



KAISER TELLS U. S. BLOCKADE MUST GO ON

Germany Insists Upon Right to Retaliate Upon England by Submarine Attacks,

Shipments of Arms by Neutrals Will Be Forcibly Opposed, and Vessels Bearing Contraband May Be Sunk Far-Off.

Campaign Against Enemy Merchant Ships Made Necessary by Britain's Violation of War Rules—Willing to Deliberate on Further Measures of Protection.

BERLIN, Feb. 18.—The text of the German reply to the United States protest against the submarine blockade was made public today, and it is, as expected, a firm reiteration of the German claim that the action is a legitimate retaliation against English methods.

In tone the answer is especially friendly to the United States, but it is carefully set forth that Germany took the steps it did only after mature deliberation and "because of the English measures are in violation of the accepted principles of international law."

The German Government is declared to be "in accord with the United States that it is in a high degree desirable to avoid misunderstandings which might arise from the measures announced by the German Admiralty."

"This action is in no way a measure directed against the commerce of neutrals," it says, "but represents solely a measure of self-defense imposed on Germany by her vital interests against England's methods of warfare."

It is stated that Germany at all times has adhered to the valid international rules of warfare, and agreed at the very outset of the war to ratify the principles of the Declaration of London. It is pointed out that until today Germany has permitted the transportation of provisions from Denmark, although it has always been in position to prevent such transports.

Germany also subscribes to the note of the United States to England on December 29 protesting against British interference with American shipping. The holding up of the Wilhelmina's cargo of foodstuffs is referred to as a flagrant breach of international law.

Germany is declared to be cut off from its overseas supply by the "silent or protesting toleration of neutrals both as regards conditional and actual contraband of war, while Great Britain, with the toleration of neutral Governments, supplied with both."

"The German Government," explains the note, "feels itself obliged to point out with the greatest emphasis that a traffic in arms, estimated at many hundreds of millions, is being carried on between American firms and Germany's enemies. Germany fully comprehends that the practice of right and the toleration of wrong on the part of neutrals are matters absolutely at the discretion of neutrals and involve no formal violation of neutrality."

Referring to the planting of mines in the war zone, the reply says: "The German Government considers itself entitled to hope that all neutrals will acquiesce in these measures, as they have done in the case of the grievous damages inflicted upon them by British measures, all the more so as Germany is resolved for the protection of neutral shipping even to the sacrifice of its own ships, which is at all compatible with the attainment of this object."

"Germany is ready to deliberate with the United States concerning any measures which might secure the safety of legitimate shipping of neutrals in the war zone. Germany cannot, however, forbear to point out that all its efforts in this direction may be rendered very difficult by two circumstances—first, the misuse of neutral flags by British merchant vessels, which is indubitably known to the United States; second, the contraband trade already mentioned, especially in war materials and neutral vessels."

THE WEATHER  
According to much of the advertising these days, spring is either here or imminent. Palm Beach raincoat having ceased to be a novelty to hold your interest as a prospective purchaser, merchants are telling you all about the virtues of their particular line of "springs" overcoats (assuming, of course, that you buy—which you don't—four overcoats a year).

And again, we rode home last night with a friend who lamented from the street to the advent of his personal "spring" coat. We suppose the merchants know their business, and our friend more about his coats than we do, but we don't believe it.

Twenty-seven this morning!

FORECAST  
For Philadelphia and vicinity—Fair tonight and Friday; not much change in temperature; fresh northerly winds.

For details, see page 2.

Observations at Philadelphia  
P. A. H.

Annals of the Day  
Lamps to Be Lighted

LLOYDS QUADRUPLES RATE ON U. S. ENTERING WAR

Twenty Guineas Per Cent. on Policies Covering German-American Conflict.

LONDON, Feb. 18.—Lloyd's today placed insurances at 20 guineas per cent. on policies covering the holder against war between the United States and Germany within six months. One month ago the rate on the same risk at the same time was five guineas per cent.

GERMANS DRIVEN FROM NORROY BY FRENCH OFFENSE

Berlin Admits Loss of Important Position in Woivre Region Captured Last Week.

Austrian Armies Capture Kolo-mea, Controlling Galicia Railways—Slavs in Bukovina Encircled, Vienna Announces.

Admission is made today in Berlin of a material reverse in the Woivre region. The village of Norroy, north of the hill overlooking the town, which were captured from the French on Saturday, were evacuated in the face of the vigorous French offensive. The Germans blew up their defenses before retiring.

