BRITISH PRIZE COURT DISPOSES OF SHIPS SEIZED DURING WAR

Admiralty Revives Institution Last Held in 1854. Fate of Captured Vessels Rests in Its Hands.

LONDON, Sept. 19.—The capture by British cruisers of German merchant vessels all over the world since the beginning of the European war has caused the Admiralty to revive that ancient institution, the prize court. The captured vessels, now held by the Government, must be disposed of and the proceeds, according to precedent, will be prorated among the men who made the captures.

Not for 60 years has a prize court sat in England. The last was in 1854, in the Crimean war, when the fate of the Leucade was decided. In the ears of the present generation, half forgetful of the possibility that this country might once again be swept into a huge international struggle, the expressions "prize court" and "prize of war" have a remote and unfamiliar sound. To many the announcements of the prize court sittings at the Royal Courts of Justice probably convey little definite meaning.

Booty means spoil taken from the enemy on land. Prize means ship or goods taken on the water. The first is a simple affair. A belligerent is in possession of certain property; his conqueror takes it from him, and there is no more to be said. Prize is much more complicated. The capture of a ship may give rise to all sorts of questions affecting nations who are not at war at all, and whose rights as neutrals must be respected. It is here that the need for adjudication arises, and it is in order to settle all such questions and to decide in each instance whether the captive is or is not lawful prey that recourse is had to a prize court.

RULES FOR SEIZURE.

When a ship belongs to the enemy it is almost always lawful to take her. There are a very few exceptions. A fishing boat is exempt, and so is a small local trading vessel, and a mission ship, and a ship conveying exchanged prisoners of war. Apart from such trifling and fairly obvious exceptions, a ship sailing under the colors or pass of the enemy may always be taken either in our own waters or on the high seas. It is when a vessel flies a neutral flag that difficulties begin. If the neutral flag was hoisted aboard an enemy ship without a bona-fide sale and delivery to a neutral, completed by the payment of the purchase money, there is no transfer of property, and the enemy ship is an enemy ship still.

Again, a ship, the undoubted property of a neutral, may be violating her neutrality. She may have committed a breach of blockade. She may have absolute contraband on board—goods, that is to say, that are deemed specially adapted for warlike purposes. Or she may be conveying conditional contraband—goods rendered contraband by the ship's destination. If a neutral ship is found for an ordinary commercial port, a cargo not specially warlike will be presumed not to be intended to aid a belligerent, but to be intended for civil use only, whereas if the destination be a military or naval station a precisely opposite conclusion will be drawn.

Moreover, the neutral ship may lose her character by conveying military or naval officers or carrying a belligerent's dispatches. In such events she is liable equally with the avowed enemy to be captured anywhere except within the territorial waters of a neutral State.

These are a few of the points that may be connected with the capture of a ship at sea. Hence the importance of the rule that the matter shall be brought promptly into court for adjudication, so that the vessel may be condemned if her capture was rightly made, or that restitution may be ordered in the event of any mistake having been committed. The hearing itself is necessarily quite unlike any ordinary legal proceeding. Difference of language, distance and the impracticability of collecting foreign witnesses for cross-examination are all factors which help to rule anything like formal legal methods out of the question.

Accordingly, a series of maxims, facts or rules have long been laid down relating to the ship papers, the port of departure and destination of the vessel and the nationality of those on board to the intelligent guide put to them. If these rules have been transgressed the presumption is against the ship and she is condemned in the absence of contrary proof in her favor, which, of course, it is nearly always impossible to give. On the other hand, if the rules have not been transgressed the presumption is the other way and goods are disregarded and the captive goes free.

EVIDENCE FOR CONVICTION.

It will be seen that the ship papers—the books, passes, charter parties, bills of lading, letters, and so forth—found on board are of the greatest importance if the ship is to be condemned "out of her own mouth." Where the papers have significant revelations, as where there is a discrepancy between the papers and the ship's cargo, the evidence against the ship may be even more damning than that afforded by the discrepancy of the cargo or the statements of the papers. It is, therefore, one of the duties of the captor to secure all the papers, to arrange and number them, and when the prize has been brought in the papers are handed over to the officer of the registry of the prize court.

