

The Anderson Daily Intelligencer

VOLUME II, NUMBER 11.

Weekly, Established 1860; Daily, Jan. 18, 1914.

ANDERSON, S. C., SUNDAY MORNING, JANUARY 24, 1915.

PRICE FIVE CENTS

CANNOT REFUSE SHIP AMERICAN REGISTRY

COTTON LADEN DACIA BOUND TO GO BEFORE BRITISH PRIZE COURT

U. S. POWERLESS TO AVOID ISSUE

Great Britain Has Right to Test Genuineness of Change in the Registry.

(By Associated Press.)
WASHINGTON, Jan. 23.—Administration officials believe the cotton ship Dacia sooner or later is bound to go before a British prize court if she undertakes the voyage from Galveston, Tex., to Rotterdam via Norfolk, but it was pointed out today they were powerless to avoid this issue. The state department was presented with evidence that the Dacia, a German-owned steamship, had been sold to an American and under the law there was no power to refuse her American registry. That Great Britain has a right to test the genuineness of the change in registry is generally admitted and the proper authority to pass on the question is a British prize court.

Apparently the burden of proof is on the purchaser in view of the fact that the vessel was bought from a German company by a German-American and is carrying cargo destined for Germany. It is pointed out that the United States government is not bound to accept the findings of a prize court and if they appear to be in conflict with the fact and evidence the case may be treated diplomatically after the court has ruled.

The case of the food-laden steamer *Wilhelmina*, which has cleared from New York for Germany, is attracting more interest at the state department than that of the *Dacia*. Though the exporters of the ship's food cargo appear confident neither the British, nor the confidence is not shared by all officials here. While it is true that the British government has indicated an intention of living up to Lord Salisbury's declaration in regard to the exemption from seizure of food cargoes destined for the civil population of belligerent countries, it is pointed out that reservations were made. It is not clearly indicated just what these reserve powers are, but it has been suggested that the British might hold there are no male civilians in Germany because all are eligible to military service.

The state department declines to make public its action in the case of the *Alouette*, ordered either to return or to leave San Juan, Porto Rico, it is regarded as unneutral for the department even to admit that such an order has been issued. British cruisers are known to be on the watch for the ship.

The first disposition of the state department was to regard the *Fara*, a prize of the German cruiser *Karlsruhe*, in which case under The Hague treaties she would be required to leave the American port immediately under penalty of the internment of the German prize crew and the release of the vessel. Further consideration inclined officials to the belief that the ship should be regarded as a tender to the *Alouette*.

Chile took this view of the *Alouette*, purchased by an American from the Hamburg-American Line, given American registry, and which was loaded with coal and called from San Francisco to Valparaiso. On the voyage the *Alouette* allowed part of her cargo of coal to be used to fill the bunkers of German warships. The Chilean government held that this American-owned vessel had constituted herself a tender and thus had become an auxiliary to the German naval fleet, was subject to the same rules and penalties as a German warship.

General Alvaro Obregon will remain loyal to Carranza, according to an announcement tonight by the Carranza agency here.

man warship. The *Sacramento* was interned without protest from the United States and her crew detained in Valparaiso.

Another Ship Arranged For. LONDON, Jan. 23.—The foreign office has received no advices except press dispatches concerning the proposed sailing of the *Dacia*, the former Hamburg-American vessel now under the American flag, which will attempt to take a cargo of cotton to Germany. The announcement that she would sail from Galveston, notwithstanding the intention of the British authorities to seize her, created no surprise here. It is felt the wide publicity given her prospective seizure had discounted any stir which might otherwise have been created by the incident.

Arrangements already have been completed for use of another ship to which the *Dacia's* cargo will be transferred at some English port. It generally is believed no effort will be made to stop the vessel until she approaches English waters. The suggestion that she might make the trip from Galveston to Norfolk within the three-mile limit to avoid capture is regarded as ridiculous by English officials. They consider that much of the publicity concerning the *Dacia* is inspired for political effect.