Between Arras and Lille violent fighting continues. The Germans now admit that the Allies made a slight gain there on Tuesday. There is also heavy fighting northeast of Rheims and in the region of Perthes-les-Hurlus, in the Argonne.

The Austrian advance in Bukovina in a two-fold enveloping movement has caught the Russians in a vise, according to today's official report. Kolomea, on the upper Pruth river, an important position controlling the railway communication between Stanislav, in Galicia, and Cernowitz has been captured; the Russians lost 2000 in prisoners and many in slain.

Russia reports "no change" in connection with the Bukowina campaign. In Galicia, on the Wyszakow-Pass front, impetuous German attacks on the Kozlowka Heights, were repulsed again and a whole battalion was bayoneted, Petrograd says. Terrific fighting is reported on the northern bank of the Vistula, where it is admitted the Germans have launched desperate drives from Thorn and Soldau. On the Niemen River front German patrols have been repulsed.

GERMANS YIELD NORROY IN FACE OF FRENCH ATTACK

Berlin Admits Material Reverse in Woivre Battle.

BERLIN, Feb. 18.—The German War Office admitted today a material reverse in the Woivre region. It states that the village of Norroy, north of Pont-a-Mousson, and the hill commanding it, previously captured from the French, were evacuated in the face of a superior force. Before leaving the German troops are declared to have destroyed the trenches and the intrenchments that had been constructed by the French.

Very heavy fighting continues to the north of Rheims, about Lille and Arras and to the north of Fortles, where the French and British succeeded in penetrating the German advanced trenches, only to be later driven back. The series of battles is constantly increasing in intensity, and the German reports declare that the enemy is losing very heavily.

General French attacks along the Bourzelles-Vauquois line south of the forest of Argonne are declared to have failed completely.

FRENCH CAPTURE TRENCHES IN ARGONNE, PARIS REPORTS

Germans Driven From Woods at Cheppy by Infantry Charge.

PARIS, Feb. 18.—Fighting in the woods around Cheppy, between the Argonne and the Meuse, French troops, strongly supported by concealed artillery, forced their lines forward today. A large section of wooded territory was cleared of the German forces, the enemy suffering severe losses. In the same sort of fighting, south of Bois des Forges, the French advanced their lines a quarter of a mile and resisted all attempts to dislodge them made by the reinforced German infantry.

The artillery duels in the valley of the Aisne and in the sector of Risines continue. The official word from the War Office was that the French batteries had gained a clear advantage in this interchange. It was also stated that an advance of several hundred feet had been made north of Malancourt.

OTHER WAR NEWS ON PAGE 4.

BAD HOSE HAMPER FIREMEN

Bursting hoses hampered firemen at a blaze which completely destroyed the three-story brick garage of the Forrest Taxicab Service, 319 Marvins street, late this afternoon. Two explosions in the rear of the shop, which runs through to 15th street, started the fire which consumed all but one of the automobiles in the place. Harry L. Zellner, who opened the establishment only last week, was working with five helpers on the first floor, all narrowly escaped injuries from falling bricks and plaster.

CUPID'S CHAPEL ABOLISHED

NEW YORK, Feb. 18.—Cupid is to be "kicked out" of the New York City Hall. It was announced today because political jobholders, supposed to have assisted at weddings without pay, have been prodding bridegrooms to give banks.

"Cupid's lower has become a hell hole," said Alderman Curran, who will move to abolish the marriage chapel in the City Hall, where couples have been wed for half a century.

MACHINE SPRINGS NEW TRICK IN THE TRANSIT ORDINANCE



CHARLES F. SEGER

TWO BRITISH LINERS DEFY FOE'S BLOCKADE; REACH PORT SAFELY

Adriatic and Zealand Arrive at Liverpool Without Encountering Lurking German Submarines.

LONDON, Feb. 18.—The first night and day of the "bread war" have passed without any active effort by Germany to launch her terrific mine and submarine attack against English shipping being reported. At 5 o'clock this evening the Berlin decree of a war zone about Great Britain and along the coast of France had been in effect for 18 hours.

Sea traffic between France and England through the English Channel has been maintained as usual, according to reports of the movement of steamers posted here. Two great British liners, the Adriatic and Zealand, arrived safely at Liverpool today. Their passengers reported their voyage had been without incident, even across the Irish Sea, where it had been expected the German submarines might strike the first blow.

The only lessening of marine traffic was between Holland and England, some of the Dutch companies holding up their boats because of the German warning that neutral shipping should avoid the war zone.

