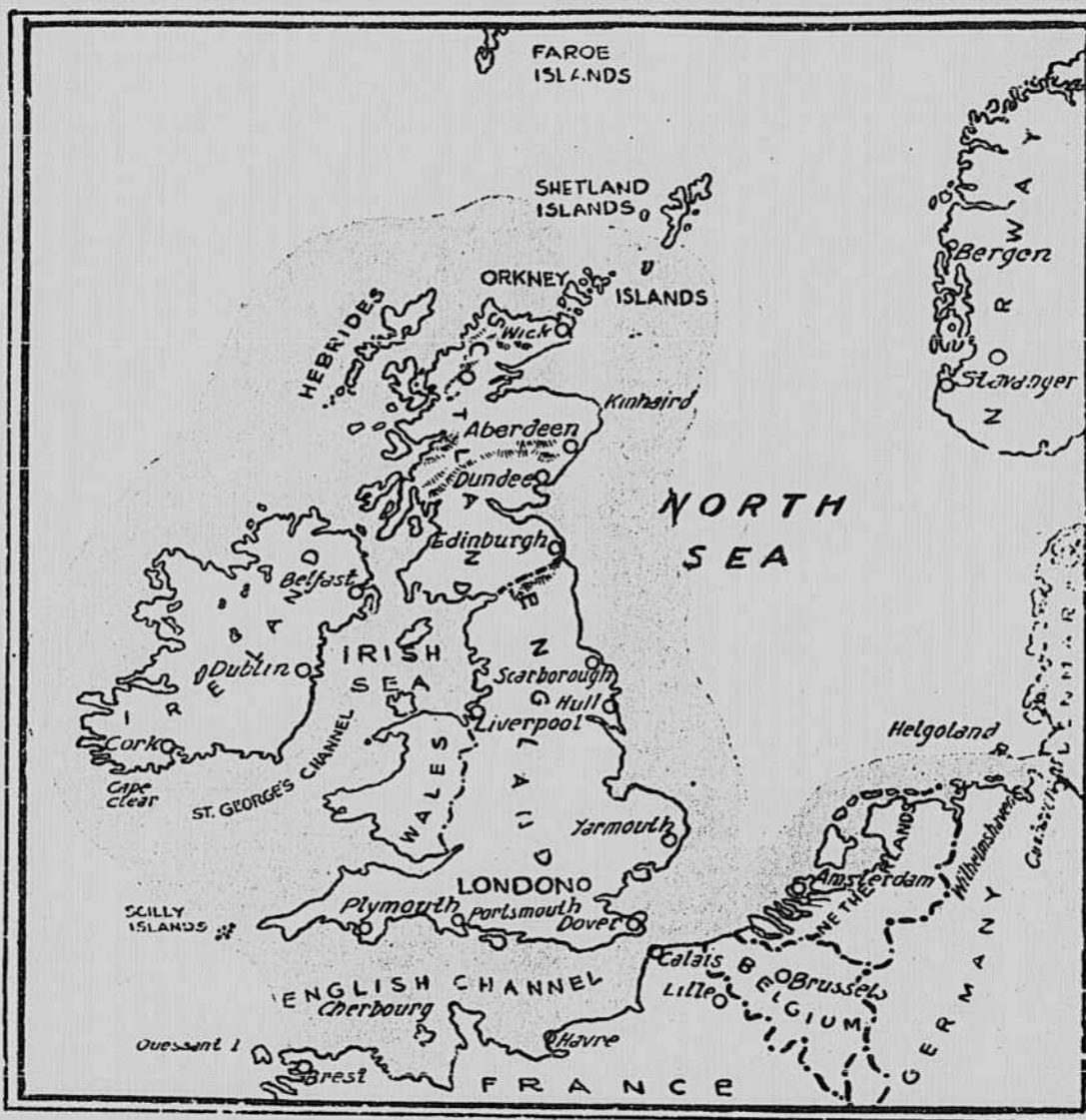
"If, therefore, His Majesty's government should hereafter feel constrained to declare foodstuffs absolute contraband or to take other measures for interfering with German trade by way of reprisals, they confidently expect that such action will not be challenged on the part of neutral States by appeals to laws and usages of war whose validity rests on their forming an integral part of that system of international doctrine which, as a whole, their enemy frankly boasts the liberty and intention to disregard, so long as such neutral State cannot compel the German government to abandon methods of warfare which have not in recent history been regarded as having the sanction of either law or humanity."

