

COMMANDER OF PRINZ EITEL GIVES REASONS FOR SINKING U. S. SHIP

Two Statements, Both in German, Dealing With Sinking of American Sailing Vessel and Length of Time Converted Cruiser is to Stay at Newport News, Handed to Collector of Customs Hamilton—Crews of Other Ships Discharged.

Newport News, Va., March 11.—Commander Thierichens, of the converted cruiser Prinz Eitel Friedrich, which late today went into dry dock for repairs, submitted two statements in German tonight to Collector of Customs Hamilton, of this port. One stated his reasons for sinking in South Atlantic waters, January 28 last, the American sailing ship William P. Frye with her cargo of 5,200 tons of wheat consigned to Queenstown. The other related to the length of time that will be required to repair his ship.

Collector Hamilton announced that he regarded the answers of the German commander as state papers and that he would forward them to Washington. It was learned, however, that the commander of the German ship frankly had stated to American government officials that he sunk the American ship Frye because he regarded her cargo as contraband of war.

May Leave Within Week.
In the communication relating to the repairs necessary on the Eitel Friedrich it was believed that the German commander stated that the vessel could be made seaworthy within a few days or a week at most. Whether he stated in the communication that he would depart as soon as American naval authorities could pass on repairs that are to be made, was not disclosed. The German commander previously made it clear, however, that it was his intention to intern his ship.

As to condition of the Eitel Friedrich it was reported that whereas she had been making six knots an hour at the beginning of her historic wrecking career of merchant belligerents in two oceans, she scarcely dared make 12 when she reached American waters early Wednesday morning.

After the German cruiser went into dry dock tonight she discharged the crews of British, French and Russian ships she had sunk, having released the American crew in the afternoon. The French crews left tonight on the Old Dominion Line for New York. A few Russians went with them. The British crews plan to return to England on British ships laden with horses from this port.

Commander Thierichens assured officials here that neither he, officers or men of the Eitel Friedrich would set foot on American soil except on official business. He made this statement to Collector Hamilton after stating that it was his intention not to intern his ship.

The Newport News shipyard tonight released the British ships, after receiving their kits, marched to the street cars, singing "It's a Long, Long Way to Tipperary."

Reason for Sinking Ship.
Commander Thierichens of the German auxiliary cruiser Prinz Eitel Friedrich agreed late today to deliver in writing to the American government through the collector of the port here, his explanation of the reasons for sinking in the South Atlantic ocean the American sailing ship William P. Frye. He also, agreed, after Collector of Customs Hamilton had boarded the German ship, to submit to the collector a statement of the requirements of the Washington government, to communicate an estimate of the amount of time that would be required to repair the vessel, and a statement stating that it was his desire not to intern his vessel but to produce to him as repairs could be made, which would renew seaworthiness of the ship.

To the request of the Washington government that he land here the crews of captured and sunken vessels and that his men could comply with immigration regulations, the German commander gave assent. The crew of the American ship Frye was late in the afternoon and arrangements were made for taking off the crews of the British, French and Russian ships sunk in the South Sea. The Eitel Friedrich, herself, steamed into the Newport News shipyard and went into drydock where repairs began an examination of her condition. Held on board were about 100 third-class passengers of the French steamer Florida, refused admission by immigration inspectors on the ground of inelegibility. Consuls of these passengers will arrange as soon as possible for their departure to England, New York, and for their deportation.

Crews Make Statements.
When the crew of the American ship Frye had been landed, they were taken to the collector's house and made sworn statements of the circumstances attending the sinking of the ship January 28 last. The collector, Collector Hamilton, took the statements and also prepared a joint summary of conditions which were in the minds of the crew at the time of the sinking. The statements were forwarded to Washington tomorrow. They were not made public.

There was no conflict of testimony between the members of the crew as to the circumstances surrounding the destruction of the Frye, said Collector Hamilton tonight. "All were in line when the ship was sunk," said the collector, "and the details given by master of the ship, who has said that his ship was blown up with her cargo of wheat on the Queenstown after the crew had returned to board the German ship."