Orders a Special Term of Court

Special to The Intelligencer.
COLUMBIA, Jan. 23.—Chief Justice Gary tonight ordered a special term of the court of general sessions for Greenwood County to begin on the second Tuesday in February. The term was ordered at the request of Solicitor F. A. Cooper. It is understood that the Greenwood jail is full of prisoners.

Indians Capture Town

(By Associated Press.)
DOUGLAS, Ariz., Jan. 23.—Yaqui Indians captured Nacozari, Sonora, by crawling down the mountainside on their stomachs, pushing their blankets rolls before them as breastworks, according to a dispatch from the town today. The town was taken from the Yaqui garrison. The Yaqui captured two citizens. One had been bound with a rifle, the other with a hand grenade.

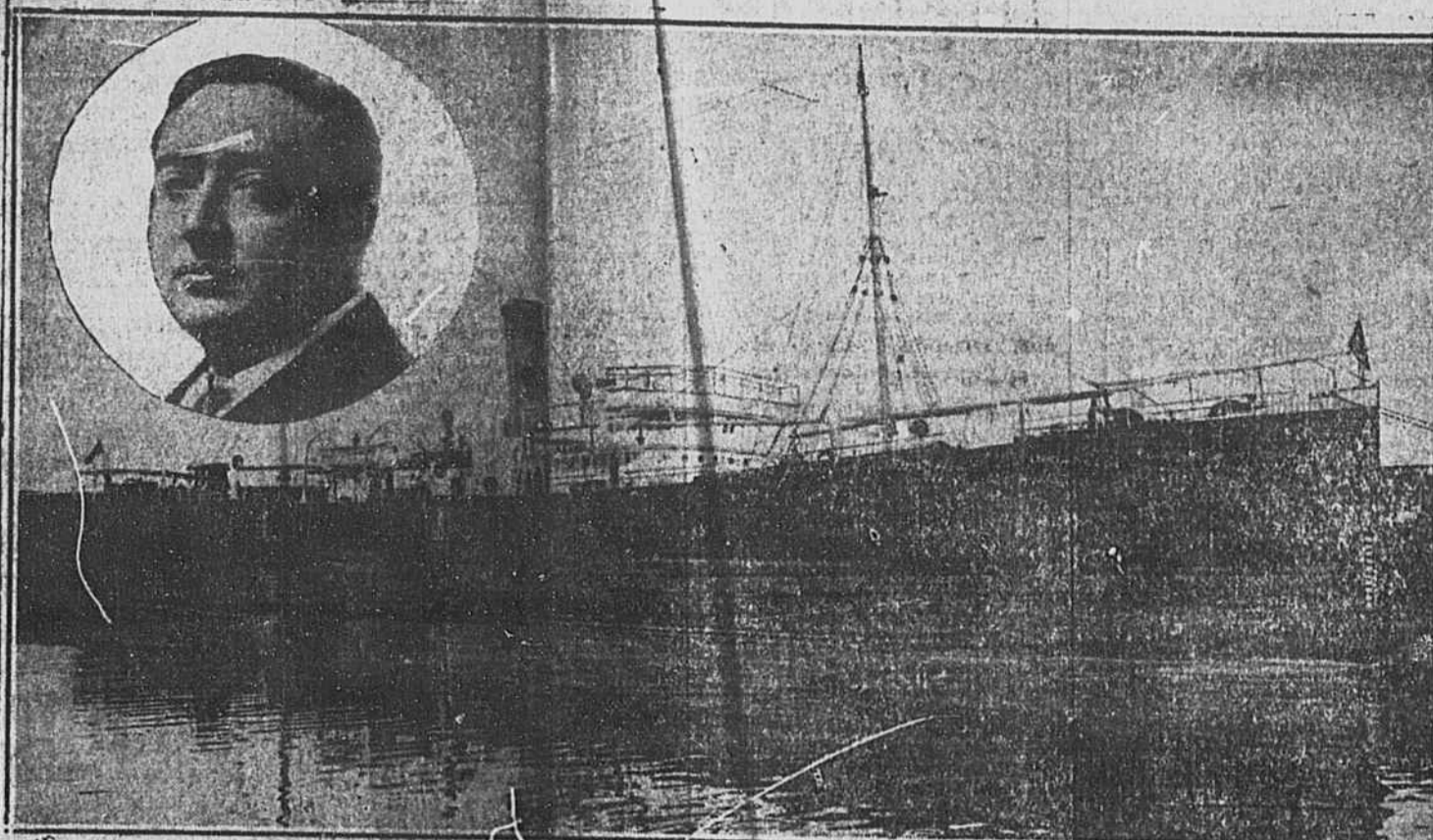
Reorganization Plans Given Federal Approval