As soon as a ship is condemned she is the property of the Crown, and the captors, grantees of the Crown, share in the spoil of rich prizes in the old days they were riched by the spoil. The system worked unfairly to the crew of a warship for the actual capture was made by the commanders and officers of the cruisers, who proceeded upon the prize in numbers, while those manning the guns in battle in the heat of action got nothing. A new plan is now being adopted, and it is to be hoped that in working it will not destroy the nerve which guards our navy, sufficient as a nation, of the rewards that already have but will only provide for their more equitable distribution.

Prize courts are still prone only to their own sovereigns. Belligerents are sole judges in their own cause, and it is not surprising that their decisions have often been distorted by partiality. To avoid these difficulties and the necessity of getting over them by such extreme expedients as naked cruisers at the end of a war, various plans for an international court have been formulated, and in 1907, at The Hague conference, after endless discussion, a convention was actually framed. The rule to be applied, however, remained the subject of such conflicting views that it was not practicable to set up the court.

KAISER REBUKES PRINCE

Reprimands Son for Exposing Himself to Enemy's Fire.

GENEVA, Sept. 19.—The recklessness of Crown Prince Frederick William in exposing Nine [illegible] in the fighting in France called forth a sharp reprimand from his father, Emperor William, according to information received here today.

Several of the Prince's aides are said to have been wounded.

FRENCH INFANTRY SQUAD AND FLAG

The French regiments are divided into squads, each in command of a non-commissioned officer. The squad shown here is typical of the ones doing outpost duty along the great battle line.

ERIN'S BRAVE SONS AT BAYONETS' POINT MAKE GERMANS FLEE

Irish Fusiliers, Furious at Order to Abandon Guns, Like Beasts Drag Them to Safety.

LONDON, Sept. 19.—Describing the four days' battles around Mons, a wounded noncommissioned officer says that the wonder was that the British troops came out of it as well as they did. Referring to the retreat of the British and the loss of some heavy guns, he said:

Halted out in the open, with weak infantry supports doing their best to stay the onward rush of the bluish gray clouds of Germans, the artillerymen suffered terribly. German marksmen picked off the horses one by one, and then when the German cavalry swooped down the men could not get the guns away. In one case, where the German Lancers swooped down and killed the last man of our battery, the situation was saved by a couple of companies of an Irish Fusilier battalion—the Munsters, I think—who rushed at the Germans with fixed bayonets and put them to flight, while the enemy's artillery poured a merciless fire on them. Many of the Germans around the battery were killed. And, of course, the losses of our men were not light.

The Fusiliers were furious when orders came that they were to abandon the guns, as no horses were available. You could see them casting loving eyes on those guns all the rest of the day, and at night when the time came to fall back the poor lads were dragging the guns with them, having captured a few German wagons and commandeered them by men who were willing to become beasts of burden for the time.

Similar accounts of the behavior of the different Irish regiments are supplied to the newspaper correspondents at the front, and the consensus of opinion is that no more rare bill has crowded upon the Irish rights deserved. In a letter to his mother here, Private Alexander Montgomery, attached to a Highland regiment, writes:

[illegible] only ten were until a score handful of Irishmen threw themselves in front of a regiment of cavalry who were trying to cut off a battery of horse artillery. It was one of the finest sights I ever saw. Not one of the poor lads got away alive, but they made the German devils pay in kind, and, anyhow, the artillery got away to account for some more Germans. Every man of us swore a vow to avenge the Indian lads [illegible]. If the German artillerymen had not gone mad the targets of enemy [illegible] and gunners, they had themselves to thank. Later they were [illegible] their own medicine [illegible] for the Germans. The [illegible] of them with the bayonet [illegible] and it, and the Germans [illegible] English."

PALMER IN FIGHT AGAINST PENROSE TO FINISH

Will Not Retire Under Any Circumstances, He Declares With Emphasis.

