

The Weather
Full data concerning the weather can be found today on Page 14-B.

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CAPTAIN OF EITEL FRIEDRICH SAYS HE WILL NOT INTERNE SHIP

If Washington Will Not Give Time for Repairs, He Expects to Take His Chance of Getting Away.

MAYBE THE CAPTAIN HAS ANOTHER THOUGHT

In view of sinking of the namesake of the famous Maine senator, the folks up at the big dome may consider Herr Thierichens has "got in Dutch" and may be constrained upon to hang around for some time yet; there may be someone outside looking for trouble; British crews, released, strike up "Tipperary"; crew of Frye sign sworn statements; thrilling stories of romantic voyage recounted

Newport News, Va., March 11.—Commander Thierichens, of the converted cruiser, Prinz Eitel Friedrich, which late today went into drydock for repairs, submitted two statements in German tonight to collector of customs Hamilton, of this port. One stated his reasons for sinking in the South Atlantic waters, January 28th, 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 communications 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 had stated to American officials, that he sunk the American ship, Frye, because he regarded her cargo as contraband of war.

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 wished to 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 not his intention to intern his ship.

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

As 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 late 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.

In the Newport News ship yard tonight the released sailors of British ships, after receiving their kits, marched to street cars singing, "It's a Long, Long Way to Tipperary."

Doesn't Want to Intern.
Commander Thierichens, of the German auxiliary cruiser, Prinz Eitel Friedrich, a red today to deliver in writing to the American government, through the collector of the port here, his explanation and 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 merchant-marine destroyer and submitted neutrality requirements of the Washington government, to communicate an estimate of the amount of time that would be required to repair his ship, at the same time stating that it was his desire not to intern his vessel, but to proceed as soon as repairs could be made which would renew seaworthiness of the ship.

To the request of the Washington government that he land here the crew of sunken vessels, and such passengers as could comply with immigration regulations, the German commander gave assent. The crew of the American ship, Frye, was landed late in the afternoon, and arrangements were made to land British, French,

and Russian ships sunk in the South Sea. The Eitel Friedrich steamed into the Newport News shipyard and went into drydock, where experts began an examination of her condition. Held on board, were about twenty-five third-class passengers of the French steamer, Florida, refused admission by immigration inspectors on the ground of inelegibility. Consuls of these passengers will arrange for their return to England, Ireland, N. Y., and for their deportation.

Sworn Statements by Crew.
When the crew of the American ship, Frye, had been landed, they were taken to the custom-house and made statements of circumstances attending the sinking of the ship, January 28th, last, off the Platte. Collector Hamilton took the statements and also prepared a joint summary of conditions, which the members of the crew signed to be forwarded to Washington tomorrow. They were not made public.

There was no conflict of testimony by members of the crew as to the circumstances surrounding the destruction of the Frye," said collector Hamilton tonight. "All were in line with the details given by Captain Eitel Friedrich of the ship, who said that his ship was blown up with her cargo of wheat for Queenstown, after the crew had been warned to board the German cruiser."

All but two members of the Frye's crew left the Eitel Friedrich today. They were German subjects, Charles Frank and Robert Rogge, who were held by Commander Thierichens, and were taken to the German merchant-marine. These men made no request to come to American soil, willingly remained on board the Eitel, and were pressed into service.

Thrilling Stories Told.
Members of the crew of the Frye, and officers of other sunken ships, tonight revealed more thrilling stories of the Eitel Friedrich's marine-wrecking career. Captain W. E. Williams, master of the British steamship, Waverley, sunk February 20th, leaped against the marble side of the United States custom-house, and described how he narrowly missed sinking the Eitel Friedrich with her crew. The scores of his own countrymen who had been captured before.

British Tried to Ram Her.
"The German ship was almost on us before we discovered her," said the British officer, "and she was 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 going to sink, she asked 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 orders to 'reverse the engines and give them hell' for all you're worth."

"I thought I had her. We were soon going full speed astern, and it seemed we could not fail to strike her. The Friedrich was wildly mentioning they seemed hysterical. Little did I know that there were British, French, and Russian prisoners aboard. I only thought of the chance to sink the enemy vessel, and to see in our own bows rather than take a chance at rescue after the collision. But the Eitel missed the crash by only a few yards."

Leaving Through Port.
"She" spoke up, E. Dobbins, 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 portholes, sure you've heard of that. I was sure as death, but said to myself: 'Oh, when she hits I can lump through this; he's going to sink us sure and sath,' but he did not."