Members of the crew of the Frye and officials of other sunken ships tonight revealed more thrilling stories of the Eitel Friedrich's marine wrecking career. Captain J. Wedgewood, of the British steamer Wilby, sunk February 20, leaned against the marble side of the United States customs house and described how he narrowly missed sinking the Eitel Friedrich with her crew and some of his own countrymen who had been captured before.

"The German ship was almost on us before we discovered her," said Captain Wedgewood. "We were going full speed ahead and the Friedrich was coming full speed, about to ram us broadside. She hoisted a signal for us to stop. I kept right on but answered and tried to claw around her to get by. I soon saw there was no chance, for the Friedrich also swerved toward our stern. Instantly I saw my chance to ram her and gave the orders reverse the engines and give her hell for all you could get."

"I thought I had her. We were soon going full speed astern and it seemed we could not fail to strike. We saw the Friedrich's bow, slightly mooning. They seemed hysterical. Little did I know that there were British, French and Russian prisoners aboard. I only thought of the chance to ram and sink her. I was wildly mooning. My boat rather than take a chance at rescue after the collision. But the Eitel Friedrich missed the crash by only a few yards."

Was Ready to Leave.
"Yes," spoke up A. E. Dobbing, master of the British ship Mary Ada short which had been sunk two days before, "and while you were doing that, I was leaving through one of the Friedrich's port holes, sure you were going to hit us. I measured the port and said myself, 'Oh, when she hits, I can jump through this; he's going to sink us sure as death, but he didn't sink us.'"

Jack Macey, of the crew of the Frye, told of the sinking of the French Florida. "She was full of Champagne and other wines and you should have seen her burn. The Friedrich steamed away and came back two hours later when she was celebrating his birthday. He scooted for the Friedrich was afraid of the glare and had heard the wireless of a British warship not far away."

Other officers and men told how they had signed papers not to participate further in the war against Germany on the understanding that they were to be placed aboard neutral ships.

"We sighted 38 neutral vessels but none of them was the Eitel Friedrich," said Captain King, of the British sunken sailing ship Invercoe. "Every time a neutral ship appeared, we all were pulling out the port and saluting her. We were in the hatches and German officers said to us: 'Don't be frightened. If a British cruiser comes here, the town below will return her fire till our mast head sinks.'"

Gay Spirits Abroad.
When Collector Hamilton soon after noon went aboard the Eitel Friedrich, the rust-streaked hull and blackened chimneys of the cruiser conveyed a contrast of gay spirits that even the stiff regime of wartime discipline could not repress.

When officers came on deck, flushed from the banquet table of the captain from the banquet celebrating his birthday, there was no sign of fatigue as they mechanically slipped into their round of duty. Behind the dirty black shields that covered the port and saluted the crew were at work polishing the shining breeches. The deck officer, in his worn but neat uniform swung back and forth methodically and everything about the ship was in readiness to certain strangers who wished to board, "this is a warship. We cannot permit visitors."

"For my part," said one of the ship's doctors, "I wish we were out again. We've been put a few more of them to the bottom at least."

Then the harshness suddenly went out of his voice and his eyes that had been angrily staring at a Union Jack further up the bay, filled with tears. "Seven and a half months at sea," said the big Bavarian, "and I don't even know whether my wife and little girl in Munich are alive. And my two brothers, officers," then he added, "war-time is not chosen."

Other periods of "listening in" gave life saving today to the fugitive ship, the Frye left their friendly prison ship for American soil again and men on both boats cheered. They had already been preceded by the wife of Captain Kiehne, her two boys and a German canary, the gift of the Friedrich's commander.

ANOTHER NOTE NOW GOES TO CARRANZA

Washington Urges Necessity for Railway Communication. ASKS ABC SPANIARDS

Washington, March 11.—The United States today sent another note to General Carranza, in reply to his response last night to the notice that he and General Obregon would be held personally responsible for the safety of Americans and other foreigners in Mexico City.

This latest note is understood to have emphasized the importance of keeping railway communication open between the capital and Vera Cruz. It was dispatched so quickly after the receipt of Carranza's reply that the impression prevailed in diplomatic quarters that the United States had determined in advance to make representations for the unrestricted passage of Americans and other foreigners from Mexico City to Vera Cruz.