CARLISLE, Pa., Sept. 19.—Referring to William A. Michell Palmer, Democratic nominee for United States Senator, in Pennsylvania Counts last night, [illegible] the Republican [illegible] from the campaign and [illegible] to 60 and [illegible] the Washington party managers are making fight against [illegible]

"[illegible] at any time so in my game [illegible] and still after [illegible] I'm [illegible] I shall not withdraw [illegible] Too cannot make that [illegible] strong. I do not propose to withdraw in favor of Gifford Pinchot or anybody else. If it is necessary for me to announce that declination [illegible] I am ready to convince the people of this State of the sincerity with which I have [illegible] myself to prosecute this campaign. I am in the fight to the last ditch, and I shall use all my strength and [illegible] it."

DR. THOMAS STILES NAMED

Scranton Physician Made Head of Hamburg Tuberculosis Sanitorium.

HARRISBURG, Pa., Sept. 19.—State Health Commissioner Samuel G. Dixon yesterday appointed Dr. Thomas H. A. Stiles, of Scranton, to be medical director of the new tuberculosis sanitorium at Hamburg. Doctor Stiles will take charge there shortly.

Since the division of tuberculosis dispensaries was established several years ago, Doctor Stiles has been a medical inspector in charge of them. His work will be assumed for the present by Dr. Karl Schaffle, his assistant.

Doctor Stiles is a Scranton man and is a graduate of the University of Pennsylvania.

PORT OF PHILADELPHIA

SUN AND TIDES

Sun rises, 5:44 a.m. | Sun sets, 6:04 p.m.

PHILADELPHIA

High water, 12:54 a.m. | High water, 1:15 p.m.
Low water, 8:08 a.m. | Low water, 8:27 p.m.

REEDY ISLAND

High water, 10:04 a.m. | High water, 10:31 p.m.
Low water, 4:20 a.m. | Low water, 4:46 p.m.

BREAKWATER

High water, 7:27 a.m. | High water, 7:48 p.m.
Low water, 1:05 a.m. | Low water, 1:28 p.m.

Vessels Arriving Today

Prosper, III (Nor), Loosch, pyrites, L. Westergaard & Co.
Castle Bruce (Br.), Howe, Nima Nima, ore, Barn Line.
Grecian, Page, Boston, passengers and merchandise, Berlanti and Miners Transportation Company.
Mohican, O'Neil, Norfolk, merchandise.

Vessels Clearings

Indian, Hodgeny, Savannah and Jacksonville, merchandise, Merchants and Miners Transportation Company.
Algonquin, Hansen, Tampa, Port Arthur and Port City, merchandise, Southern Steamship Company.
Delaware, French, New York, merchandise, Clyde Line.
Alaska, Curry, Norfolk, etc., merchandise, Clyde Line.

Steamships to Arrive

PASSENGER

Name.	From.	Date.
Carthaginian	Glasgow	Sept. 5
Mongolian	Glasgow	Sept. 16
Stampalia	Genoa	Sept. 15
Dominion	Liverpool	Sept. 17

FREIGHT

Zaiderdyk	Rotterdam	Sept. 5
Amsterdyk	Rotterdam	Sept. 15
Maine	Gothenburg	Sept. 5
Start Point	London	Sept. 12
Man. Mariner	Manchester	Sept. 10

Steamships to Leave

PASSENGER

Name.	For.	Date.
Haverford	Liverpool	Sept. 19
Carthaginian	Glasgow	Sept. 19
Stampalia	Naples	Oct. 6

FREIGHT

Uranienberg	Copenhagen	Sept. --
Man. Exchange	Manchester	Sept. 19
Maine	London	Sept. 26
Zuiderdyk	Rotterdam	Sept. 29

Sailing Today.

Str. Vitalia (Nor.), Anderson, Manzanilla, via Santiago, Berwind-White Coal Mining Company.
Str. Finn (Nor.), Lundgren, Norfolk, O. G. Hempstead & Son.
Str. South Pacific (Br.), Proctor, Newport News, L. Westergaard & Co.
Str. Zeeuwstroom (Dutch), Fillipus, Rotterdam, Holland-America Line.
Str. Haverford (Br.), Mandus, Liverpool, via Queenstown, American Line.
Str. Amelia (Br.), Hintake, Port Antonio, United Fruit Company.
Str. Quantico, Fletcher, Boston, Merchants and Miners' Transportation Company.
Str. [illegible], Pallman, [illegible] Line.
Str. Barnetta L. Baker, Tegalin, Yarmouth, Fred A. D. Cummings & Co.
Str. Marjorie A. Sawyer, Anderson, Boston, [illegible]
[illegible]

PORT OF NEW YORK

Steamships to Arrive

DATE TODAY.

