

APPAM PEOPLE KEPT ON BOARD

While Washington Considers Status of Liner Only Prize Crew Commander Is Allowed to Land.

PASSENGERS ANXIOUS TO OBTAIN LIBERTY

Collector Hamilton Unable to Tell Who Are Civilians and Who Are Prisoners of War.

Norfolk, Feb. 2.—While the United States government is considering what treatment shall be accorded the former British passenger steamer Appam lies at anchor off Fortress Monroe with the passengers and crew of the steamer, and unlooked for guests in the crews of seven other vessels which were destroyed by the German raider which captured the Appam restlessly awaiting liberation from their long confinement under guard of the German prize crew, which brought the liner into Hampton Roads yesterday.

Until orders are received from Washington no one aboard the Appam will be permitted to land except Lieutenant Berge, the prize crew's commander. Customs and immigration authorities do not yet know which people on the ship are civilians and are entitled to liberty and which are prisoners of war, or whether the German prize crew constitutes an armed foreign expedition in American territorial waters and subject to internment.

Collector of Customs Hamilton, in whose jurisdiction the liner fell when she steamed into Hampton Roads, after her voyage across the Atlantic, is investigating conditions aboard the liner. He made a full report to the treasury department last night and momentarily is expecting instructions as to the disposition of the vessel.

It is understood here that Lieutenant Berge has asked the United States to permit him to lay up the liner in Virginia waters as a fair prize of war, and the liberation of at least all the civilians who were aboard the ship at the time she was captured.

Officials here do not think this will be done, the impression being that the German naval officer will be informed that unless he puts to sea after receiving provisions and fuel, the liner will not be held as a prize.

Overnight large supplies of food were loaded on the steamer to fill the larders almost empty when the Appam entered the capes.

A large percentage of the number on the Appam were women and children and there were said to be several high colonial officials who were returning to England from Africa. There were also on board four wounded soldiers who were taken from one of the ships which had resisted capture was shelled by the raider.

According to information gleaned from those who talked with Lieutenant Berge, the Appam was captured without any show of resistance on January 15, the day on which press dispatches said that wireless communication with the Appam had suddenly ceased. A prize crew was placed aboard, and on the same day the raider which captured the Appam gave chase to another British steamer which was bound from Australia with a cargo of meat. This steamer gave battle and was sunk but not before a large part of the cargo of meat was taken off for use by the Germans.

Six more vessels were destroyed in rapid succession and their crews taken on the Appam, which was then headed across the Atlantic for Hampton Roads. The run was made without incident, it was said.

When the Appam came within the Virginia Capes early this morning and took on a pilot. The ship was attacked by the Fort Monroe wireless station and the vessel, it is said, replied "The German cruiser Buffalo."

MAROONED PEOPLE NUMBER HUNDREDS

Relief Parties Making Systematic Search for People in Flooded Districts Along Arkansas River—Many Difficulties Presented—Feared Other Breaks Will Occur.

Little Rock, Ark., Feb. 2.—Relief parties early today began a systematic exploration of the overflowed areas in southeastern Arkansas for the several hundred people reported to be marooned along the river banks and in isolated places with scant food supplies and only make-shift shelter. Several river steamers and a number of small boats started yesterday for the flooded districts in the Cummins section where the Arkansas river broke through the embankment at several places, but they did not reach the section until night and could make but slight progress in the dark.

The removal of between 300 and 400 negro convicts from a narrow strip of the prison farm levee at Cummins was a difficult task. The steamer chartered to rescue the convicts reached Cummins shortly after midnight but was unable to make a landing wing to the terrific force with which the waters rush through the breaks in the levee. Efforts to force the steamer to the bank were resumed at daybreak.

Five breaks in the Arkansas river levee were reported between Cummins and Douglas, a distance of about 20 miles and it is feared that virtually the entire stretch of embankment will be washed away.

Approximately 100,000 acres of farm lands and a score of settlements and towns in half a dozen counties will be flooded.

Strenuous work continued today to prevent breaks at other points near the mouth of the White and Arkansas rivers, especially at Snow Lake, where the embankment protects a populous section, known as the Locania circle, is in danger.