"The British government has no intention of advising merchant shipping to use foreign flags as a general practice or to resort to them otherwise than for escaping capture or destruction. In conclusion the statement says: "The obligation on a belligerent warship to ascertain definitely for itself the nationality and character of a merchant vessel before capturing it and a fortiori (stronger reason) before sinking it and destroying it has been universally recognized. If that obligation is fulfilled the hoisting of a neutral flag on board a British vessel cannot possibly endanger neutral shipping, and the British government holds that if loss to neutrals is caused by disregarding this obligation it is upon the enemy vessel disregarding this obligation and upon the government that it should be disregarded that the full responsibility for injury to neutrals ought to rest."

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

"The memorandum communicated on the 11th of February calls attention in 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 to government of the United States: 'The possibility of any general use of the flag of the United States

# German War Zone Established About the British Isles.



The shaded portion of this map shows the waters about the British Isles and in the English Channel and the North Sea in which, if the German declarations are to be taken at their face value, it will be dangerous for any American merchant ship, unconvoyed by American battleships, or the merchant ships of any other neutral nation, to sail.

Count Bernstorff, German ambassador to the United States, has stated that since British merchant ships have been directed to carry guns and to attack German submarines, even when the officers of the submarines are boarding them to learn their identity there will be no time for investigation at sea. Therefore, a ship with an American flag may be attacked. He says: "The safety of neutral shipping in the war zone around the British Isles is seriously threatened. There is also an increased danger resulting from mines, as these will be laid in the war zone to a great extent. Accordingly neutral ships are most urgently warned against enter-

ing that area, while the course around Scotland will be safe. "Germany has been compelled to resort to this kind of warfare by the murderous ways of British naval warfare, which aims at the destruction of legitimate neutral trade and at the starvation of the German people. Germany will be obliged to adhere to the announced principles until England submits to the recognized rules of warfare, established by the Declaration of Paris and London, or until she is compelled to do so by the neutral powers.

# Raised American Flag to Save Lives of Passengers

GREAT BRITAIN WILL NOT RESORT TO USE OF NEUTRAL FLAGS GENERALLY

## SHOULD HAVE THIS PRIVILEGE

American Passengers Aboard Lusitania Asked That Stars and Stripes be Hoisted

LONDON, Feb. 19.—The British foreign office this evening issued a note in reply to the representation of the United States government concerning the use of the American flag by British vessels.

The note says that the Cunard Line steamer Lusitania on her recent voyage from New York to Liverpool raised the American flag "to save the lives of non-combatants, crew and passengers." It adds that in spite of the fact that American passengers embarking on the Lusitania on her outward voyage from New York asked that the American flag be hoisted, "the British government did not give any advice to the company as to how to meet this request, and it is understood here since Germany's war zone decree became effective, docked at Rotterdam early today. The captains of all Belgian relief ships putting into Falmouth have been advised to paint the name of the commission on the side of their vessel.

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 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. It was in consequence of this threat that the Lusitania raised the United States flag on her inward voyage.

"On her subsequent outward voyage a request was made by United States passengers who were embarking on board her that the United States flag should be hoisted presumably to ensure their safety. Meanwhile the memorandum from your excellency had been received. His Majesty's government did not give any advice to the company as to how to meet this request, and it is understood that the Lusitania left Liverpool under the British flag.

"It seems unnecessary to say more as regards the Lusitania in particular. "In regard to the use of foreign flags by merchant vessels, the British merchant shipping act makes it clear that the use of the British flag by foreign merchant vessels is permitted in time of war for the purpose of escaping capture. It is believed that in the case of some other nations there is similar recognition of the same practice with regard to their flag, and that none has forbidden it.

"It would, therefore, be unreasonable to expect His Majesty's government to pass legislation forbidding the use of foreign flags by British merchant vessels to avoid capture by the enemy, now that the German government have announced their intention to sink merchant vessels at sight with their noncombatant crews, cargoes and papers, a proceeding hitherto regarded by the opinion of the world not as war, but piracy. It is felt that the United States government could not fairly ask the British government to order British merchant vessels to forego a means always hitherto permitted to escaping not only capture, but the much worse fate of sinking and destruction.

"Great Britain always, when a neutral, has accorded to vessels of other States at war the liberty to use the British flag as a means of protection from capture and instances are on record when United States vessels availed themselves of this facility during the American Civil War. It would be contrary to fair expectation if now when conditions are reversed, the United States and neutral nations were to grudge to British ships the liberty to take similar action.