Name.	From	Date
[illegible]	[illegible]	[illegible]

Steamships to Leave

Name.	For.	Date.
[illegible]	[illegible]	[illegible]

FREIGHTS AND CHARTERS

A moderate demand exists for tonnage in all the principal markets, with rates unchanged. Business continues to rule the sailing market.

STEAMSHIPS.

Norman, Hull, New York, Philadelphia or Baltimore, to grain and seeds, United Kingdom and Continent, grain, 27,000 quarters, 28.

Grecian, Philadelphia to Scandinavian port, 10,000 barrels refined petroleum, private terms, prompt.

Chicago (Br.), 2141 tons, Newport News to Hull, coal, private terms, prompt.

Bonaventure, 1,600 tons, port of Tyne to West Dutch or East Dutch, deals, 50 to 60 [illegible]

Nordkap (Nor.), 2104 tons, same.

Alaska (Br.), 2484 tons, New York to Hull or Dublin, one trip, time charter, private terms, prompt.

SCHOONERS.

Emma Harold, 675 tons, Philadelphia to Cape Cod, private terms.

Alice May Dorrance, 352 tons, Baltimore to Penobscot, coal, private terms, and back from Cooks Island to Marcus hook, private terms.

Wilson Sues for Lecture Bill

ST. LOUIS, Sept. 19.—Henry Lane Wilson, ex-United States Ambassador to Mexico, has brought suit in the St. Louis Circuit Court against the American Lyceum Bureau for $150 said to be due for lecturing.

FRENCHMAN WINS AIR BATTLE

Revolver Duel Between Aviators Ends in German's Death.

PARIS, Sept. 19.—The newspapers today related the story of an air duel between a French aviator and a German airman at an unnamed place during a battle. After a machine gun the Frenchman succeeded in descending above the German. Both men used revolvers. The German was seriously wounded and his machine turned over and fell among the British troops. He was dead when picked up.

BRUMBAUGH PLEADS FOR STATE'S HONOR

Continued from Page 1

and into which you should be putting the full energy of your best manhood and finest womanhood, and the man who traduces the State and brings no social program of betterment of party is an enemy of his people and a traitor to his Commonwealth.

"All the peoples of the world have found a refuge, a home, a haven in Pennsylvania. No man has ever been barred because of his nationality or his creed at any time. It has been the most tolerant, the most humane, the most philanthropic State in all the Union. Its pages nowhere record a single story of persecution or violence. Here we have intermingled, intermarried, interlived, and we ought to be proud of the products and see to it that we train our children, as well as ourselves, to regard with respect and reverence the splendid story of Pennsylvania's growth and development and progress.

"I say that earnestly to you today, because it matters in the long annals but little who holds office for a time in Pennsylvania; but it matters very much whether a holy, splendid citizenship shall stand up and fight for its splendid record, or whether they shall stand by and let it be traduced and its fair name dragged in the dust.

UPHOLD STATE'S HONOR

"I for one want to preach to you the gospel of the splendor of our Commonwealth; of its matchless industries, its superb educational facilities, its large agricultural outlook, its great and glorious manhood. And I ask you when you come to vote to support the party that more than any other has written the largest and brightest and best pages into the annals of your state.

"If central Pennsylvania were in the State of Maine or Vermont or New Hampshire we would build railroads and run excursion trains to haul the people to look at it. Why don't we open our eyes to the magnificent heritage that God has rained down here upon us and walk out into the arena of manhood and say, 'Beautiful Pennsylvania, I am proud of her. She is my native State.'"

