RIGHT TO STARVE FOE, CIVILIANS AND ALL, IS BRITISH REPLY TO U. S.

Shipping Protest Is Met by Firm Avowal to Cut Off Germany's Food Supplies, No Matter if Neutrals Suffer.

Ruling by Bismarck Cited to Show Germany's Stand in 1884—Note Denies That American Commerce Has Suffered.

WASHINGTON, Feb. 18.—Great Britain insists upon its right to starve Germany, both its fighters and its civilians. This is the most significant contention in the British reply to America's shipping protest. This is contended because of the "impossibility of preventing neutral cargoes, ostensibly for the use of noncombatants, from being turned over ultimately to the military authorities for the feeding of the Kaiser's troops."

The words of Bismarck, ruling on results of contraband decrees, are hurled back upon Germany to prove that neutrals must suffer.

Officials did not attempt today to disguise the gravity of the situation. Privately they admitted that the whole foreign problem was fraught with danger to this nation.

The British supplementary reply gave the Administration little satisfaction.

In effect the reply was:

War affects every nation, and neutrals' commerce naturally suffers, too.

But from the United States' own Department of Commerce figures, it is demonstrated that the war exports have been higher than corresponding periods the previous year, except in the matter of cotton shipments.

The British fleet's activities in seizure and search of American vessels cannot be blamed for any unfavorable condition of United States trade.

There is more reason to protest against German strewing of mines in the North Sea than against British interference with vessels.

Great Britain feels that it must protect itself, and that it may shorten the war by carefully determining whether cargoes contain contraband or whether their neutral country destination is merely a cloak for ultimate destination to "the enemy."

Figures of meat export to Scandinavian countries, contiguous to Germany, for instance, indicate a remarkable, and the note hinted, suspicious growth since the war started.

Britain is doing no more than the United States did in the Civil War—and international law precedents are cited in proof.

British rules give shippers redress without diplomatic interference in case of wrongful seizure.

Britain intends to prevent foodstuffs from reaching the German Government food monopoly.

Conceding that foodstuffs intended for the civil population of a country are not contraband, the British Government points out that "in any country in which there exists such a tremendous organization for war as now obtains in Germany, there is no clear division between those whom the Government is responsible for feeding and those whom it is not."

BUSINESS DEPRESSION DENIED.

"It will still be our endeavor," says the final paragraph, "to avoid injury and loss to neutrals, but the announcement by the German Government of its intention to sink merchant vessels and their cargoes without verification of their nationality or character and without making any provision for the safety of noncombatant crews or giving them a chance of saving their lives, has made it necessary for his majesty's Government to consider what measures it should adopt to protect its interests. It is impossible for one belligerent to depart from rules and precedents and for the other to remain bound by them."

"It is unfortunately true that in these days, when trade and finance are cosmopolitan, any war, particularly a war of any magnitude, must result in a grievous dislocation of commerce, including that of the nations which take no part in the war. Your excellency will realize that in this tremendous struggle, for the outbreak of which Great Britain is in no way responsible, it is impossible for the trade of any country to escape all injury and loss, but for such his Majesty's Government is not to blame."

Sir Edward then points out that only eight out of 773 ships sailing from the United States for neutral European countries have been placed in the prize courts, and that only 45 have been "temporarily detained to enable particular consignments of cargo to be discharged for the purpose of prize court proceedings."

"WAR'S INCONVENIENCES."

Moreover, the British communication contends that even though trade between the United States and the Allies has diminished from normal, the commerce with neutral countries, as compared with previous years, has been maintained and the inference "may fairly be drawn" that a "substantial part of this trade was in fact intended for the enemy countries, going through neutral ports by routes to which it was previously unaccustomed."

"Up until now," continues the note, "25 neutral vessels have been reported as destroyed by mines on the high seas; quite apart from all questions of the breach of treaties and the destruction of life, there is far more reason for protest on the score of belligerent interference with innocent neutral trade through the mines scattered by the enemy than through the British exercise of the right of seizing contraband."

Turning to the question of conditional contraband and foodstuffs, the note says:

"No country had maintained more stoutly than Great Britain in modern times the principle that a belligerent should abstain from interference with the foodstuffs intended for the civil population. The circumstances of the present struggle are causing his majesty's Government some anxiety as to whether the existing rules with regard to conditional contraband, framed as they were with the object of protecting, so far as possible, the supplies which were intended for the civil population, are effective for the purpose, or suitable to the conditions of the present."