"The British government has no intention of advising their merchant shipping to use foreign flags as a general practice or to resort to them otherwise than for escaping capture or destruction. The obligation upon a belligerent warship to ascertain definitely for itself the nationality and character of a merchant vessel before capturing it and a fortiori before sinking and destroying it has

been universally recognized. If that obligation is fulfilled, the hoisting of a neutral flag on board a British vessel cannot possibly endanger neutral shipping and the British government holds that if loss to neutrals is caused by disregard of this obligation it is upon the enemy vessels disregarding it and upon the government giving the blood vessels and tissue, the statement adds, it was possible to save limbs which otherwise would inevitably have been lost.

# GERMAN SUBMARINES TORPEDO TWO SHIPS

Germany signaled the second day of the operation of her sea war zone by torpedoing two steamships, one owned in a neutral country—Norway. This vessel, the tank steamer Belridge, was torpedoed by a submarine near Folkestone, England, while the French steamer Dinorah was badly damaged by a similar vessel off Dieppe, France. Both vessels made port.

A Dieppe dispatch asserts that no warning of an attack was given the Dinorah. There has been no mention of casualties on either vessel.

LONDON, Feb. 19.—(10:30 p. m.)—The British reply to the American note on the use of the American flag by the Cunard Line steamer Lusitania and the decision to hold the cargo of the American steamer Wilhelmina to a prize court were delivered to American Ambassador Page today.

Fighting in the west has consisted largely of efforts by the Germans to recover trenches lost during the Allies' offensive maneuvers last Tuesday and Wednesday. The Germans claim that their attacks were successful.

The German army which drove the Russians out of East Prussia has occupied the Russian town of Taurigen on the East Prussian frontier, north of the Neman River, but elsewhere in this region the Germans apparently have been halted by the arrival of Russian reinforcements, as for three days now the official reports have referred to the fighting as taking place in the Augustow district and in the vicinity of Plock and Sierpec, on the right bank of the lower Vistula.

In the Carpathians neither side has made much progress, although the Russians announced that they have repulsed numerous Austro-German attacks. Military men are of the opinion that the Austro-Germans did not have enough men in the Carpathians when they sent the reinforcements which assisted in driving the Russians out of Bukovina and that if they are defeated in the mountain passes they may find themselves in a difficult position.

The Russians apparently made an orderly retreat through Bukovina, although severely harassed in the snow-covered mountain passes. A Vienna report received through Rome says reinforcements have reached the Russians and that a big battle is expected between Nagorna and Kolomoia.

In addition to the two German ships wrecked off the Danish coast Wednesday and Thursday, it was reported today that another has been seen in distress near Christiansand.

# STOMACH TROUBLE FOR FIVE YEARS

Majority of Friends Thought Mr. Hughes Would Die, But One Helped Him to Recovery.

Pomeroyton, Ky.—In interesting advices from this place, Mr. A. J. Hughes writes as follows: "I was down with stomach trouble for five (5) years, and would have sick headache so bad, at times, that I thought surely I would die. I tried different treatments, but they did not seem to do me any good. I got so bad, I could not eat or sleep, and all my friends, except one, thought I would die. He advised me to try Thedford's Black-Draught, and quit

taking other medicines. I decided to take his advice, although I did not have any confidence in it. I have now been taking Black-Draught for three months, and it has cured me—haven't had those awful sick headaches since I began using it. I am so thankful for what Black-Draught has done for me." Thedford's Black-Draught has been found a very valuable medicine for derangements of the stomach and liver. It is composed of pure, vegetable herbs, contains no dangerous ingredients, and acts gently, yet surely. It can be freely used by young and old, and should be kept in every family chest. Get a package today. Only a quarter.

# REGARD DEVELOPMENTS OF GRAVE IMPORTANCE

President and Cabinet Discuss Dangers to American Vessels and Commerce—Members Decline to Predict What Would be Course of the United States

WASHINGTON, Feb. 19.—President Wilson and his cabinet discussed at length today dangers to American vessels and commerce growing out of the reiterated determination of the German government to wage a submarine and mine warfare on enemy vessels and disclaiming responsibility for what may happen to neutral vessels venturing into the new sea war zones.