Carranza's note produced no formal comment. Insofar as it gave assurances of an intention to protect foreigners it was regarded favorably. General Obregon had intended to incite the population of Mexico City or to prevent the entrance to the capital of food supplies, was followed in the note which went forward today by a request that if this were true trains should be furnished to carry freight into the city. The note, also, it is believed, called attention to the reports of an early evacuation of Mexico City and again asked for arrangements to police the city before Obregon's forces withdrew.

Inquiry is Ordered.
Secretary Bryan also directed an inquiry to be made by the Brazilian minister concerning the report furnished by Senor Juan Riano, the Spanish ambassador here, that four Spaniards had been killed in Mexico City. It had been reported also that a Swedish subject had been killed.

On the whole, officials thought the Carranza note relieved a critical situation. The warships ordered to Vera Cruz were not recalled and the opinion prevails that they will be kept there indefinitely, possibly to take away foreigners.

A statement issued by the Villa agency in Mexico City, however, stated that the Washington agency of the convention government of Mexico is inclined to believe the reported evacuation of Mexico City by Obregon and its occupation by General Zapata premature.

A message from General Delipe Angeles, at Monterey, indicates that he still occupies the city. The convention consul at Del Rio, Texas, wired Enrique C. Lora, the Villa's Washington representative, this afternoon, that 500 fleeing Carranzistas had reached Las Vegas, across the Rio Grande river from Del Rio. They were headed by Governor Acuna, who, after fleeing from Piedras Negras, had refused on the neutral soil of the United States at Eagle Pass, returned to Mexican territory.

The State Department gave out the following: The department is in receipt of a dispatch dated March 10, from Mr. Eagle Pass, stating that Piedras Negras was not occupied by either faction.

Text of American Note.
Following is the text of the American note which was delivered to Carranza and which the latter quoted in his reply made public today by the State Department:

"We have been anxious and perplexed over the statements in dispatches from Mexico City regarding the situation there, and have concluded that the best course at present is for you immediately to see General Carranza and present to him our most earnest and emphatic note in the following sense:

"The government of the United States has had with increasing concern the reports of General Obregon's utterances to the residents of Mexico City.

"This government believes they tend to incite the populace to commit outrages in which innocent foreigners within Mexican territory, probably the City of Mexico, may be involved. This government is particularly impressed with General Obregon's suggestions that he would refuse to protect not only Mexicans but foreigners in case of violence and that this present manifesto is a forerunner of others more disastrous in effect.

SUCCESS SMILES UPON EFFORTS OF ALLIES IN FRANCE

British Victory in LaBassee Region Divides Honors With Prinz Eitel. WITH ENGLISH PUBLIC

Great Britain Confident Days of Converted Cruiser are Numbered.

British Airmen Destroy Railway Junctions.

London, March 11.—The arrival of the German auxiliary cruiser Prinz Eitel Friedrich at Newport News, removing for a time at least another menace to British shipping, and the success of the British troops in Northern France claim chief attention in the British Isles. Whether the Prinz Eitel will be interned or again will set out for the high seas, it is considered here that her career as an armed cruiser must come to an end, for should she be allowed to sail it is believed Allied cruisers on the watch will account for her.

The possible action of the American government with reference to the sinking of the American ship William P. Frye is being much discussed. The general view is that if the United States allows German warships to sink American ships with food supplies for England that government hardly can protest against the Allies' prohibition of foodstuffs for Germany.

British Claim Victory.
Of the British victory in Northern France there is no news beyond the official reports. It is believed, however, that while no great amount of ground has been captured, the improvement in the British position is of importance and, if pressed further, might compel the Germans to evacuate LaBassee and perhaps other points.

Equally important was the success achieved by British airmen in destroying the railway junctions at Menin and Courtrai. These are on one of the German main lines of communication and their destruction will delay the arrival of new troop contingents reported concentrating in Belgium for another attempt to break through to Calais and Boulogne.

Reports from French reports these troops have brought with them boats for the passage of the canals and rivers, and for the first time in months they are fighting a rear-guard action, which has become a pitched battle and are taking a few of the Germans again are in Augustow forest, on the East Prussian border, engaged in a desperate struggle.