Sir Edward then quotes Prince Bismarck's answer to the Kiel Chamber of Commerce in 1884, in connection with the treatment of rice as contraband in the French-Chinese War:

"The measure in question," Prince Bismarck is quoted as saying, "has for its object the shortening of the war by increasing the difficulties of the enemy and is a justifiable step in war if impartially enforced against all neutral ships."

U. S. RECOGNIZES STRENGTH OF GREAT BRITAIN'S POSITION

WASHINGTON, Feb. 18.—Comment on Sir Edward Grey's full reply to the American protest against British interference with neutral shipping today was withheld in official circles. It is known, however, that the strength of the British position is recognized. It also is conceded that many of the contentions that the United States raised in the original note have been rendered valueless by succeeding events, such as the German war zone declaration and the probability of a counter blockade of the German ports by British details.

There is said to be no disposition to Washington now to pursue further the differences with Great Britain over the seizure and detention of American vessels in view of the much more dangerous problems before the American Government.

It is expected that the test of the German submarine campaign will come within a week. Should Germany not wreak substantial damage to British shipping in that time the American authorities will breathe easier.

TWO BRITISH LINERS PASS FOE'S "ZONE"

Continued from Page One

come by Britain's refusal to recognize Germany further as entitled to consideration as a civilized nation.

GIGANTIC FLEET GUARDS BRITAIN AGAINST RAIDERS

LONDON, Feb. 18.—"Der Tag" dawned cold, wet and gloomy throughout the British Isles. A driving rain swept over the various harbors and checked outside dock labor, but there was no halting of sailings anywhere. British imperturbability was utterly unaffected by the inauguration of the German submarine blockade. Englishmen told each other that there would be losses. But they will be received as "all in the game," and there is supreme confidence that the British navy will prevent any interference with the big liners or the food ships.

There is a minority of Britishers who believe that the entire affair is a gigantic bluff and that Germany will do no more in the future than it has in the past with its submarines.

100 SUBMARINES.

Private advices from Berlin from dependable sources declare that Germany has not less than 100 submarines available for service in the war zone. Since last August the public and private yards have been working day and night adding to the submarine flotilla. All of the new craft are of the fleet type, capable of remaining away from the base for three or four week at a time and equipped for phenomenal trips. These vessels are expected to operate off the Irish coast and at the entrance to the Channel.

Typical indication of the lightheartedness of the average British clubman was the betting in the clubs last night, where many wagers were laid at three to one that not a single merchantman would be sunk before midnight tonight.

GREAT FLEET ON PATROL.

All navigable waters about the British Isles are being patrolled by the greatest fleet of war craft ever placed in active service. The complete destroyer and torpedoboat flotillas, augmented by heavily armed merchantmen and hundreds of trawlers and mine sweepers, are steaming to and from along the shipping lanes watching for the top of a periscope to appear above the water.

Substantial rewards have been offered by the various shipping associations to the officers and crews of merchant ships or trawlers not in the Government service that sink submarines. Many of the trawlers have had their bows reinforced in order that they may ram a hostile submarine.

A great French patrol is also on duty along the French coast. All coast towns are under control of the military authorities, and unusual precautions are being taken because it is believed that either an aerial raid or an invasion may be among the possibilities of German action.

ONE SHIP AFRAID.

The only instance of sailors funking on account of the German threats was when five members of the crew of the steamship Lapwing refused to sail for Amsterdam unless the captain agreed to raise their wages and pay their widows each £250 in the event of their being drowned. The captain had them arrested, and in police court each was fined 15 shillings.

A competent naval authority, in discussing the blockade, said it would require not less than 400 submarines on constant duty to make the blockade effective.

BRITISH PRESS FAVORS TREATING FOE AS PIRATES

LONDON, Feb. 18.

The press is in favor of treating German submarine raiders as pirates.

The Pall Mall Gazette harps upon the piracy issue, saying in part:

"The threat of a submarine war has proved impotent to scare our trade from the seas as the threat of privateers. The red ensign waves in defiance of the 'jolly roger.' There can be but one issue in this pirate war. The stringency with which Admiral Behnke and the note to the United States plead their excuse will be intensified when Germany finds it is blockading itself and not us. It will get the same sympathy as a man who has cut off one of his fingers with his own razor."

