

GERMAN RAIDERS SEIZE "LOST" BRITISH LINER

Continued from Page One. Early today, was captured by a German merchant raider, not a submarine, according to passengers on board. Passengers, relating the details of the capture, which was as thrilling as any pirate story, deny the report first received by United States Government officials here.

The story of the passengers is to the following effect: Early in the morning of January 15 the unknown vessel appeared close at hand and fired several shots across the bow of the British liner. So close were the two vessels that when the stranger finally stopped the Appam she was across the latter's bow.

On the Appam it was thought the raider was a pirate ship, and an effort was made to repel her. The two guns on the Appam were brought into play, but ineffectually.

The Appam, they say, was attacked and overcome January 15, off the Canary Islands, by some armed merchant vessel, whose name could not be learned and which disappeared after putting a prize crew on board the Appam.

Lifeboats were lowered simultaneously from both vessels, the Appam crew, some of them seeking to escape; the stranger sending armed men to board the liner. One of the Appam's lifeboats was crushed between the two vessels.

The boarders scrambled upon the Appam's deck, and bloody fighting ensued. Several were injured and two died later. Others are expected to die. Commander Harrison, seeing the futility of further resistance, surrendered the Appam.

As one of the most amazing and unparalleled exploits of naval warfare, the story of the Appam's capture and flight across the whole stretch of the Atlantic, eluding British scout cruisers and all other shipping, in charge of a bare handful of Germans, surpassed fiction of the sea.

With lights out, at slow speed, zig-zagging out of the ordinary Atlantic commercial channels to avoid meeting any British vessels, and with her wireless muffled, the Appam's eventual transatlantic flight presented elements of staggered imagination.

Put Out for Neutral Port

That the German vessel placed only a part of her crew, with a few officers, aboard the Appam and then departed to leave the Appam's prize crew to reach a neutral port with the enormous prize, was believed.

The Appam arrived in Hampton Roads with the only visible sign of injury a dent in one of her plates on the starboard bow. It was reported that she was struck by shells from the German vessel before halting and permitting capture.

How the British officers and crew were held in subjection during the thrilling fight across the Atlantic; how the passengers were confined, and how the scanty German prize crew navigated the vessel through the Atlantic vessel-infested passenger lanes were details yet to be learned.

Immigration officials today found 12 cases of sickness aboard the captured liner. None was reported serious. Inconvenience rather than hardship was the principal suffering of the passengers, in being held closely to their staterooms. Details were also lacking of what measures were taken by the few Germans to prevent mutiny and being overpowered by the overwhelming crew of the captured prize.

Instructions from Washington were asked today by the commandant of the Norfolk Navy Yard, the Customs Collector and immigration officials. The Treasury Department must decide whether an internment order shall be made, and whether the British officers and crew shall be interned or released.

That an application for internment of the vessel as a German prize until the war ends would be made was indicated early today by officials who boarded the Appam upon her arrival.

If interned, the German crew will also be held prisoners for the term of the war. They will probably be left aboard the Appam.

Cable dispatches from London on January 25 stated that grave fears were felt there that the Appam had been lost at sea with all on board.

Given up as Lost in Gale

The British steamship Tregantle, upon her arrival at Hull, England, late last month, reported picking up an empty life boat at sea on January 16. This lifeboat, which was badly damaged, bore the name "Appam" on its stern.

The finding of the lifeboat tended to confirm a belief already strong that the Appam had been sunk.

The disappearance of the Appam mystified shipping circles completely. Four days after she left Dakar wireless communication with her suddenly ceased and she disappeared from the face of the seas as completely as though she had been swallowed up.

In maritime circles it was believed that the Appam had run into a gale northwest of Madeira and had been wrecked. The suggestion that she had been attacked by a submarine was not advanced. The theory that she had been captured was never thought of. Such a thing was unthinkable.

The Appam is a vessel of 7751 tons and, together with the cargo she carried on her present voyage, is valued at \$1,500,000. She was built at Belfast by Harland and Wolff in 1914, and is virtually a brand new boat.