Sees Reasonable Hope For Lusitania Agreement

Semi-Official Berlin Statement Denies Alarming British Reports Concerning German-American Relations—New Instructions Sent to Ambassador Bernstorff.

Berlin, Feb. 2.—Instructions sent by the German government to Ambassador von Bernstorff at Washington are of such nature as to give reasonable hope for positive understanding concerning the Lusitania affair. It was announced here today.

The announcement, which is official, is said to have been made in connection with alarming English reports about the nature of the German-American relations.

The text of the statement follows: "It is true that on Saturday, January 29, a telegraphic report from the German ambassador at Washington arrived at Berlin showing that to that time that it had been impossible to adjust the Lusitania case in a manner satisfactory to both governments by friendly verbal exchanges of views. On Tuesday instructions were sent to the German ambassador which gave reasonable hope for a positive understanding."

Readjustment Of Rates In Coal Fields Ordered

Washington, Feb. 2.—Readjustment of rates on bituminous coal from the Tennessee, Virginia and West Virginia fields to the south-east and points in North and South Carolina has been ordered by the interstate commerce commission.

The report declares that the rates of the Southern and other railroads from the Poochontas West Virginia district should not be less than 20 cents a ton lower than that from Coal Creek, Tennessee, district to points on the north of the line of the Southern railway from Winston-Salem through Greensboro, Durham, Raleigh and Selma to Goldsboro; to points south of this line and east of a line beginning at Barber's Junction and passing through Salisbury, the order says the rates from these fields should be the same.

The commission ordered the establishment of a rate from the mines in the Poochontas district to Greensboro not to exceed that from the same district to Durham.

PRESIDENT NOW FARTHEST WEST

Scheduled to Make Two Addresses on Preparedness at Topeka, Most Westerly Point of Tour.

ASKS SOME QUESTIONS IN DES MOINES SPEECH

Wants to Know if People Want President to Be Where He Can Do Nothing But Protest.

Topeka, Kan., Feb. 2.—President Wilson touched the farthest point west on his tour in the interests of national preparedness today. Elaborate arrangements had been made here to meet his train on its arrival at 10 o'clock, and to entertain him during his stay here.

The president's speech was scheduled for 1 o'clock this afternoon, after which an overflow meeting was to be addressed.

Des Moines, Iowa, Feb. 2.—President Wilson, in addressing the largest audience of his present trip, in which he is advocating preparedness here last night, asked this question: "Do you want the situation to be such that all the president can do is to write messages and utter words of protest? If these breaches of international law, which are in daily danger of occurring, should touch the very honor of the United States, do you wish to do nothing about it? Do you wish to have all the world say that the flag of the United States can be stained with impunity? Why, to ask the question is to answer it."

"I know there is not a man or woman within the hearing of my voice who would wish peace at the expense of the honor of the United States."

The president's address was punctuated with thunderous applause. He spoke slowly and gravely with emphatic gestures to enforce his words. His declaration that the United States wanted peace drew a quick response and his assertion that the self-respect of the nation must be preserved elicited another demonstration.

Throng that filled every seat in the coliseum cheered him to the echo.

The president declared he was trying to weigh carefully every word he said. He reiterated that he had been daily charged to keep the country out of war and also to uphold its honor.

"And many a night when I have seemed impossible for me to sleep," he said, "because of the apparently insurmountable difficulties into which our international relations were drifting, I have said to myself, 'I wonder if the people of the United States fully know what that mandate means to me.' And then sleep has come; because I knew that there was not a community in America that would not stand behind me in maintaining the honor of the United States."

"The difficulty of keeping America at peace during this titanic struggle across the sea cannot be disclosed now; perhaps it never can be disclosed. How anxious and how difficult this task has been! But my heart has been in it. I have not grudgingly a single burden that has been placed upon me with that end in view. For I know that not only my own heart but the heart of all America was in the cause of peace."

There are actually men in America who are preaching war, the president declared; men who want the United States to have entangling allies abroad. He said he did not think they spoke the voice of America, which he declared to be for peace.