The Globe refers to the Germans as "pirates," saying:

"The pretext set forth in the German reply to the American note that Germany has refrained from the full exercise of its sea power out of delicate consideration to the international law is a cynical lie. The mouths of pirates deceive no one. How little Great Britain is affected by the declaration of frightfulness which begins today is seen from the fact that our insurance rates have not paid Berlin the compliment of a rise. Germany has persistently traded on our respect for international law. Henceforth, we shall hold ourselves free to take such measures as seem most likely to bring the war to an end."

RUSSIANS AT BAY AS GERMANS LAUNCH NORTH POLAND DRIVES

Terrific Teuton Assaults Delivered From Soldau and Thorn.

PETROGRAD, Feb. 18.

At bay in their positions in northern Poland, on the right bank of the Vistula River, the Russians are withstanding terrific attacks by the German forces advancing from Thorn and Soldau. Reports received here today stated that the German drive was being checked on the Plock and Radnioc front, where the battle is now raging with great intensity.

Distinct successes over the Germans at isolated points along the northern battle line are announced by the War Office today. It declares that the fighting on the left bank of the Vistula (in northwest Poland) is continually increasing in violence, but that neither side has been able to gain any ground. North of the Niemen River, to the northeast, where the Russian forces have taken up new positions, the exchanges have been confined to cavalry patrols, with little damage and the balance of success resting with the Russians.

BERLIN OFFICIALS MOBBED BY RIOTING WOMEN

Disappointed in Distribution of Cheap Potatoes.

AMSTERDAM, Feb. 18.—Word reached here today of serious riots in Schoenburg, a suburb of Berlin, as a result of the shortage of potatoes. The municipality announced that it would conduct a sale of potatoes at cheap prices. Thousands of women and children lined up for hours in a pouring rain in front of the municipal building. Finally an official announced that the potatoes would be delivered only after certain formalities were complied with.

The bedraggled women, who were suffering greatly from cold, became furious and attacked the officials, soundly thrashing them. The municipal building had been partly wrecked before police dispersed the crowd.

GERMANY'S BLOCKADE OF BRITAIN

The geographical area embraced in the maritime war zone proclaimed by Germany and effective today, is shown in the foregoing map by the shaded portions. This area extends around the British Isles along the northern and western coasts of Scotland and the northern western and southern coasts of Ireland, covering a strip of water 50 miles broad. From the Shetland Islands southward and eastward the shading covers an increasing extent of water. The east part of the North Sea is left free and the shading finally narrows down to within 30 miles of the Dutch coast. The entire English Channel, the Irish Sea, the North Channel, between Scotland and Ireland, and St. George's Channel, between Ireland and southwestern England, are included in the war zone.

ZEPPELIN L-3 BURNED ON SCOUTING VOYAGE

New German Dirigible Destroyed by Crew When Forced to Land on Danish Island.

COPENHAGEN, Feb. 18.—A Zeppelin airship, stranded upon the Danish island of Fano, was identified today by a correspondent of the Politiken as the L-3, a new and powerful airship, constructed since the beginning of the war to strengthen the German aerial forces.

Telegraphing from Esjberg, the correspondent states that the crew set fire to the airship after it landed on Fano and that it was destroyed. He adds that the crew have been taken to Esjberg and interned.

According to the officer in command of the L-3, it was making a scouting trip over the North Sea when it got out of control and had to descend.

The L-3 was completed at Friedrichshafen last December. Her cubic capacity was 27,000 feet and she had a horsepower of 720.

Her commander told the Politiken correspondent that the Zeppelin left Hamburg at 4 a. m. Wednesday and that shortly after the airship reached the North Sea one of her motors became defective. In a short time two others got out of order and it became necessary to seek land.

DISCUSS COST OF EXTENSION OF INDEPENDENCE SQUARE

Realty Men Believe Ground Could Be Purchased for $2,420,000.

Real estate men expressed the belief today that the block of ground between Chestnut and Ludlow, 5th and 6th streets, which it is proposed to convert into an addition to Independence Square, could be bought for about $2,420,000. It is believed that there will soon be definite action in this direction, as a resolution providing for a commission to investigate the matter was introduced in the Legislature on Tuesday and reported favorably.

Such a commission would experience little difficulty, it is believed, in dealing with the property owners. There are 16 in all, and it is known that most of them will entertain a proposition to purchase at a figure about or a little above the assessed valuation. All the properties on the Chestnut street front, between 5th and Sixth, have a total assessed valuation of $2,012,000.