Colonel Nelbecker, superintendent of the Glen Mills School, and the Rev. Lewis A. Parsels were the other speakers. The Glen Mills Schoolboys, under the direction of Colonel Nelbecker, gave a drill. Members of Guss Post, G. A. R., also drilled and closed the exercises by decorating the monument and firing a salute.

A throng of 5000 persons attended the services and gave Dr. Brumbaugh an enthusiastic reception. The anniversary of the massacre is Sunday, but the committee in charge of the services selected today for its observance.

The spot on which 150 Continental soldiers were killed on September 20, 1777, was unmarked for forty years, save for a pile of stones heaped over their graves. On September 20, 1817, the Republican Artillerists, aided by many citizens of Chester and Delaware Counties, erected a monument to mark the spot.

On that occasion Major Isaac D. Barnard delivered an historic account of the event and Rev. David Jones, then 42 years ago, also gave a vivid account of the massacre and his narrow escape. He was chaplain of the regiment and was at Paoli on the eventful night.

Twenty-three acres were purchased by the military organizations of Chester and Delaware Counties, and for years the grounds were used for military drills and parades. Each year, until the Civil War, the event was appropriately celebrated.

The small marble shaft, erected in 1817, was, however, much battered and despoiled by vandals and relic hunters and during the Civil War the monument and grounds were greatly neglected. But on September 20, 1877, a larger and better monument was erected near the old one.

This memorable anniversary celebration and raising of funds for the new monument was largely due to the energetic efforts of the late Doctor J. B. Wood, of West Chester. The new monument bears the same inscriptions as the original shaft, erected in 1817.

After the battle of Brandywine, General Washington, feeling that one more effort, at least, should be made to prevent the occupation of Philadelphia by the British army of General Howe, after retreating to Chester, massed his forces and took up a position in the Chester valley, and on the 16th of September marched to near Goshen Meeting House to give battle.

A terrible rainstorm ruined the powder of the Continental army, and they were forced to give up the fight, although a skirmish had taken place and several men were killed. It was then, as the British kept on the way, that General Wayne was detached with a body of picked soldiery to harass the British in the rear. This band of patriots encamped in a secluded spot on the 19th of September near the Paoli and about semi-distant to General Warren.

He had carefully guarded the camp, but a Tory, whose name is still in dispute, led the large detachment of Colonel Grey's British soldiers by a circuitous route to the camp. By some means the watchword of the Americans for that night, "Here we are and there they go," had been learned and used. The pickets were bayoneted and the small band of Americans, surprised, were massacred.

INDEPENDENT REPUBLICANS OFFER DR. BRUMBAUGH AID

Men Prominent in City's Affairs Indorse His Candidacy.

Independent Republicans and men of all parties, who occupy high positions in the civic, commercial and financial life of Pennsylvania, have daily been offering their services to aid the candidacy of Dr. Martin G. Brumbaugh, Republican nominee for Governor, as members of the Brumbaugh Citizens' Committee. Additional members of the committee, announced today at the Brumbaugh headquarters in the Lincoln Building, include:

Francis R. Reeves, Philadelphia.
John Walton, Philadelphia.
Thomas Raeburn White, Philadelphia.
John Story Jenks, Philadelphia.
Franklin Smedley, Philadelphia.
William J. Eldridge, Philadelphia.
Calvin M. Smyth, Philadelphia.
Montgomery Wright, Philadelphia.
R. Dale Benson, Philadelphia.
J. S. W. Holton, Philadelphia.
Murrell Dobbins, Philadelphia.
C. Tyson Gratz, Norristown.
Hugh B. Eastburn, Doylestown.
George W. Elkins, Philadelphia.
Eugene L. Ellison, Philadelphia.
W. Glover, Danville.
August B. Loeb, Philadelphia.
E. Clarence Miller, Melrose Park.
J. J. Sullivan, Philadelphia.
Harrington Fitzgerald, Philadelphia.
E. L. Kemp, East Stroudsburg.
Davis C. Humphreys, Philadelphia.
Lewis J. Levick, Philadelphia.
Samuel W. Wray, Philadelphia.
Dr. G. M. Harrison, Neshoppen.
Thomas J. Budd, Philadelphia.
Byron E. Tomlinson, Washington.
Theodore E. Wiedersheim, Philadelphia.
David M. Kirk, Pittsburgh.