Jack Macvey, 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," said Friedrich, "and she was coming back two hours later when she broke up. Behind the wreckage we saw the Eitel Friedrich had heard the wireless of a British warship not far away."

One of the British warships that had signed papers to not participate further in the war against Germany on condition that they be placed aboard a neutral ship.

Placed Under Hatches.
"We started thirty-eight neutral ships but not one was spoken to by the Friedrich," said Captain King, of the British sunken sailing ship Invercoe. "Every time a neutral ship appeared, we were put below decks. When we were approaching the Virginia Capes, we were in the hatches and German officers said to us: 'Don't be frightened. If a British cruiser sights us, stay down below. We'll return her fire till our masts are seen.'" When collector Hamilton soon after noon went aboard the Eitel Friedrich, he was greeted with blackened chimneys of the cruiser concealed a contrast of gay spirits that even the stiff regime of war-time discipline could not repress.

When Officers Came on Deck.
When officers came on deck, flushed from the banquet table of the captain who was celebrating his birthday, there was no sign of fatigue as they mechanically stepped into their round-bottomed boats. The dirty black shields that conceal the cruiser's auxiliary guns, the crew were at work polishing the shining breeches. The deck officer in his worn but neat uniform, with a white and gold methodically and everything bore out the captain's curt reminder to certain strangers who wished to board: "This is a war ship. We cannot permit visitors."

BRITAIN REFUSES TO TRUST GERMAN TO DO GOOD HIS DENIAL OF REPORT

How Would Word of Berlin Be Guaranteed? Inquires Sir Edward Grey

ALLEGED SINS NUMEROUS

What Dependence Could Be Put in Government That Would Permit Belgium to Die of Hunger, But for American Charity? Is Another Big Question Mark

(By the Associated Press.)
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 forth coming soon.

While the contents of the reply are not known it is possible to indicate some points likely to be emphasized in 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 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 repeated the British claim to cut off supplies of food from civilians in a legitimate act of war. Great Britain, it is insisted, never adopted this view until the Germans themselves made it impossible any longer to draw the line between non-combatants and army forces. Fortunately, it is added, Great Britain is invited by the United States to forego a clear belligerent right, on the understanding that the United States will not permit the unrestricted passage 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 circles 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 in Downing street, but an intimation of an intention to protect foreigners it was regarded favorably.

Case of Put Up or Shut Up.
Carranza's denial that General Obregon had intended to incite the population of Mexico City to prevent the arrival of 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.

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

The Warships Will Stay.
On the whole officials thought Carranza's note related to the neutralization, but the warships ordered to Vera Cruz were not recalled and the opinion prevails that they will be kept indefinitely, possibly to take away foreigners.

A statement issued by the Villa agency here says: "The Washington agency of the conventional government of Mexico is inclined to believe that the neutralization of Mexico City by Obregon and his occupation by General Zapata premature."

A message from General Felipe Angeles at Monterey indicates that he will occupy the city. The convention consul at Del Rio, Texas, wired Enrique C. Lorente, Villa's Washington representative, this afternoon that 500 Russian aviators troops had reached Las Vigas, across the Rio Grande from Del Rio. They were headed by Governor Acuna, who, after fleeing from Piedras Negras and taking refuge 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 from Eagle Pass stating that Piedras Negras was not occupied by the Germans."

The Note to Carranza.
Following the receipt of the American note which Consul Silliman 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 a most earnest and emphatic note in the following sense: "The government of the United States has noted with increasing concern the reports of General Obregon's striking the Mexican territory which may occur in the near future. It 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. "In this condition of affairs, the government of the United States is informed that the City of Mexico may be evacuated by the Constitutional forces, leaving the population without protection against whatever faction may choose to occupy, thus striking the responsibility which may happen as a result of the instigation to lawlessness before and after the evacuation of the city. The government of the United States is led to

RAPTISTS PLAN MISSIONS.
South Yakin Conference Maps Out More Work.
(Special to The News and Observer.)
Statesville, March 11.—The mission conference, which was held in addition Baptist association was held in the First Baptist church of Statesville yesterday.

More than half of the churches of the association were represented, some sending several delegates. Rev. Dr. Charles Anderson, pastor of the First Baptist church of Statesville, was chairman, and Rex H. C. Marley, of Cooleman, was secretary. The forenoon session was consumed by the preliminaries, and an address by Dr. C. J. Johnson, field secretary of the Southern Baptist Foreign Mission Society, was presented. The afternoon session was devoted to the adoption of a plan of work for the year, and the election of officers. At the noon hour luncheon was served by the ladies of the Pastor's Aid Society of the church. The afternoon session was held in the Johnson, of Raleigh, secretary of the State Mission Board, spoke on "Girning as an Act of Worship." Last night's session was a popular meeting. Dr. Johnson and Dr. Thompson both made strong addresses in the interest of missions, and at the close of the addresses, the plans for the mission campaign was adopted and the committee to have charge of it were elected.