The largest holder of realty in this row is the Pennsylvania Company for Insurances on Lives and Granting Annuities. The Pennsylvania Company and the Real Estate Title Insurance and Trust Company have heavy investments in their present buildings, and are reluctant to move unless fair prices can be obtained.

FIRE IN BROKERS' OFFICE

Blaze Causes Excitement in Real Estate Trust Building.

A small fire in the Real Estate Trust Building this afternoon caused excitement at Broad and Chestnut streets and drew a crowd that blocked traffic in Chestnut street for 10 or 15 minutes.

The blaze started in a wastebasket in the office of Ervin & Co., brokers, Room 206. J. Gardner Cassatt was in a telephone booth at the time. Occupants of other offices saw smoke coming under the door and notified Mr. Cassatt, who, with other men, extinguished the fire with little difficulty. A bookcase beside which the wastebasket had been standing was damaged.

TURKEY BOWS TO GREECE

Apology for Arrest of Attache Removes Danger of War.

LONDON, Feb. 18.

Turkey has apologized to Greece for the arrest of the Greek naval attache at Constantinople, according to a dispatch from Athens, and danger of war between the two countries has been removed for the time being.

The naval attache also received a personal apology from the Constantinople chief of police in the presence of the Greek legation staff.

ATHENS, Feb. 18.

Official announcement was made today that Greece had accepted the Turkish apology for the arrest of the Greek naval attache at Constantinople and that the incident might be regarded as closed.

'ARSENAL' AGAIN FALLS IN WAR ON "DOPE"

Eight Men Arrested Accused of Peddling Cocaine and Heroin.

Eight men were captured early this morning by the police of the 11th and Winter streets station in a raid in and about "The Arsenal," a restaurant frequented by cocaine and heroin peddlers and users, at 10th and Winter streets.

Two of the prisoners were found to be armed with loaded revolvers, and the police say they art out of town gunmen. Four others taken at the restaurant swallowed the contents of small bottles as they were being taken to the station house. The police say the bottles contained cocaine or heroin.

The raid was conducted by Special Policemen Barron and Stoeker and Policemen McMillan and McMullen. They arrested John Connelly, George Smith, Harry Moore, Harry Viscidi and George Gross.

As these prisoners were being taken out George Harkins and Harold McGowan, the alleged gunmen, were captured. They were just about to enter the "Arsenal." On the way up Winter street Joseph Ackley interfered with the policemen and was also arrested.

Harkins and McGowan were held in $1000 bail each for a further hearing by Magistrate Tracy, and the six others were held in $500 bail each. The special policemen searched the room that was occupied by Harkins and McGowan, near 15th and Arch streets, and say they found $200 worth of jewelry, a flash light and a large number of ball cartridges.

Florence and John Devlin, the latter also known as "Whitey," were held in $500 bail for court today by Magistrate Belcher at the 10th and Buttonwood streets station on the charge of peddling cocaine. Analysis of the stuff found in their possession when they were arrested, the police say, showed it to contain 521 grains of the drug, the largest amount ever confiscated by the police at one time.

Special Policemen Barron and Stoeker say that although Devlin is under indictment on the same charge growing out of a previous arrest, he has been selling cocaine within the last week in the "Arsenal," while out on bail awaiting the further hearing he had today.

BURGLARS HOLD REPAST

Culprits Partake of "Refreshments" and Help Themselves to Other Things

Burglars with a canny sense of humor held a banquet in the "refreshment" room of the Cohocksink Business Men's Association, 6th and Diamond streets, early this morning, after having plundered two inmates of the building. They escaped without leaving a single clue behind.

J. J. McGeogh, a lawyer, and William Finkel, a druggist, are the other inmates of the house. They tore the sheet iron cover from a door leading into the drug store. Helping themselves to cigars, perfumery and safety razors, the thieves then went to the meeting chamber of the Cohocksink Business Men's Association. There they found some strong "refreshments" which, with the cigars, and some cake, provided an excellent repast. Cigar stumps lying on the floor showed the thieves had not been in a hurry to leave.

Nothing of great value was taken from any of the rooms. A number of small articles were missing.

RESORTS

OLD POINT COMFORT, VA.

HOTEL CHAMBERLIN
OLD POINT COMFORT
Booklets at (ASK Mr. Foster, Chestnut and 11th sts.); Raymond & Whitcomb Co., 1005 Chestnut St.; Thos. Cook & Son, 137 S. Broad St.; Hayes Dickinson, 919 N. 13th St.; Altshouse Tours Co., 1336 Walnut St., or address Geo. F. Adams, Mgr., Fortress Monroe, Va.