Reports from Russia say the Turkish artillery in the Dardanelles grows weaker by the day and that the last bombardment of the Allied warships badly damaged the forts at Chanak Kalesi. Two big cruisers spent the night in the straits protecting the vessels engaged in the operations.

Rome dispatches indicate that the German Ambassador, Prince Von Buelow, has renewed his negotiations with the Italian government with the object of securing the continued neutrality of that country in return for territorial concessions in Austria. Austria, however, is said to oppose making any such concessions as would satisfy Italy.

BRITISH BOMB KILLS BELGIANS.
German Report Says That the Only Result of Evacuation in Town of Berlin, March 11, (via Wireless to Sayville).—The German war office today gave out this report:

"An English aviator has thrown bombs on the town of Meers, in West Flanders. Only one of his missiles exploded and killed seven and wounded ten Belgians.

"The British yesterday attacked the German position near Nueve Chapelle. At some points they entered the village. The fighting here still continues. The British advance near Ginchy has been repulsed. In the Champagne district the French have delivered two attacks against the positions in the forest of Souain, which they lost to us the day before yesterday. Both these attacks were repulsed and the losses of the enemy were heavy.

"In the Vosges the conflict for the possession of the Reich Ackenkopf was resumed yesterday.

BRITISH REPLY TO AMERICA IS READY

Will Refuse to Agree to Suggestions Offered. AS TO MARINE POLICY

London, March 11.—The British reply to the American note suggesting that Great Britain allow foodstuffs to enter Germany in return for Germany's abandonment of her submarine warfare on merchant vessels, and her policy of mining the high seas, is expected to be forthcoming soon.

While the contents of the reply are not known it is possible to indicate some points likely to emphasize Sir Edward Grey's reply.

There is a strong feeling in Downing street that the "Quid Pro Quo" put forward in the American note does not go far enough. Foreign office officials point out that since the opening of the war Great Britain has interfered with only one shipment of food destined for Germany and then only after the German government by assuming control of all foodstuffs had abolished the distinction between the civil and the military population.

High German authorities have denied repeatedly the British claim to cut off supplies of food from civilians as a legitimate act of war. Great Britain, it is insisted, never adopted this view unless the Germans themselves made it impossible longer to draw the line between non-combatants and armed forces. Furthermore, it is added, Great Britain now is invited by the United States to forego a clear belligerent right on the understanding that Germany will abstain from committing only two of many crimes against both law and humanity.

Proposal Inadequate.
Authoritative British spokesmen lay stress on the "inadequacy" of this proposal from two standpoints. They ask, first, what guarantee is forthcoming that Germany will keep to her agreement. Supposing, they urge, that an understanding were reached on the lines suggested by the United States, would the United States secure its stated objectives?

They assert that Germany has violated so many compacts and conventions in this war that British statesmen are disinclined to trust her unsupported word.

Second, they urge that the two offenses specified in the American note—submarine warfare on merchant vessels and mining of the high seas—are far from being the only or even the worst offenses of which Germany has been guilty. The claim is set up that she has bombarded unfortified towns, dropped bombs on places inhabited solely by civilians and sunk both British and neutral ships, as if that were the ordinary legal way of disposing of them.

Great Britain, it is pointed out, has indulged in none of these practices and such mines as she has been compelled in self-defense to lay have been laid in strict accordance with The Hague conference regulations.

The German policy which arouses the most indignation is the continued alleged persecution of the Belgians, millions of whom, it is declared, will be sent to a state of semi-starvation by the German policy of American generosity and assistance.

The view, therefore, held in the most authoritative quarter is that if Great Britain is to accept the American proposal she must insist on the most stringent conditions. It is not a subject which did not include a radical change in Germany's present proceedings in Belgium.

Finally, it is declared by the same authority, that these being the factors that mainly influence British official opinion, it is probable that the national sympathy of the British government with the American suggestion, both on its merits and from its source of origin, must to some extent be outweighed by other and wider considerations.