CARRANZA ASKED TO DO GOOD HIS DENIAL OF REPORT

If Food Is Allowed to Go To Mexico City Then Open Up Railroad Lines

THE DOCUMENT HE GOT EASILY UNDERSTOOD

Note From Washington Set Out in Unmistakable Terms That The Limit of Human Endurance Had Been Passed When a Man Like Obregon Set About To Starve Folks Into Submission To His Decrees and Add To Their Misery By Threat To Abandon Them To The Mercy of Lawless Villains; Carranza Denies All This, Despite Numerous Reports of Its Truth To The State Department at Washington

(By the Associated Press.)
Washington, D. C., 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.

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Weather Favor Invaders.
Cooler weather has hardened the ground in North Poland, which will facilitate troop movement. This is said to be the first time in history that weather has favored an army attempting to invade Russia.

Reports from Tenedos say the Turkish artillery in the Dardanelles grows weaker daily and that in the last bombardment the allied warships badly damaged the forts at Chanak Kalesie. Two big cruisers spent the night in the straits protecting the vessels engaged in mine sweeping.

Dispatches indicate that the German ambassador, Prince Von Bulow, 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.

ENGLISH WATCHES THE PRINZ EITEL

Whether She Interns or Tries to Leave They Consider Her Career Ended

POLAND BLOODY STILL

Giant Armies Surge Back and Forth in Death Grip Without Decisive Result; Allied Fleet Pounds Away; British Airmen Destroy German Railway Junction

(By the Associated Press.)
London, March 11, 10 25 p. m.—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 British troops in the region of La Bassee 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 watch, will account for her.

The possible action of the American government in regard 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 allied prohibition of foodstuffs for Germany.

No More News of British.
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 La Bassee and other points.

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

According to Dutch reports these troops have brought with them boats for the passage of the canals and rivers and the first time in months they include cavalry units.

There has been fighting in Champagne. In the Vosges, the battle for Reich Akerkopf has been resumed.

Poland Still Runs Blood.
These, however, are small affairs in comparison with the battles which are in progress in North Poland between the Niszen and Vistula rivers. The Germans apparently are falling back in the north, but are fighting a rear guard action, which has become a pitched battle, and are taking a few prisoners with them.

The Germans again are in Augustow forest, on the East Prussian border, which has been the burial place of so many German and Russian soldiers. The Germans have brought up light guns to bombard Carranza while they are in the neighborhood of Ostrofkona, they claim to have defeated the Russians. The battle in the roads from Khorjole to Przasnysz, along which the Russian forces are pushing, pierce the Russian fortress line still continues.

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Retaliate, Says Berlin.
Berlin, via London, Mar. 11.—11 14 p. m.—In naval circles it is declared a searching investigation will be instituted into a report that the British admiralty intends to withhold the customary honorable imprisonment conditions from captured German submarine crews. It is declared that if Great Britain places such German captives under special restrictions retaliatory measures are likely.

Navy officials say the investigation will not be made through diplomatic channels, but that it will be conducted through the intelligence department. They claim that should Great Britain take the action she contemplates this will not affect German submarine war plans nor have any influence on the spirit of the crews.

WASHINGTON HOLDS GERMAN HAD NO RIGHT TO SINK WILLIAM P. FRYE

Unless German Government Offers Reparation at Once, Such Will Be Requested by United States.

DAUGHTRIDGE IN RACE FOR GOVERNOR

Senator Henry A. Gilliam Gives Reasons Why He Should Be The Man Nominated

HIS RECORD OF SUCCESS

Would Make a Business Governor With The Ability and Capacity To Advance The Interests of The State Along Many Lines Having To Do With Progress

(By the Associated Press.)
Daughttridge will undoubtedly be a candidate for the nomination for Governor at the next election, and what is more, his chances of nomination are exceedingly bright," said Senator Henry A. Gilliam, of Edescombe, last night, before leaving for his home. Continuing he said: "Two years ago I was apprehensive that my fellow-countryman would not be quite up to the task of presiding over the Senate of North Carolina with ease and with the correct observance of parliamentary practice. His friends were delighted at the record which he made, it being admitted by every one that he presided with signal ability and uniform courtesy. I knew that he had had some experience in legislative life, as he was a member of the House from Edescombe in 1901 and again in 1902, yet his labors had been almost entirely devoted to farming and business interests. The fact that he did make the record which he did as presiding officer of the Senate shows that he is a man of unusual aptitude and intelligence. The record which he made two years ago has been more than duplicated at the present session. That he held the situation thoroughly in hand, and was at all times equal to the emergency which arose was a matter of universal comment among the Senators."