ATLANTIC CITY, N. J.

Leading high-class, moderate-rate hotel.
ALBEMARLE Virginia Ave., near Bch. Cap. 550. Steam heat, elevator, sun parlors, pvt. baths, etc.; excel. table, evg. dinners, orchestra. Special—$10 up whly.; $2 up dly. Booklet. J. P. COPE.
Hotel York Brick. Hot and cold running water. New York Ave. & Bch.

BROWN'S-MILLS-IN-THE-PINES, N. J.

THE INN For health, pleasure and recreation. Favorite resort for tourists. Under new management. I. L. & M. S. HUDDERS.

CHARLESTON, S. C.

CALHOUN MANSION
opens for exclusive patronage; original Colonial furnishings; Southern cooking; yachting, golf, tennis. Mr. & Mrs. J. B. Bartolet.

ST. AUGUSTINE, FLA.

THE BARCELONA Situated 5 minutes to Post Office. Ocean frontage. Sports. Sea baths, exclusive. A. S. BLAIR.

LIFE THREATENED IF HE TESTIFIED, CONSTABLE SAYS

Accused Special Policeman Offers New Evidence at Trial.

Jacob Werner, a deputy constable attached to the office of Magistrate Carson, declared that his life had been threatened if he testified in favor of David McBeth, special policeman of the 12th and Pine streets station. Through his attorney McBeth was accused of accepting "hush fore the Police Board at City Hall in connection with charges made by Samuel Marino, a tailor, arrested in a raid on a disorderly house and Nicholas Pennelli, the alleged proprietor.

At a hearing of the case last week McBeth was accused of accepting "hush money" in the saloon of Samuel Hamilton, a leader in the Washington party movement, whose place of business is at 16th and Lombard streets. Werner swore on the stand that he could have proved the allegations false, but said his life had been threatened by Pennelli if he did so. Hamilton said the charges were ridiculous and made for political reasons.

Lieutenant Bauswine said the charges were part of a plot to "get me and my officers" and declared he always raided disorderly house, and Nicholas Pennelli, places had been opened in his district. The case was referred to Director Porter.

The case of John J. Mellon, a Frankford station house patrolman, was also referred to the director. Mellon refused to acknowledge the authority of Police Inspector Schrauhuhn, but it was brought out at the hearing that the patrolman was so sure the inspector was a burglar that he searched several houses trying to find him.

"SANTA CLAUS GIRL" TO WED

Miss Olive May Wilson Will Marry Birchall Hammer.

Miss Olive May Wilson, known to hundreds of Philadelphia's poor as the "Santa Claus Girl," will probably be married in the spring to Birchall Hammer, son of Mr. and Mrs. Thomas B. Hammer, of Mt. Airy. Miss Wilson, whose home is in Jenkintown, surprised even her most intimate friends with this announcement yesterday. She said her wedding would have no effect on her custom of bringing Christmas gifts to poor youngsters.

Miss Wilson lives with her parents, Mr. and Mrs. S. Harry Wilson, at 301 West avenue, Jenkintown. She said today that she would still play "Lady Bountiful" to the little friends she has been taking care of, the only difference being that she would probably, after the spring, have assistance in the work.

Mr. Hammer is associated with his father in the lumbering business. He was graduated from the Chestnut Hill Academy in the Class of 1909, and from the Wharton School in 1913. He is a member of the Sigma Alpha Epsilon Fraternity and of the Friars Honorary Senior Society. While at the University he was on the varsity track team and was editor of the Red and Blue and also of the 1913 Class Record.

SONG VENDER ARRESTED

Man Who Sold Famous Ditty Taken on Street.

Visions of solitary confinement in a dark dungeon for stepping upon the toes of neutrality swept through the head of Martin A. Robbins, of 223 North 8th street, today when he was arrested by a United States marshal for selling "Tipperary" on the streets. When he got to the Federal Building he learned his offense was a violation of the copyright law.

United States Marshal McCaffrey arrested Robbins. The man is accused by the London publishers of the famous war song of infringing upon their copyright. Authorized copies of the song are on sale at music stores at 25 cents a copy.