He added that others go further than he in advocating peace. "They preach the doctrine of peace at any price," he added, while men in the audience called "never! never!" He said these men did not know the circumstances of the world.

TRADE COMMISSION TO MAKE KNOWN RULINGS

Washington, Feb. 2.—The federal trade commission, created last year with wide powers over commerce will issue soon a series of rulings to define unfair competition. The rulings will cover some 40 cases which were investigated under that section of the law which empowers the commission to prevent unfair competition.

APPAM CASE MAY INVOLVE TREATY

U. S. Government May Deal With British Steamer Captured by Germans Under Prussian-American Treaty of 1828 If Liner Is Finally Held to Be Prize of War.

Washington, Feb. 2.—State department officials indicated today that if the Appam was finally held to be a prize the Prussian-American treaty of 1828 was more likely to govern the case than The Hague convention. This would mean that the Appam would be turned over to her German captors and in this case some of the German officials here expressed the view that the prize crew, rather than let the vessel fall back into the hands of her British owners, as would seem inevitable, if they were forced to take her out of American territorial waters, they would take the liner outside the three-mile limit and sink her.

In case the ship is held to be a German fleet auxiliary the prize crew would have the choice of leaving after a certain time for obtaining supplies and getting repairs made, or of interning for the war, as did the Prinz Eitel Friedrich and the Kronprinz Wilhelm.

The neutrality board met today to consider the case of the Appam. Secretary Lansing also has the matter under consideration. The British ambassador has formally asked that the vessel be released and returned to her owners under Article 21 of The Hague convention, which the British official claims to have superseded the Prussian-American treaty.

In any event officials here regard it as a foregone conclusion that the Appam will remain at Hampton Roads until the end of the war. British cruisers are patrolling the Atlantic lanes of commerce and probably already are advised of the arrival of the steamer and no doubt are off the Virginia capes guarding the entrance to the harbor, just outside the three-mile limit.

As a merchantman the ship could remain voluntarily in port and the prize only voluntarily for the United States would be the disposition of the German prize crew and the prisoners of war who were carried on board when the ship sailed.

The probabilities are that if the Appam still has the character of a merchantman and the prize crew does not care to run the gauntlet of hostile cruisers outside the three-mile limit, the customs authorities will take charge of her and after probably interning the prize crew will return the ship to her owners.

Insurance Question Puzzle. London, Feb. 2.—There is perplexity regarding the question of insurance on the British liner Appam, it was admitted at Lloyd's today, as the case is an unprecedented one. The solution of the puzzle depends largely on the attitude of the United States as to whether the Appam is to be considered a merchantman or a German cruiser.

The vessel is considered a war loss by the underwriters, however, and it is believed she will not be announced at Lloyd's as having arrived safely in port as would have been done had she completed her voyage to England. The destruction of the seven other vessels by the German raider which captured the Appam means a large loss to the underwriters. It will probably amount to \$3,000,000.

Berlin Denies Zeppelin Raid Was In Reprisal

Stated Midland Section of England Was Chosen for Raid; Because It Is Center of Munitions Industry—One Purpose to Show Efficiency of German Air Forces.

Berlin, Feb. 2.—Rumors have been circulated here that the Zeppelin raid on England Monday night was made in reprisal for the British action in the Barlong case by the Associated Press correspondent is assured in authoritative quarters that the attack was not made under that head. It was stated that the midland section of England was selected for the raid because it is the center of the munitions industry and the purpose of the attack was to bring home to the people of England a realization of the fact that Great Britain's boasted defensive preparations were not available against Germany's air forces; and that it was intended also to interfere with preparations for carrying on British operations in France and Flanders.

The admiralty reiterates the statement that not a one of the Zeppelins which took part in the raid was injured.

Greek-Rumanian Alliance. Petrograd, (via London, Feb. 2.—In connection with the negotiations which are alleged to be proceeding between Greece and Roumania and the report that Roumania is ready to form an anti-Belgian alliance, it is stated here that four-fifths of the Roumanian troops are under arms and that the main Roumanian forces are concentrated on the Bulgarian and Hungarian frontier have not been increased.