Advices from Rotterdam state that not a single ship of any sort has reached that port since Wednesday afternoon. The Zuideryk and the Richard, of the Holland-America Line, sailed today for the United States and two other vessels steamed for England.

Half a dozen steam trawlers sailed today from Rotterdam for England with cargoes of fish, and 10 Danish steamers are reported en route to English ports, loaded with foodstuffs.

A meeting of the cabinet was held at the home of Premier Asquith early in the day, but up to noon no formal proclamation in answer to that of Germany had been issued. This led to reports that no such proclamation would be issued, but that the British Government, classifying the German menace as piracy, would not recognize Germany's attacks as conducted under the rules of civilized warfare.

By adopting this attitude and holding the crews of German submarines to be pirates, it would be possible to hang them for murder if any are captured. An influential part of the public, led by Admiral Lord Charles Beresford, is in favor of this method of procedure.

The rules of international law provide that the penalty for piracy, upon conviction, may be death. The first requirement to constitute an act of piracy "Jure gentium" is that it must be an act of adequate violence. It need not necessarily be an act of depredation. The second requirement is that the piratical act must be committed outside the territorial jurisdiction of any civilized State, but a third holds that the perpetrators of the piratical act must be without the authority of any recognized political community.

The third requirement might be overruled.

Concluded on Page Four

"BILLY'S" SERMON MAKES STUDENTS CALL OFF DANCE

Central High School Seniors Will Not Hold "Prom."

"Billy" Sunday's sermon on "Amusements," heard last Saturday by students, was too much for the senior class of Central High School. The senior promenade, for 25 years the most popular dance of the school year, was called off today.

Only 25 in the class of 150 were willing to attend this year's dance, and the Executive Committee, through Edward Gallagher, president, announced that all arrangements would be canceled, because a dance with only 25 present would be financially inadvisable.

Questions at the committee meeting developed that enthusiasm for the dance, usually held in April at Horticultural Hall, had waned noticeably after the student meeting at the tabernacle last Saturday. The senior class attended in a body and a majority "hit the trail."

Storm Reported on Way Here

NEW YORK, Feb. 18.—The Weather Bureau today issued warning of a storm with fresh northerly gales, expected on the Middle Atlantic and southern New England coast line during the next 24 hours.

A SHAMELESS BETRAYAL (EDITORIAL)  
The Finance Committee of Councils has betrayed the interests of the people of Philadelphia. The ordinance introduced this afternoon is a delusion and a fraud. It dedicates the city in no wise to the Taylor comprehensive plans. Instead, it provides for the infamous Costello plan, omits provision for the delivery loop, which is a vital part of the program, and appears to be a bold and deliberate attempt to hand over the city, shackled and defenceless, to the Philadelphia Rapid Transit Company. The ordinance is filled with red herring. It offers the people something they do not want instead of something they do want. It rips the Taylor program wide open and contemplates so tying up Philadelphia that real rapid transit will not be possible in the next fifty years. It is an arrogant, bold and shameless effort to divide the city by playing on sectional interests. It is so shot through with infamy that the one steal in a virtuous thing in comparison with it. It reveals what certain Organization leaders meant when they said that they would riddle the Taylor plan and bury it in quick time.



JOHN P. CONNELLY



THESE ARE THE MEN

One week ago they declared that they were in favor of the Rapid Transit plan, to be put into effect without delay. Connelly is the chairman of the Finance Committee of Councils; Seger is chairman of the Finance Subcommittee, and Costello is the man whose "red-herring" plan they have adopted.

LENNON ATTACKS COOKE, CHARGING INACTIVITY

Councilman Says Director Has Failed to Make Use of Appropriation.

The charge that \$2,000,000 appropriated by Councils for the repair of streets and roads was lying idle because of the inactivity of the Department of Public Works was made this afternoon in Select Councils by James E. Lennon, of the 31st Ward.

Mr. Lennon said that if as much energy were expended in the use of the pick and shovel in the repair of streets as in the use of typewriters in the offices of the department, the number of unemployed in Philadelphia today would not be so great.

Throughout the session, Mr. Lennon took occasion to find fault with Director Cook and demanded information on each resolution intended to benefit his department. Councilman Lennon said that he had so far been unsuccessful in obtaining information of any kind on the "second floor." Declaring that the \$2,000,000 available for the repair of highways had not been put to use, the Councilman quoted figures which, he said, were given to him by Controller Walten.

The sum of \$40,000 was made available by Select Councils for the improvement of Withall's Commons, and that the establishment of a recreation centre there in a resolution recently adopted by Common Council. A similar amount was appropriated for the establishment of a park on the site bounded by Huntingdon avenue, 21th, Moore and Morris streets.