Robbins is accused of having the song printed in a folder with his own ideas of outside decoration, and selling it for whatever the traffic would bear on the streets. Sometimes he got 3 cents a copy and sometimes 15. He will be arraigned before United States Commissioner Edmonds for a hearing.

England Waives Protest to U. S.

LONDON, Feb. 18.—The British Government today rejected a proposition to protest to President Wilson against gambling in wheat and other grain futures in New York and other cities having grain exchanges. It had been suggested that speculation in "futures" partly was responsible for the increase in prices, but Chancellor David Lloyd-George, of the Exchequer, announced in Parliament that the Government would not make any complaint to the United States.

Funeral of Samuel McAllister

The funeral services of Samuel McAllister, one of four brothers who for half a century engaged in the merchant tailoring business, and himself an expert in the making of military clothing, will be held tomorrow afternoon at 2 o'clock, from his late home, 218 St. Mark's square. He succumbed Monday evening to an attack of pneumonia. Mr. McAllister was born in County Derry, Ireland, and came to this country when a young man. He leaves a widow, three daughters and a son.

Funeral of Mrs. Marion Spangler

The funeral of Mrs. Marion Spangler, wife of the Rev. Dr. Henry T. Spangler, a former president of Ursinus College, was held yesterday from the home of her son, Dr. Ralph H. Spangler, 2217 South Broad street. She was buried at Collegeville, Pa.

Mrs. Spangler's father, the Rev. Dr. J. H. A. Bomberger, was the founder of Ursinus College and its president from 1870 to 1890. Besides her husband she is survived by a daughter and three sons.

Funeral of Joshua R. Jones

Many of the city's most prominent men attended the funeral services of Joshua R. Jones, founder and president of the National Publishing Company, held yesterday at his home, 2051 Walnut street. Mr. Jones died last Saturday at Ormond Beach, Fla., where he was spending the winter with his family. The honorary pallbearers included Mayor Blankenburg, Colonel M. Richard Muckle, William T. Tilden, J. L. Shoemaker, Harry F. Walton, Dr. M. Graham Tull, Harry McManus, George B. Evans and George W. Field.

Man Badly Hurt by Car

Thomas Plotts, who makes his home with a colony of "squatters" on Mifflin street wharf, according to the police, was badly hurt today when a wagon he was driving was struck by a Morris street car at 10th street. Before the motorman could bring the car to a stop Plotts rolled underneath the front fender, but the one guarding the rear wheels picked him up. He was taken to St. Agnes' Hospital, where, although found to be badly crushed, the doctors expect him to recover. His wagon was demolished.

OBITUARIES

Howard N. Woodland

Howard Nelson Woodland, a bookkeeper for Armour & Co., is dead at his home, 5017 Hawthorne street, Frankford. He succumbed Tuesday after a brief illness. He was a member of the Bookkeeper's Beneficial Association, the Washington Camp No. 359, P. O. S. of A., and several other fraternal organizations. A widow, Mrs. Anna Maria Winther Woodland survives. The funeral will be held Saturday afternoon from his late residence.

James B. Henry

ANNAPOLIS, Md., Feb. 18.—James Buchanan Henry, a nephew of James Buchanan and his private secretary while Minister to Great Britain and President, died at Miami, Fla., yesterday, in his 80th year. He is survived by his widow, being his third marriage, and six sons, one of whom is in the navy, another in the United States Army.

Death Notices on Page 5

GERMANS TAKE TOLL OF BRITISH SHIPPING OFF SOUTH AMERICA

Kronprinz Wilhelm Sinks Four Steamships and a Schooner, of Total Tonnage of 11,870, in East Atlantic Waters.

BUENOS AIRES, Feb. 18.—Four British steamships and a British schooner, of a total tonnage of 11,870, have been sunk off the east coast of South America by the German converted cruiser Kranprinz Wilhelm, which before the war was a North German Lloyd liner. This was learned today from Captain Dreyer, of the German steamer Holger, which arrived last night bringing 314 persons, comprising the crews of the destroyed British ships.

The steamships sunk by the Kronprinz Wilhelm were the Highland Brae, 4824 tons; the Potaro, 2710 tons; the Hemisphere, 2230 tons, and the Semantha, 1811 tons. The three-masted schooner Wilfred M., 199 tons, was also sent to the bottom by the cruiser.

After the vessels had been sunk by the Kronprinz Wilhelm, the Holger was summoned from Pernambuco by the captain of the cruiser to take aboard the passengers and crews of the British vessels. After leaving the Kronprinz Wilhelm, the Holger was pursued near Montevideo by two British cruisers, but succeeded in escaping, owing to a heavy fog.