Roumania continues to make difficulties for the central powers with respect to the purchase of grain. With the purpose of exerting pressure on Roumania, Austro-Bulgarian troops are concentrating on the Danube.

According to information from Constantinople, the Turkish government has ordered the evacuation of Erzurum.

Zeppelins Kill 54. London, Feb. 2.—Fifty-four persons were killed and sixty-seven injured in last night's Zeppelin raid. The figures were contained in an official statement issued here yesterday.

COURT REFORM REPORT COMING

Recommendations for Revision of Judicial Procedure in N. C. Will Be Ready For Print Soon.

MINORITY MAY URGE GRAHAM SUGGESTIONS

Some Indication That Recommendations May Call for Re-touching of System by the Legislature.

(By W. T. Best). Raleigh, Feb. 2.—Chief Justice Walter Clark, as chairman of the commission appointed by Governor Craig to revise the form of judicial procedure in North Carolina, has sent to each member of the commission the report agreed upon and it will be ready for print upon their return of it.

These copies will go to the commission to allow it to make whatever corrections are necessary. At the last meeting the members agreed upon the changes. Major W. A. Graham, the only lay member, presented some suggestion which may form the basis of a minority report. Even his progressive brother-in-law, Chief Justice Clark, could not come all of the major's recommendations.

The members have given no intimation of their efforts or whether these changes will make necessary the amendment by popular vote of the existing conditions. That it will be necessary for the legislature to re-touch the system is suggested by all members.

The Wayne county lynching came too late to figure in the deliberations of the judicial reform commission, but it caused many suggestions which recent controversies about the lynching may influence. The outlawry of the mob may not be without moral effect, a lawyer not a member of the commission gathers from a member.

The report of Judge Clark will probably get to the papers the latter part of the week.

The directors of the state penitentiary are expected within the next week to elect the successor to Warden T. P. Sale who died Friday morning immediately after executing the Guilford county murderers, Jeff Dorsett and Ed Walker.

Mr. Sales' candidacy for the position was opposed in early 1913 by S. J. Busbee, H. G. Gulley, and others. Mr. Gulley has not announced whether he will try to gain or not. He is one of the collectors J. W. Bailey's deputies.

Deputy Sheriff O. L. Parham of the district of Sheriff Sears, is an avowed candidate and Mr. Busbee is with one of the big convict camps.

The fact that the executioner's work told upon the great physique of Warden Sale has not tended to make the position more popular. Nobody doubts his courage. It has developed since his death that the warden dreaded the mysterious electricity and feared one of its caprices that might make an execution incomplete if not actually torture. Whether the last one was that or not, the failure of the machinery in the most critical time is made the direct cause of the warden's death.

The prison board meets in Raleigh each month and may come earlier this time in order to select the new warden who now has an uncommonly large number of prisoners occupying death cell. That number is referred to by Governor Craig and other lawyers to show that North Carolina juries will convict criminals.

Colonel Grimes has not shown his political blue print to anybody yet and has kept his friends and opponents guessing as to the kind of campaign that he must conduct this year. He has had a reasonably easy time in defeating all opposition in years before. He has not intimated whether he will get a manager or not.

The secretary of state is being advised that he must make a fight and that he should not delay its beginning. The force of the Hartness campaign is indubitably being felt and the addition of Manager Dave Norwood of Salisbury, far and away the best single stroke of the Hartness forces, will dispel any hope that the candidacy will soon have spent itself and that the Grimes forces can sit down for an easy time of it.

Colonel Grimes and Colonel Hartness have about equal expectancies among the organizations. The Hartness people will look upon the prohibitionists for their most formidable support; the Grimes candidacy has much to expect from the farmers, among whom he is a sizable agriculturalist. But so is Dave Norwood, a farmer, so is Polle McCannless and so is Jim Hartness. "And there ye air," as Mr. Dooley says.

Insurance Commissioner James R. Young received a telegram from Hope Mills relating the second arrest in that place in connection with the burning of a residence.

Last week Will Johnson was jailed on this charge. The name of the second man was not given, but the department will prosecute the case at the next term of court.