SEVEN MORE BELGIANS ARRIVE AT ST. HELENA.
Come Direct from War Stricken Country to Engage in Farming.
Rocky Mount, N. C., March 11.—Seven Belgians, directly from the war-stricken country, were passengers on train No. 89 today from New York and changed trains at South Rocky Mount this afternoon for St. Helena, in Pender county, where they go to join a colony of about 20 others who recently established themselves. The following subjects are being brought in to that section by a development company of Wilmington, headed by Mr. Hugh MacRae.

BATTLES RAGE IN POLAND.
Germans are on Retreat But Give Battle to Russians—Prisoners Taken.
Petrograd, March 11 (via London).—The following official communication was issued today:

Between the Niemen and Vistula battles of extreme obstinacy were fought yesterday in the region of Symno in the valleys of the Omulew and Orzys and in the direction of the Przasnysz. On the left bank of the Vistula there is no change.

WASHINGTON TO MAKE EMPHATIC PROTEST TO GERMAN GOVERNMENT

Officials Unanimous in Their Opinion That the Commander of German Cruiser Had No Right to Send the William P. Frye to the Bottom—Opinion Shared Largely by Diplomats—Will Demand Reparation and Expressions of Germany's Regret.

Washington, March 11.—Unless the German government voluntarily offers to make restitution for the destruction of the American ship Frye, sunk by the converted cruiser Prinz Eitel Friedrich in the South Atlantic, and expresses regret for the occurrence, strong protest will be made by the United States with a request for reparation.

No announcements concerning the case probably will be made, high officials said, until after an investigation of all the facts had been completed. President Wilson, at the White House, stated during the day that a searching inquiry would be conducted.

Entirely Beyond Rights.
Officials were unanimous in their opinion, and it was shared largely by diplomats, too, that the commander of the Prinz Eitel had no right to send the Frye to the bottom. Officials considered it probable that the German government, after being apprised of the facts, would admit the error of the naval commander and agree to make the usual reparation. Some officials thought sufficient amends, after the payments of damages, would be the court martialing of the German officer.

The destruction of the American ship by the Prinz Eitel desiring time for repairs. The vessel could, therefore, depart leaving the questions raised by the destruction of the American ship to be settled through diplomatic channels.

Captain Boy-Ed, naval attaché of the German embassy, it was understood here, has gone to Newport News from New York to obtain from the commander of the Prinz Eitel a sworn statement of the facts for the German government.

Captain Kiehne, of the Frye, has been asked by the Treasury Department to keep his crew together, so that all the testimony necessary for diplomatic correspondence may be gathered. The presence of the crew will come to Washington Saturday to confer with Treasury and State Department officials.

Destruction Prohibited.
Examining the precedent in international law revealed to State Department officials, they said that the general rules of maritime practice have prohibited the destruction of a neutral vessel during a war. The vessel in which the Frye was found in the South Atlantic by the Prinz Eitel.

Many arguments have been urged from time to time against the destruction of a neutral vessel. The presence of doubt American naval commanders have been cautioned always to disclaim the vessel. Before destruction in any case, the crew, passengers and property must be taken from the vessel on board the belligerent ship. "These are then immediately subject," says one of the authorized publications of the United States navy war college, "to all the dangers of war, including the vessel of a belligerent is subject. Such a position may be an undue hardship for those who have not been engaged in the war, and one to which they could not be exposed."

It was said in official quarters that the American government took note of the fact that American citizens by the destruction of the vessel had been subjected to unnecessary risks and that this probably would be one of the points in the correspondence which would be sent to Germany over the incident.

Only Wheat in Cargo.
That the Frye was carrying wheat and no other kind of cargo has been established in official reports. The fact that the cargo was sold while in transit to a British firm would not, in the opinion of officials, alter the necessity in case of capture for bringing the cargo into port for adjudication, especially since Germany has given assurances that it would not detain foodstuffs destined for the civilian population of an enemy. As there is no proof available on the high seas that the cargo would be used by the belligerent forces of an enemy, international law authorities of various countries claim such questions should be settled in prize courts and not "quarter deck courts."

The United States maintained in the case of the Knight Commander during the Russo-Japanese war that the destruction of the vessel by Russia because it contained contraband was unwarranted.