Mrs. Wakely Addresses Clubwomen

Mrs. John M. Wakely spoke this afternoon before the College Club, at the rooms of the club at 130 Spruce street, an "College Women and Their Relation to Their City." After the speech, she and England, who had been present at the meeting, were discussed.

POSSE PASSES FORWARD TO MEET FORTIFIED PIUTES

U. S. Marshal and Men Will Join Force to Attack Indians.

CORTEZ, Col., Feb. 18.—Floundering through mud over trails heavy from recent snows and rains, part of the posse moving forward to engage the Piute Indians entrenched near Bluff, Utah, pressed on toward Grayson today. A courier arriving here reported that the posse reached McElmo Canon last night after a hard day's ride. At Grayson the Colorado posse will be met by United States Marshal Nebeker, of Utah, and his men, so that the invading "army" on leaving that point will number more than 40 men.

SHIP BILL ABANDONED UNTIL FEBRUARY 27

Referred to Committee, and Senate Will Take Up Appropriations.

WASHINGTON, Feb. 18.—The shipping bill was abandoned this afternoon. The Democratic and Republican leaders in the Senate have agreed that the bill should be sent to conference of the two houses until February 27, and that in the meantime the appropriation bills should be taken up and passed.

The Democrats will report back the bill from conference on February 27, and the Republicans then will remove their filibuster and will take the bill to its death at night on March 4.



PETER E. COSTELLO

DIRECTOR TAYLOR SEES DILATORY TACTICS

Believes Finance Committee Bills Designed to Complicate Transit Situation.

Director Taylor, commenting on the Finance Committee's transit ordinance, said this afternoon:

"The ordinances which I sent Mr. Connelly and which were introduced in Common Council on January 7 provided for an increased indebtedness for the purpose of establishing, purchasing, leasing, locating, constructing, equipping and improving transit facilities, wholly or in part, or any one or more of them."

This phraseology made every legal requirement but raised no unnecessary legal question. The ordinance reported by the Finance Committee today provided for an increase in indebtedness based on the assessed valuation of taxable personal property. The insertion of these words serves no possible useful purpose.

"The only conceivable purpose in introducing them is to raise possible legal or financial complications. The law reads that the municipal loans must be based upon 'the assessed valuation of taxable property.' The courts usually insist upon a strict and technical compliance with every detail of the law in the floating of municipal loans, and the only theory upon which the unnecessary insertion can be accounted for is that it was intended as a point on which to base some dilatory legal proceedings."

"I have emphasized over and over again two things: One that it will be impossible to operate a Broad street subway without having a delivery loop. It would be a physical impossibility to discharge the passengers collected from 23 other stations, and it would be equally impossible to collect in the evening at 23 stations all the passengers bound for 23 other stations."

"Even if the operation of such a line were possible, its construction without the delivery loop would be a great hardship to the property owners and business men in the central district east of 12th street, and—what is far more important—it would be an outrage on the public to subject them to the morning and the intolerable crowding that would exist at the two stations in the delivery district."

"There is, however, the fact that the traffic on South Broad street can be accommodated on two tracks, while the traffic on North Broad street would require four tracks, and only half of the trains coming down Broad street from the north would need to go south to South Philadelphia, while the other half should be run around the delivery loop."

"The delivery loop will be necessary also for the accommodation of people coming from South Philadelphia. Every consideration, therefore, makes the delivery loop an absolutely essential part of the Broad street line. No competent engineer could be found who would recommend the construction of the Broad street line without this loop."

"To deny the loop therefore is to veto the construction of the whole line. This is not a matter of theory or argument; it is a fact which is as plain as daylight."

CONNELLY MAKES STATEMENT

"Ordinance Speaks for Itself," Says He, Complacently.

"The ordinance speaks for itself. It designates specifically what lines should be constructed first. The ordinance now deals generally with the Northeast and the Northwest spurs, simply to assure the citizens in those sections that they will be taken care of among the first."

This statement was made by John P. Connelly, following Councils' meeting.

"Regarding the definite limit of those lines, they will be taken up when the question of routes is considered. The exact limits can be designated in later ordinances."

"It is not possible," he was asked, "that the construction of these good paying lines might not have some influence on the Philadelphia Rapid Transit Company in its agreement with the construction of all the lines?"

"There is no agreement," he replied, "with the P. R. T. 'Where is it?' There is none so far as I know."