The route of the Appam on her voyage from Dakar to Plymouth lay up the west coast of Africa past the Canary Islands, past Spain and Portugal, through the Bay of Biscay and thence past Ireland.

The battered lifeboat from the Appam, picked up by the British steamship Tregantle, probably was deliberately wrecked and cast overboard by the Germans, shipping men said today. By this ruse the Teutons spread the belief that the Appam had gone down and eliminated the possibility that further search might be made for her.

The Appam was brought approximately 4200 miles by the prize crew, as she was captured off the Canary Islands.

When the Germans took possession of the liner, Captain H. G. Harrison had to relinquish his command, and Lieutenant Berg, of the submarine crew, took charge.

As soon as the Appam was captured, Lieutenant Berg ordered her name painted out, and this was done, although the names on the lifeboats remained visible. She was christened Appen by the Germans.

Early morning mists were mingling with the fog when the captured ship crept ghostlike into the harbor. She looked as if she had seen hard usage, for there was a big scar upon her plates on her starboard bow, just above the water line.

Sailors upon the other ships in the harbor could not believe their eyes when they saw the German flag hanging limp in the mist. Lieutenant Berg lost no time in getting in touch with the port authorities and in getting in communication with the German vice consul, Marshall von Schilling.

Captain Harrison's story of the Appam's capture is much the same as passengers. It was a German tramp steamship that attacked him, he said, and he estimated there were 150 prisoners placed on board by the raider.

Persons on the Appam said that the raiding tramp steamer was accompanied by a submarine of the "dreadnought" type.

GERMANS HERE REJOICE AT CAPTURE OF APPAM

More Than Pleased Over Sea Exploit Than Great Land Victory

German sympathizers in Philadelphia, particularly those who have come over here from the Fatherland, had their rejoicing today for the capture of the British steamship Appam had been brought into Norfolk by a German crew.

Especially noticeable in places where German folk congregate at noon were their happy. Their mood probably will be continued tonight in the "Turn-of-the-World" Singers, the "German-nercher" and other Teutonic meeting places.

It was the one big conversational topic in fact, it was the only thing talked about. In such places as O'Connell's, Market street near 13th, where virtually the whole patronage has a German leaning, the fog lasted ever so much better, because of the German triumph on the sea. Captain Schmidt, the genial overlord there, was in a better humor even than in usual, and he explained the capture of the Appam in such a way that it displayed more naval skill than a successful battle would.

One young man wanted to know if Norfolk was a German port. He had in mind the Prinz Eitel Friedrich and Kronprinz Wilhelm, which sneaked into Norfolk last year right under the noses of the British cruisers.

APPAM CASE IS MOST UNUSUAL, SAY EXPERTS

Belligerent Has Right to Bring Prize Ship to Neutral Port, as a Rule

"Generally speaking, a belligerent has a right to bring a prize vessel into a neutral port if she is in need of repairs, and after a certain time allowed for the repairs to resume her voyage. If the crew in control of the ship refuse to proceed they must intern."

On the whole, what they considered most meagre and ambiguous reports from Norfolk as to just what had happened on the British steamship Appam authorities, an internment order would give no more than the above very general opinion in regard to her status.

Even that generally they restricted with so many limitations and conditions as to give little idea what would be the ultimate fate of the Appam. They agreed that it was a most unusual case, and said they would not dream of being quoted till they had more news.

The first report, that a submarine had placed a prize crew on board, was ridiculed even before it was officially denied. "It would be impossible," it was said, "for a submarine to spare enough men to man a prize. For on a submarine every man has essential work to do and it would be critical to lose even a few as few as half a dozen men."

In regard to the condemnation of prizes it was said that the Germans had chosen to intern the Appam. It was said, "much in their own way in this war. It was generally believed among lawyers here that the vessel would be interned."

It was said that the Appam was a prize of war, if the foregoing report was not substantiated, was generally believed. Naval and international law would give her a chance to depart after being provisioned and any necessary repairs made, but it was generally regarded certain that the object of the Germans had been attained in safely bringing the Appam to this port, where two German raiders, the Prinz Eitel Friedrich and Kronprinz Wilhelm, are now interned.