(By Associated Press.)
NEW YORK, Jan. 23.—Federal approval was given today to plans for reorganization of the failed dry goods corporation of the H. B. Claflin Company. The assets are sold to the Mercantile Store Corporation and the H. B. Claflin Corporation under terms by which non-assenting creditors get 25 percent of their approved claims and the rest in notes guaranteed by the Mercantile Store Corporation. Total claims filed reached over \$1,000,000 and the court set the liquidation value of assets at about \$13,500,000.

Friend of Abraham Lincoln Marries

(By Associated Press.)
BALTIMORE, Jan. 23.—Joseph Willard, 89 years old, a personal friend of Abraham Lincoln and husband of the lady that convicted Jefferson Davis, was married yesterday to a 33-year-old girl. Willard's first wife lived together 63 years.

E. N. Breitung and Ship Dacia Involving America and Great Britain



Edward N. Breitung of New York and Chicago has raised the question of releasing ships owned by German lines which ran to the United States in a way which it is feared may cause trouble between the United States and Great Britain. The Hamburg American Line, the North German Lloyd and others had many big

and costly vessels—including the great *Imperator*—in American ports when the war broke out. Great Britain has taken the position that these ships could not be transferred to American owners and sent forth on the high seas. Mr. Breitung claims to have bought the *Dacia* from the Hamburg Ameri-

can Line. He loaded her with cotton at Galveston. The state department, having sounded the British government, has received an answer that the ship is still considered German. That means when she sails from Galveston on her way to Rotterdam she will be seized and confiscated, just as all German vessels have been driven

from the seas by the British fleets. The administration at Washington is said to have determined that the vessel shall be considered American. Mr. Breitung is reported to have ordered her to sail regardless of the British government. That will force the issue directly, and may mean trouble.

MAKE SHIP BILL A PARTY MEASURE

SENATE DEMOCRATS IN CALL FOR CUS REACH FINAL AGREEMENT

BITTER BATTLES ON THE EAST END

A Remarkable Situation Has Arisen in Poland—Reports of Peace Movement in Hungary.

WOMAN SUFFRAGE IS GIVEN A BOOST

Gen. Alvaro Obregon Will Remain Loyal to Carranza

WILSON BUILDING HIS OWN MACHINE

REP. MANN CHARGES PRESIDENT WITH VIOLATING PLATFORM PLEDGES

TRYING TO SECURE RENOMINATION

Says He Is Not Following Pledge of Democratic Convention of Single Presidential Term.

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Mrs. Hollister, Well Known Suffragette Speaker, Will Be Invited to Address Legislature

Special to The Intelligencer.
COLUMBIA, Jan. 23.—The fight for woman suffrage has given further strength this afternoon when the House adopted a resolution introducing Mrs. B. B. Hollister, the well-known suffrage speaker of Richmond, Va., to address the members of the house on the subject of woman suffrage.

Mr. Hollister has introduced an amendment providing for the appointment of a committee to investigate the subject of woman suffrage.

The House will meet again on Monday at 1 p. m.