Daughttridge is well known to the people of North Carolina. He is one of the State's largest farmers, a man of wide business experience, successful in his every undertaking. He rendered great service as a member of the State Board of Agriculture, and as president of the State fair in 1906 and 1907 he did much to establish and popularize that institution. At this time when extensive and intensive farming is receiving the best thought of the State and when our progress and prosperity are largely dependent upon agricultural development, it would be particularly timely and appropriate for the election of one of the large and successful farmers of the State to the high office of Governor."

It will be remembered that Lieutenant-Governor Daughttridge was a member of the American Commission which visited Europe in 1913 for the purpose of studying cooperative agriculture, rural credit and farm life. As Governor of the State he would be of untold value in shipping directing, and encouraging the activities in agricultural development along the line with in connection with the department of Agriculture and the A. and M. College. While he is a farmer he has large business interests and is in thorough touch with the state of the State's business interests in the State should be fostered and encouraged.

"The counties of Edescombe and Nash will confidently present his name to the people of North Carolina as the next Governor of the State—especially so as it has been twenty years since the farming and business interests of the State have had a direct representative in that great office."

Maritime Law Violated.
Existing laws of the United States in international law revealed to State Department officials, they said, that the general rule of maritime practice has prohibited the destruction of a neutral vessel, and that the circumstances under which the Frye was found in the South Atlantic by the Eitel Friedrich.

Many arguments have been urged from time to time against the destruction of the vessel, and many in doubt American naval commanders have been cautioned always to diminish the vessel. Before destruction in any case, the crew, passengers and papers must be taken from the neutral vessel on board the belligerent ship.

These are then immediate subject," says one of the authorized public officers of the United States naval war college, "and that the probability of a war vessel of a belligerent in subject. Such a position may be an undue hardship for those who have not been engaged in the war, and on which they should not be exposed."

American Lives Risked.
It was said in official quarters that the American government took note of the fact that American citizens, by their enforced presence on board a German cruiser for more than a month, had been subjected to unnecessary risks, and that this probability would be one of the points in the correspondence which is certain to develop between the United States and Germany over the incident.

That the Frye was arriving, wheat and no other kind of cargo had 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 to the civilian population of any enemy. 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."

Contraband Must Be Proved.
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, must be proved. The naval codes of the principle powers caution their commanders not to destroy a neutral vessel unless carrying a cargo, obviously contraband, such as arms and ammunition, and

"QUARTER DECK COURTS" ARE NOT RECOGNIZED

There Was No Proof of Contraband On Vessel, and If There Had Been, a Prize Court Was The Proper Authority To Adjudicate; Cruiser Had No Right To Place Lives of American Crew in Jeopardy, While Roving The Sea and Preying On Commerce, With Risk of Battle, It Is Further Pointed Out; Berlin May Be Asked To Court Martial Thierichens, Though His Vessel May Be Allowed To Leave Newport News

(By the Associated Press.)
Washington, D. C., 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. The action probably will be taken by the United States with a request for reparation.

Officials were unanimous in their opinion that it was shared largely by the United States, and that the sinking of the Prinz Eitel had no right to sink the Frye. Officials considered it probable that the German government, after being apprised of the facts, would admit the error of the commander and agree to make the usual reparation. Some officials thought sufficient amends, after the payment of damages, would be the court-martialing of the German officer.

Vessel May Be Allowed to Go.
It was made clear at the State Department that whatever action would be taken, the vessel would be entirely disarmed. The question of the entry into an American port of the Prinz Eitel for repairs. The vessel, taken as a result of the sinking of the Frye, would be entirely disarmed from questions arising out of the entry into an American port of the Prinz Eitel for repairs. The vessel, taken as a result of the sinking of the Frye, would be entirely disarmed from questions arising out of the entry into an American port of the Prinz Eitel for repairs.

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It was made clear at the State Department that whatever action would be taken, the vessel would be entirely disarmed. The question of the entry into an American port of the Prinz Eitel for repairs. The vessel, taken as a result of the sinking of the Frye, would be entirely disarmed from questions arising out of the entry into an American port of the Prinz Eitel for repairs.

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