Many novel points of international maritime law were raised by the circumstances of the Appam's capture. For the first time since the war began and since the capture of the Appam, naval officials declared, the question of disposition of the British passengers and crew was unsettled.

The important question to be decided, it is understood, is whether the Appam shall be treated as a prize or whether its status has been changed so that it must be regarded as auxiliary of the German navy. If the Appam is a prize it is understood it will be permitted to stay with her crew. This would be impossible if the State Department found it to be a man-of-war. The report from Collector Hamilton did not give details other than to confirm the United Press report of the Appam's arrival flying the German flag.

Three courses of action are open, State Department officials said today, and they are looking up precedents to determine what course shall be taken.

The three courses are: 1. To intern the vessel and crew, releasing the passengers.

To allow the vessel as a sequestered prize, pending the decision of a German prize court, sitting in Germany.

To release the vessel, compelling the crew to leave and also releasing the prize crew.

No specific report had been received at

DEATHS

CARBY.—On January 31, 1916, ROGER, husband of Phyllis Carby (nee Korman), relative and friend, died at his residence, 1114 N. 10th st., Philadelphia, Pa., on January 31, 1916, at 11 a. m. Interment at North Cedar Hill Cemetery.

COOPER.—On January 31, 1916, WILLIAM J. COOPER, aged 75 years, relative and friend, died at his residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 31, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

COLLINS.—On January 30, 1916, MARY COLLINS, aged 74 years, relative and friend, died at her late residence, 1244 N. 9th st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

COOKE.—On January 30, 1916, MARY COOKE, aged 74 years, relative and friend, died at her late residence, 1244 N. 9th st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

COYNE.—On January 30, 1916, JULIA COYNE, widow of James Coyne, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

CROOKS.—On January 30, 1916, ENOS CROOKS, in his 86th year, relative and friend, died at his late residence, 2300 N. 10th st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

CROUSE.—On January 30, 1916, MARY ELIZABETH CROUSE, widow of James C. Crouse, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

DAVIES.—MARY H. DAVIES, widow of Edward H. Davies and daughter of Henry and Isabella M. Davies, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

DAVIS.—At Woodstown, N. J., on First Monday, JANE B. DAVIS, widow of William C. Davis, aged 88 years, relative and friend, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

DEWANEY.—On January 31, 1916, MARY DEWANEY, widow of Edward Dewaneey, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 31, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

DONALD.—On January 31, 1916, DONALD DONALD, husband of Mrs. H. M. Donald, died at his late residence, 4065 Filbert st., Philadelphia, Pa., on January 31, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

DRICKENMILLER.—On January 30, 1916, EMMA S., wife of Timothy Drickemiller, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

EIDENSHANK.—On January 30, 1916, CATHARINE EIDENSHANK, widow of Michael Eidenshank, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

FENTON.—On January 31, 1916, ANDREW FENTON, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 31, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

FULLER.—On January 30, 1916, EVA B. FULLER, widow of William Fuller, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

GELBER.—At Lansdale, Pa., on January 30, 1916, GELBER, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

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GILBERT.—On January 30, 1916, GILBERT, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

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KRIEGER.—On January 30, 1916, CHARLES KRIEGER, husband of Clara Krieger, aged 82 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

LEARY.—On January 30, 1916, LEARY, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

LEWIS.—On January 30, 1916, LEWIS, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

LOVELL.—On January 30, 1916, LOVELL, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

LOWER.—On January 30, 1916, LOWER, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

MACGILL.—On January 30, 1916, ANNA MACGILL, widow of George Macgill, died at her late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

McARRISON.—On January 30, 1916, McARRISON, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a. m. Interment at Holy Cross Cemetery.

McGILVER.—On January 30, 1916, McGILVER, aged 75 years, relative and friend, died at his late residence, 2414 1/2 Chestnut st., Philadelphia, Pa., on January 30, 1916, at 10:30 a.