GIRL OF 15 STANDS BEFORE MIRROR TO SHOOT HERSELF

Brooded Because She Was Reproved by Couple Who Adopted Her.

MAPLEWOOD, N. J., Feb. 18.—Edna Robinson, 15 years old, adopted daughter of Mr. and Mrs. George Jackson, who are socially prominent in this section of New Jersey, committed suicide today. She stood in front of a mirror and fired a bullet into her brain.

The girl became despondent because she had been reproved by Mr. and Mrs. Jackson, who sought to instruct her in the proper manner of living.

Boss-controlled Committee on Finance Openly Defies Public Opinion.

Measure Stripped of Vital Features of Taylor Plan Introduced in Councils by Orders of the Bosses.

Does Not Provide for Five-cent Fares, Free Transfers or the Abolition of Discriminatory Eight-cent Exchange Tickets—Costello Scheme Reappears in a New Garb.

The Republican Organization, through its controlled Finance Committee, introduced a "red herring" Rapid Transit plan at the session of Councils this afternoon. An ordinance was reported providing for a special election April 29 for the people to vote \$6,000,000 for Rapid Transit development. The ordinance did not follow the Taylor plan, the result of years of expert investigation. It ignored the most essential recommendations of Director Taylor and was a bold attempt to foist upon the people a plan favorable only to the interests of the Philadelphia Rapid Transit Company.

The Taylor plan provided for an elevated structure from Front and Market streets to Bridge street, Frankford. The ordinance introduced this afternoon provided for the construction of this road to Rhawn street.

The elevated to Bridge street was the one feature the Rapid Transit Company opposed. It wanted a road to Rhawn street. The ordinance making this change gives the Rapid Transit Company the cream of the plan and takes from the people all the advantages that would have accrued to the public under the Taylor project.

The ordinance ignored the delivery loop, absolutely essential for the even distribution of passengers throughout the business district. It provided for a North and South Broad street subway, without means for transportation of riders into the great downtown business section.

The Finance Committee ordinance does not give the people of Philadelphia a street 5-cent fare to all parts of the city. The Finance Committee ordinance does not abolish the discriminatory 8-cent exchange ticket, as provided in the Taylor plan.

The Finance Committee ordinance does not provide for transfers from the high speed lines to the surface lines.

The Finance Committee ordinance will cause thousands of families to lose \$34 a year each because of the compulsory 8-cent exchange ticket.

The Finance Committee ordinance would benefit Frankford only to the sacrifice of hundreds of thousands of riders in other communities.

BRANDED AS A TRICK.

The ordinance was branded as a trick, a subterfuge and another move. In the constant policy of delay adopted from the very first by the Philadelphia Rapid Transit Company and the leaders of the Republican Organization.

It was termed a move in the campaign to rob citizens of a real rapid transit system while Mayor Blankenburg continues in office for the sole purpose of having a Republican Mayor—if he is elected—award the contracts to political contractors.

BURLESQUE OF TAYLOR PLAN.

The Finance Committee's plan is a grotesque burlesque of the Taylor plan. The Taylor plan, explained in detail to the people of all sections of the city, was endorsed by them. The plan brought forward by the Finance Committee to trick the people cannot have the support of the people.

The Frankford Line as proposed by the Finance Committee will end three miles from that point where the Taylor line proposed to have its terminus. The district embraced in these three miles instead of being thickly populated is practically barren country. It is estimated that to construct this line as the Finance Committee would have it would cost additional millions of public funds in excess of the amount necessary under the Taylor plan to give quick and efficient transportation to all the people of the northeast section.

REALLY THE COSTELLO PLAN.

The Finance Committee's plan is really the Costello plan.

The Costello plan for the Frankford line was originally introduced in Councils December 3 and immediately called forth bitter opposition by business associations and friends of real rapid transit all over the city.

The Evening Ledger on December 14 took a poll of Councils to determine the position of the members of both chambers.

Continued on Page Two

The Kensingtonian Says:

Cy Evans, the 89-year-old carrier of Kensington, has purchased two tickets for the coming season, and it has been said that he will use the tickets himself.

LOST AND FOUND

LOST—Large military duster, blue, worn, with collar, buttons, and pockets, found on 12th street, near Market, on Feb. 17. Reward \$10.00. Return to 12th and Market streets, Philadelphia, Pa. 1915.

LOST—Black and white afternoon dress, size 36, with collar, buttons, and pockets, found on 12th street, near Market, on Feb. 17. Reward \$10.00. Return to 12th and Market streets, Philadelphia, Pa. 1915.

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