CITY'S WORK MUCH HELPED BY NEW MOTOR APPARATUS

Introduction of New Equipment Under Mayor Blankenburg.

One of the principal achievements of the Blankenburg administration has been the adoption of motor-driven fire apparatus, motor-driven police vehicles and automobiles for prompt and efficient conduct of the city's affairs in other bureaus, notably in supervision of highways and the water system.

A report made public by City Controller Walton today shows that, instead of the 11 cars in city service at the beginning of the present administration, there are now 74 motor-driven vehicles devoted to city work.

Thirty-two of these cars have been purchased for the fire bureau of the city. The standard of the city's fire-fighting force, notoriously antiquated with its horse-drawn apparatus at the beginning of the Blankenburg administration, is now improved by the installation of the modern gasoline-driven equipment.

Additional protection has been afforded against fire that will ultimately bear an influence on insurance rates. One big modern aerial hook and ladder truck, propelled by gasoline power, cost $11,150. Compared to this present-day fire-fighting engine this apparatus in the department at the beginning of the Blankenburg administration was of pigmy proportions.

In the Bureau of Police ten motor-driven cars have been purchased for patrol wagon duty in the outlying sections. These greatly facilitate the regular visits of the police lieutenants of the distant districts to police headquarters in the City Hall.

Distribution of these cars in the city service and their cost are:

Department.	Number.	Cost.
Mayor	1	$5,100.00
Director Public Safety	1	3,500.00
City Commissioners	2	4,382.40
Police Bureau	10	20,409.85
Fire Bureau	32	151,207.20
Director Health and Charities	1	2,050.00
Health Bureau	5	15,300.00
Charities Bureau	5	16,025.00
Director Public Works	2	7,250.25
Survey Bureau	1	2,000.00
Highway Bureau	6	12,165.20
Water Bureau	11	15,480.00
City Property Bureau	1	1,500.00
Parkmanagement	1	4,000.00
Wharves, Docks and Ferries	1	950.00
City Transit	1	3,250.00
Totals	84	$249,880.00

PRUSSIAN GUARD REPORTED ALMOST ANNIHILATED

No Officers Left in First Battalion, Say Prisoners' Letters.

BORDEAUX, Sept. 19.

Letters found on German officers taken prisoners during the retreat of the German armies to the north and east indicate great distress exists among the Kaiser's forces, particularly in the 10th Army Corps. Companies of the Prussian guard, which originally numbered 250 men, have been reduced to 70.

Of several companies commanded by volunteers officers are missing and not a single officer is left in the first battalion of the guards.

Some of the letters show a lively fear of the French artillery is entertained by the Germans.

A French airman one night dropped four bombs into a German bivouac, killing four and injuring eight.

All the officers are sharing their meals with the men. All motor cars are said to be destroyed.

FATHER ACCUSES HOSPITAL

Says Nurse Ordered Mother to Take Dying Child Away.

The charge that St. Agnes' Hospital refused to accept for treatment an 11-month-old girl who had been burned and that as a result the child died later in the Mt. Sinai Hospital, was made today by Emile Pellicome, of 1738 South Eleventh street, father of the child, at the Coroner's inquest.

The infant was Mary Pellicome. She died at the Mt. Sinai Hospital September 17. Two or three days prior to that date she had been burned at her home while her brother was playing with matches.

Chief Deputy Coroner Sellers, who conducted the inquest, continued the case until next Tuesday and announced that the nurse at the hospital, who is alleged to have ordered the mother of the dying infant away, will be subpoenaed. The name of the nurse was not mentioned at the hearing.

"That is a very extraordinary statement," said Deputy Sellers, after the father had told his story. "Are you sure of the facts in the case?"

"Positive," said Pellicome. "Doctors have told me since then that if the child had had attention at first its life could have been saved."

Deputy Coroner John Mehring, who made a partial investigation of the case, testified that, according to the hospital authorities, the mother of the baby did not want to leave the child there, but asked that it be treated. Deputy Sellers then decided to postpone the inquest and get the story of the nurse.