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THAW'S FRIENDS SAY FAREWELL

THOUSANDS CHEER HIS ARRIVAL AT STATION IN BOSTON

POLICE FAIL TO MAINTAIN ORDER

New Hampshire Surrenders Him to New York Authorities as Fugitive From Justice.

(By Associated Press.)
BOSTON, Jan. 23.—Cheering thousands met Harry K. Thaw at the North Terminal station here today when the slayer of Stanford White arrived from Concord, N. H., where earlier in the day he had been surrendered to the New York authorities as a fugitive from justice.

The train on which Thaw was a passenger rolled into the station at an hour when tens of thousands of commuters were hurrying home. An extra detail of police failed to maintain order and the crowd fairly swept the officers of their feet. Thaw was hustled through the surging, cheering mob to a taxi which took him to a hotel. William Travers Jerome, special deputy attorney general of New York, in charge of the arrangements, decided to remain in Boston until 1 a. m., leaving on a train arriving in New York at 7:05 o'clock tomorrow morning. They made no attempt to conceal his disappearance over the delay and some of his friends suggested that if he arrived in New York Sunday it would be more difficult for him to make application for bail.

The trip from Concord in Boston was uneventful. A crowd of 300 gathered at the station. The train left Concord at 10:30 a. m. Thaw responded by waving his hand, smiling and bowing. Thaw was attended by Sheriff Hornbeck and two detectives. Mr. Jerome and Franklin Kennedy, deputy attorney general of New York, made the trip in another part of the same car, but there was no sign of recognition between Thaw and the two prosecutors.

Sheriff Holman A. Drew of Berlin, and Policeman Clark D. Stevens of Concord, who have been Thaw's captives during his 16 months sojourn in New Hampshire, rode with the prisoner from Concord to Manchester. Just before his former guardians left the train Thaw showed great feeling over the parting.

A small crowd gathered at the Manchester station to wave their farewells. Other little bands of sympathizers were on hand at other stations. While on the train Thaw gave out a statement in which he said: "On leaving New Hampshire I wish to thank its people for their extreme kindness and consideration for my mother and myself in my troubles. We had expected that the decision might have been allowed me to return with her to our home in Pittsburgh. But we must all submit to the decree of the supreme court."

In that time Thaw's legal status underwent three changes. He was arraigned before Judge Aldrich as a federal prisoner; by order of the court was surrendered to New Hampshire, and finally upon presentation of the New York warrant for his arrest as a fugitive, which was accompanied by Governor Feltner's order for his extradition, he was given into the custody of Sheriff Hornbeck of Dutchess County, New York.

Thaw, appearing unaccompanied.

(CONTINUED ON PAGE FIVE.)

CONCORD, N. H., Jan. 23.—Harry K. Thaw was returned to the custody of New York State officials today. The formalities occupied less than five minutes.

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(CONTINUED ON PAGE FIVE.)

Government Ownership of Railroads Inevitable

(By Associated Press.)
NEW YORK, Jan. 23.—Government ownership and operation of the railroads in the United States are inevitable, in the opinion of Representative James W. Bryan, of Washington, who spoke on this topic at the Republican Club here today. "Monopoly of railway transportation is inevitable and necessary," the congressman asserted, "the attempt to keep the railways apart and compel them to fight each other is absurd and wasteful. Harriman did a great service for the people in going as far as he did toward harmonizing the railroad systems; but a government which costs \$1,000,000,000 a year for its weakness in the presence of an internal corporation, which must under present systems, be managed by a few men. Such powers add to their other great interests and lead to an aristocracy of wealth in which a half dozen men become more powerful than kings. "The big transportation machine in the United States has become too big to live under the people's corporation, known as the United States of America. The stockholders of this company inevitably will contend, the supremacy of the government is challenged by this power. The result is a fight to the finish between the two institutions. Either the democracy of the people or the aristocracy of the railroad corporation must fall. Benjamin F. Vestout, chairman of the St. Louis and San Francisco railroad, declared it made little difference who owned the railroad."