Conclave of cabinet officers later disclosed that the administration regarded the developments of the last few days as grave importance. Cabinet members declined to predict what would be the course of the United States. Some pointed out that in every serious situation in international affairs much discretion was vested in the president and that this action necessarily would be guided by the circumstances of each case. If there were attacks on American vessels. Officially, the United States government had not received late tonight the text of the German reply to the American note, and until it is in hand no decision will be announced as to the administration's policy.

In the informal discussion of the reply as published in the press, cabinet members indicated that they were impressed by different aspects of the case. Some held that while the situation was serious, there was an indication in the German note of a willingness to discuss the subject further, which might, perhaps, postpone the active enforcement of the proclamation to permit an understanding to be reached about the safety of neutral vessels.

The fact that Germany had ordered her navy to use discretion and care when approaching ships flying neutral flags was viewed as indicating that the maximum of vigilance probably would be exercised by commanders of

submarines to distinguish between enemy and neutral vessels. On the other hand, however, the note's declaration that Germany disclaimed all responsibility for what might happen to neutral ships either by submarine torpedoes or mines produced apprehension that a critical point might be precipitated in the relations between the United States and Germany.

Opinions varied as to what steps would be taken by the United States when the text of the German reply is officially received. Some of the Scandinavian countries in their representations to Germany, it is understood, have used the phrase "accountability" in the sense of demanding compensation for losses sustained. Holland's protest is believed to have conveyed this meaning, as well as a warning of possible action. The fact that the United States did not define its future course is regarded in some official quarters as making unnecessary any further explanation of the American attitude unless some overt act occurs.

The position of the United States in its communication to Germany was amplified to some extent today by the administration officials, who insisted that the use of submarines which Germany claimed made it unsafe at times to approach a merchantman for fear of retaliatory fire, was not an excuse, in their opinion, for summary attack on a ship flying neutral flag. As for the possible destruction of vessels by mines strewn indiscriminately, officials were inclined to admit the helplessness of neutral vessels venturing in the war zones. If mines are laid, some notification to this effect for shippers is expected to be received from Germany.

Both Secretaries Garrison and Daniels denied published reports today of unusual activity by the army and navy in connection with the present situation.

# STRIKE MINE; BADLY DAMAGED

Norwegian Steamer Which Sailed From Newport News Feb. 5 Beached Near Dover

DOVER, Feb. 19.—(via London, 3:08 p. m.)—The Norwegian tank steamer Belridge, which sailed from Newport News January 28 and Newport News February 5 for Amsterdam, struck a mine early today off Dover. She was beached near here.

It was first reported she was only slightly damaged by the explosion, but later it was learned there had been fear of her going down. Her forecast and her foredeck are filled with water. Ploos on board and 18 men of her crew have been landed.

LONDON, Feb. 19 (11:50 p. m.)—An official statement issued by the admiralty tonight says the Norwegian tank steamer Belridge was struck by a torpedo fired by a German submarine today near Folkestone. Pieces of the torpedo, it is asserted, have been found on the ship.

# NOT ONE BAG OF U. S. MAIL LOST

No American Mail Has Gone Down With Vessel Destroyed by Warship in 100 Years.

WASHINGTON, Feb. 19.—Although United States mail is going directly or indirectly to every country in the world, so far not one bag has been lost through the activities of European war. In fact, postoffice department officials said today, no American mail has gone down with a merchantman destroyed by a warship within the past hundred years.

Postmaster General Burleson said he expected no interference with mail service to result from Germany's sea war zone proclamation. It was pointed out that mail steamers are fast vessels, carrying passengers and little cargo of the kind belligerents would like to destroy.

H. M. Garrison of the Sandy Springs section was a visitor in the city yesterday.

# Wisdom Demands a Bank Account

A bank account teaches, helps, and encourages you to save so as to increase your balance. It also gives you the convenience of paying bills by check—the simplest and best method as well as the safest, as your checks become the receipt for the debt it pays. We offer you absolute security and the most convenient system of handling your money. We pay interest on deposits. The Farmers and Merchants Bank and The Farmers Loan & Trust Co.

## WORMS

Horse, hog and cattle owners should know that worms cause by a poor digestive system or improper feeding are more than dangerous.

**DR. BOYD'S Worm and Condition Powder**

is a remedy prepared by a practical veterinary surgeon and relieves the condition almost instantly. It should be used with regularity. 25 cents buys a large package. We guarantee it to do the work or will refund purchase price.

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