Dr. Joseph Walsh, medical director at St. Agnes' Hospital, said today that he has ordered a complete investigation of the case.

"I personally do not know anything about it," he said. "I heard of the case this morning and have ordered a complete investigation. If there is any truth in it, there is a possibility that it may have occurred because the mother refused to follow advice and leave the child at the hospital for treatment, or because a nurse may have taken more upon herself than was warranted and may have judged the case not to be a fit one for the hospital to accept."

BARN AND CONTENTS BURNED

Fire Causes $7000 Loss on Farm at Eddington.

BRISTOL, Pa., Sept. 19.—The large barn and corn crib on the farm of William L. Ludascher, Buck road and Bristol pike, Eddington, were destroyed by fire early this morning. The huge barn was filled with 75 tons of hay, large quantities of rye, wheat and other farm products.

The loss is estimated at $7000.

MATCH BURNS FATAL

Joseph McGuire, 3 years old, 129 Mountain street, who was yesterday seriously burned while playing with matches, died this morning at Mt. Sinai Hospital.

Government Seed for Poor Farmers

OTTAWA, Sept. 19.—A million bushels of seed grain is to be furnished by the Government to farmers of the West whose crops were a failure this year.

BLEASE ASSAILS SUCCESSFUL RIVAL AND THE PRESIDENT

South Carolina Governor Says Cotton Growers Were Deceived by Promises to Supply Means for Marketing Crop.

NEW YORK, Sept. 19.—Governor Cole L. Blease, of South Carolina, who recently was defeated as a candidate for United States Senator, is seeing New York. He was at the Waldorf-Astoria with Mrs. Blease yesterday. He came North to attend the Great Council of Red Men in Portland, Me.

In a conversation he bitterly assailed Senator Smith, his successful opponent; President Wilson and William G. McAdoo, Secretary of the Treasury. Senator Smith, he asserted, was re-elected by false representations, and President Wilson and Mr. McAdoo admitted, he said, that they had deceived the Southern States in the matter of financing the cotton growers.

Governor Blease is slightly built, with black hair and mustache. He was in a gray suit, a broad-brimmed black soft hat, a red bow tie and a pink-striped silk shirt. In that shirt was a diamond, screwed in tightly. There were diamonds in his cuff links and a ring flashed on a finger on his left hand.

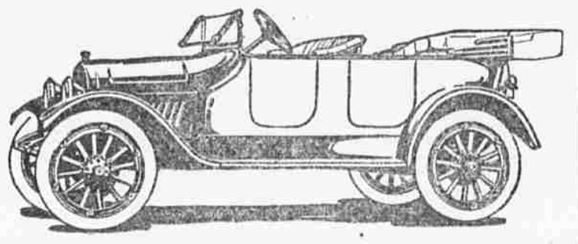
As he chatted in characteristic fashion with a visitor he was asked by Mrs. Blease to hasten things, as she was hungry and wanted to go to a theatre.

"There's the real Governor of South Carolina," said Mr. Blease. "She's red headed. You know by that she is Governor."

Mrs. Blease smiled and again suggested haste to her husband. He was asked what he intended doing after his term as Governor expired.

"I intend to return to the practice of law," answered the Governor. "To the practice of criminal law, which I love. But when the next vacancy occurs in the United States Senate I expect to be elected to the place."

By that time Mrs. Blease was the more anxious for her dinner and the theatre. However, Governor Blease had changed his mind, decided to give a statement, and dictated one, in which he said the man who defeated him for the Senate, known as "Cotton Smith," had "lied" when he told the cotton States he would guarantee that the United States Government under the Wilson Administration, by virtue of the currency law, would supply them with a sufficient amount of money to market their cotton crop or that they could put it in a cotton warehouse and that they would be loaned at 12½ cents a pound sufficient money to meet their running obligations.



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Leather-Covered Instrument Board
Gasoline Tank in Dash. Reserve Supply Tank
Stewart Speedometer — Mohair Top and Cover
Demountable Rims — Inside Curtains
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Electric Horn
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