Other reasons, such as military necessity, have been urged. The naval codes of the principal powers caution their commanders not to destroy a neutral vessel unless carrying a cargo, obviously contraband, such as arms and ammunition, and certain of war-dammations, and then in case of capture by the enemy is imminent or when it is impossible through lack of coal or prize crew, to send the prize to a home port. This practice has been adopted as a part of the United States naval code.

Rules of Other Powers.
The Russian instructions to naval commanders during the Russo-Japanese war after the destruction of some neutral vessels had caused a stir among neutrals were announced as follows:

"If a seized neutral vessel cannot for any reason be brought into port for adjudication, it should be dismissed."

Decision Not Reached.
Navy and State Department officials still have under consideration tonight the length of time to be allowed the Prinz Eitel Friedrich to make repairs at Newport News and the disposition to be made of the prisoners.

The first point will be decided after an American naval constructor makes an investigation of the repairs needed to render the vessel seaworthy. The release of the prisoners will depend somewhat on the representations which may be made to the United States by the various embassies or legations who have nationals aboard. As yet no communications have been received by the State Department from any of the foreign governments concerned.

Pending a determination of these questions, Rear Admiral Beatty, of the Norfolk navy yard, called out the commander of the Prinz Eitel formally, requesting him not to use the ship's radio apparatus while in port and not to allow the officers, crew or prisoners to be taken ashore.

Rear Admiral Beatty, after his conference sent the following message to Secretary Daniels:

Admiral Beatty's Report.
"Request concerning wireless received. Acted accordingly. Am waiting for Newport News shipbuilding Company's statement about probable time needed for necessary repairs. Shall inform you as soon as possible."

F. J. Gauntlett, representing the shipbuilding company, called Secretary Daniels in person whether the Navy Department had any objection to the docking of the Prinz Eitel. Mr. Daniels said the department did not object. The vessel was to be launched within stone throw of the battleship Pennsylvania, to be launched next week.

The question of the release of the prisoners is expected to be passed upon within a day or two. All enemy subjects not liable to military service probably will be released, but they will not be at liberty to enter the United States until they have satisfied the immigration regulations. Others, it is taken for granted, will be paroled on promise not to engage in hostilities again. If the Prinz Eitel decides to leave, the crew will be interned and her captured prisoners released unconditionally.

These questions were referred for an opinion to the neutrality board composed of James Brown Scott and Captains Knapp and Oliver, of the United States navy. Their report to Counselor Lansing of the State Department has not been approved. All reports of the neutrality board are of an advisory character subject to the approval of the State Department and until a decision is announced their nature is not disclosed.

Fride of U. S. Sailing Fleet.
Destruction of the William P. Frye by the Prinz Eitel Friedrich struck from marine lists the pride of the American sailing fleet in port of size and equipment and one of the largest square-rigged craft in the world. Her loss falls not upon an emotionless corporation, but upon individuals, members of the crew who have satisfied the immigration regulations. Others, it is taken for granted, will be paroled on promise not to engage in hostilities again. If the Prinz Eitel decides to leave, the crew will be interned and her captured prisoners released unconditionally.

The Frye was built in Bath, Me., and granted registry in 1901, with 38 persons, six of whom were women, appearing as joint owners. The ship was named after the late Senator Frye, of Maine, and it is recorded that he declared himself more honored in having his name upon an American built, owned and operated sailing vessel than if the fleetest of Atlantic liners had borne it.

The Frye's gross tonnage was 3,274. **APPEALS TO GOVERNMENT.**
Owner of Vessel Asks American Government to Start Proceedings.
London Beach, Cal., March 11.—Samuel S. W. Sewall, of Bath, Me., one of the owners of the sailing ship William P. Frye, sunk by the Prinz Eitel Friedrich, said today he had appealed to the United States to proceed against the German warship as a sea rover, and her crew as pirates. He has asked also that vigorous representations be made to Germany.

"The Frye," he said, "carried a cargo that was marked 'non-contraband' by the Federal Insurance Bureau. There was nothing but wheat aboard the ship."

Mr. Sewall said the vessel was worth \$1,000,000. Continued on Page Eight