The Highland Brae, which was the most important victim of the Kronprinz Wilhelm, was sunk two weeks after leaving London for Buenos Aires. She was sent to the bottom near the Brazilian port of Pernambuco after her cargo, coal, crew and passengers had been removed to the Kronprinz Wilhelm.

The passengers stated today that they had received good treatment from the Germans, both on the cruiser and on the Holger, to which they were transferred near the Brazilian coast a few days after the Highland Brae was sunk. They complained, however, of a lack of comfort on board the Holger, which is a coal-carrying tramp.

Captain Dreyer, of the Holger, stated that after he left Pernambuco in response to an aerogram from the cruiser, he had considerable trouble in locating the Kranprinz Wilhelm. She was on the high seas for several days before she came up to the cruiser.

The Holger, which is bringing a cargo from Bremen, had a crew of 40 men, who will be compelled to remain here because they have no health certificates. The Highland Brae was built in 1910; the Hemisphere in 1897, the Semantha in 1899 and the Wilfred M. in 1909.

HONOR SON OF REVOLUTION

Congratulations were extended to John Dennis Lewis, the last real son of the Revolution, at his home, 2136 North Woodstock street, today, by his numerous friends. Lewis' father, grandfather and great grandfather all fought in the struggle for independence. Lewis was born in Accomac County, Va., in 1841, and, inspired with a spirit of patriotism, readily volunteered during the Civil War.

He says that he is glad to live in Philadelphia, the home of liberty, and has occupied the house on Woodstock street for the last 29 years.

SAVE HALF YOUR COAL
ASK FOR A WEEK'S FREE TRIAL OF THE SAVIR STOVE LID
THOUSANDS IN USE
Pre-Heated Air Co.
1330 Arch St.

Shall the People Decide?

The railroads of Pennsylvania and New Jersey ask the people of those States to decide whether the Full-Crew Laws are good or bad.

The trainmen assert this is no question for the people—that it should be determined entirely within legislative halls.

The railroads contend the issue is one of public concern and that the people should therefore decide. The trainmen object to the people being given any direct voice in the matter.

The trainmen, in an official statement, bitterly assail the frank method taken by the railroads, asserting that "the power to repeal the laws is vested in the Legislature" and that "the average citizen knows about as much concerning the practical operation of a railroad as the man in the moon knows about building sewers."

The Railroads' Way

The 21 railroads of Pennsylvania and New Jersey intend to present the question of the repeal of the Full-Crew Laws to the public, this being a problem in the proper solution of which the public is vitally interested and should have the right to determine upon its merits.

This presentation will be done openly, frankly and upon all the facts, coupled with plain statements as to exactly what the railroads feel to be right, and the reasons therefor. The railroads propose to submit the question directly to the public, that the people may determine what is just, right and fair. This is done recognizing the fact that the interests of the public stand superior to those of either the corporations or their employes, and feeling that the public, by its greater interest, may be trusted to exert its dominating influence with intelligence for what is best.

The Trainmen's Way

Briefly stated, their (the railroads) announcement declares they intend to present the question of the repeal of the Full-Crew Laws to the public; but why, is left to conjecture. The power to repeal the laws is vested in the Legislature. The Senators and Representatives in the General Assembly are chosen by the people to perform such service, and the Constitution of the Commonwealth declares that the legislative powers of this Commonwealth shall be vested in a General Assembly, which shall consist of a Senate and House of Representatives.

For these reasons it is not fair either to the General Assembly or the railroad trainmen that this immense lobby is addressing itself to the public rather than to the Legislature.

The railroads challenge proof of any lobby of the kind that the public understands by that word. There is none, nor will there be any. With that statement, the railroads also assert the inalienable right of any and every citizen to talk with and write to his elected representatives, and to impress upon them in every honest way his views, whatever they are. It is the privilege of every railroad employe to do this. The railroads have no objection.

The position of the railroads cannot be misinterpreted. They reiterate their unalterable determination to submit their case to the intelligent judgment of the people, convinced that the people will decide for the common good. Their case is plainly, clearly presented. They believe the issue should be fought in the open and not confined within the walls of the State capitol.

The railroads think the people should decide. The trainmen think they should not. WHY? The railroads do not fear a public verdict.

SAMUEL REA,
President, Pennsylvania Railroad Co.

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