

ATTITUDE OF U. S. TOWARD APPAM IS STILL UNDECIDED

Must First Decide Whether Ship is Prize or Auxiliary Cruiser.

PASSENGERS WILL THEN BE RELEASED

United States Will Deal Finally With German Crew of Vessel.

WASHINGTON, Feb. 1.—Until it is decided whether the German commander aboard the British steamer Appam brought the ship to an American port as a prize of war or as a converted auxiliary cruiser of the German navy, there will be no determination of the American government's course respecting the ship.

When certain formalities have been complied with, the ship's passengers, including several British colonial officials will be released and their disposition passed on by immigration authorities. Any prisoners of war will be released, because international law permits no holding of war prisoners in a neutral country.

United States Attitude.

The United States then, finally, will have to deal with the German crew under Lieutenant Berg, and if they are accounted in the naval service of Germany as were the crews of the Prinz Eitel Friedrich and the Kronprinz Wilhelm, already interned at the Norfolk navy yard, they, too will be interned unless their ship goes to sea to run the cordon of British cruisers.

As to the disposition of the Appam herself, if she is held to be an auxiliary cruiser her commander will have the option of putting to sea after a certain time to make repairs and take provisions. If she is declared a prize the situation becomes more complex and in that event it is admitted that the United States will have to deal with probably the most novel question concerning its neutrality that has arisen during the war.

As one of the first steps, the problem would be referred to the neutrality board, which is an unofficial body composed of James Brown Scott, former solicitor of the state department; Captain Harry S. Knapp, of the navy general board, and Captain F. H. Ober, head of the naval intelligence office. The board's findings, while merely advisory, have weight with the state department.

It was pointed out at the state department that there is much confusion in the treaties and provisions of international law on the subject of prizes: the right to convert captured vessels into auxiliary warships and the right of recapture by the original owners of captured vessels.

Prize Court Must Act. One theory largely held is that title to the captured ship does not pass until a prize court has acted. Another is that title passes immediately after the capture is made providing the senior of the captors duly commissions one of his own officers or crew as the commander of the captured vessel.

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END OF THE MOHR MURDER TRIAL APPEARS IN SIGHT COURT OFFICERS THINK

Believed That Case Will be Given to the Jury by Saturday.

NEW WITNESS HEARD

PROVIDENCE, R. I., Feb. 1.—The end of the trial of Mrs. Elizabeth Mohr and two negroes, Cecil Brown and Henry Spellman, charged with the murder of the woman's husband, Dr. C. Franklin Mohr, seemed to be in sight today when the court took an early adjournment to allow William H. Lewis, counsel for the negro defendants, time to call certain witnesses. Mr. Lewis stated that he expected to finish by tomorrow night. Both sides expressed the belief that the case would be ready to be given to the jury by Saturday.

Only two witnesses were called today. E. H. Emery, local weather forecaster, stated that the weather was clear on the night that Dr. Mohr and his secretary, Miss Emily Burger, were shot. William Williams, a negro inmate of the state prison, declared that George W. Heals, the doctor's chauffeur, who has turned state's evidence, said to him that the attorney general advised him to "stick by the state," and he would get off lightly, while the other boys, Brown and Spellman would get life imprisonment. He also asserted that Heals quoted a representative of the attorney general's department as saying "they are after the woman and not the boys."

PASSENGER LINER APPAM, BELIEVED LOST, BROUGHT IN BY GERMAN PRIZE CREW

Arrival of Steamer at Norfolk Harbor Discloses Existence of Another German Commerce Raider—Raider Flew English Flag Approaching Appam.

NORFOLK, Va., Feb. 1.—Given up for lost days ago, the British passenger liner Appam plying in the West African trade, appeared like an apparition in Hampton Roads today, flying the German naval ensign and with her ship's company under guard of a German prize crew. She brought word of a mysterious German commerce raider, the Moewe, which now roams the seas and had on board the crews of seven British merchantmen and admiralty transports captured by the Moewe before she seized the Appam and started her across the Atlantic for an American port with Lieutenant Hans Berg, of the German naval reserve, and twenty-two men in charge.

The Appam now lies off Old Point Comfort, under the guns of Fortress Monroe, waiting for the state department at Washington to determine her status—whether she is a man-of-war subject to internment, or a German prize. By tomorrow the customs authorities here hope to have orders to send the ship either to Norfolk or Newport News, where the anxiously waiting British civilians will be put ashore.

Captured by the Moewe. According to the story told with great reserve by Lieutenant Berg to Collector Hamilton, when he formally reported his presence in American territorial waters late today, the Moewe captured the Appam, bound from Dakar, French West Africa, for Liverpool, after a brief show of resistance on January 16, sixty miles north of the Madiera islands. On board the Moewe then were the crews of five vessels, previously captured, all of whom were transferred to the Appam.

From all reports the raider is a converted German merchantman with a false canvas foremast concealing a battery of guns of fairly large calibre. On January 17 she engaged in battle an armed Australian trader, the Clan MacTavish, which she sank after an exciting combat with a loss of fifteen men killed on the Clan MacTavish. The Appam, which was ten miles away at the time in charge of the prize crew, steamed hurriedly back to the scene and rescued four members of the crew of the sinking Clan MacTavish, who were struggling in the water. Later, under orders

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PLENTY OF AMMUNITION FOR PRESENT NAVY IS ON HAND STRAUSS DECLARES

Not Sufficient, However, for Ships Under Construction or Authorized.

FIGURES PRIVATE

WASHINGTON, Feb. 1.—A sufficient supply of ammunition is on hand, Rear Admiral Strauss, chief of ordnance of the navy, told the house naval committee today, to equip all ships in commission, reserve or already constructed. The supply for ships under construction, however, is not adequate. For present ships, Admiral Strauss said an ample reserve supply also had been accumulated.

The committee went into executive session for the first time during its consideration of the navy bill to get actual figures on ammunition which Admiral Strauss declined to reveal publicly.

Admiral Strauss said every American ship of the California class carried 672,000 pounds in peace or war, but he declined to state in open session the number of rounds per gun that amount represented. He also refused to disclose what information the navy had as to the amount of ammunition used by belligerent ships during engagements in the present war.

During the open hearings it developed that the navy department hopes to obtain appropriations under which it can store more than thirty million tons of sodium nitrate or a two year's supply for the manufacture of navy powder, as a reserve against the possibility of a war in which the United States would be cut off from Chile. Because of the lack of ocean carriers at anything but exorbitant freight rates, also, it is planned to bring some nitrate to this country in naval vessels.

Chairman Padgett read a letter from Admiral Fletcher, asserting that the open sea work of the fleet last year showed a 25 per cent improvement over the preceding year and was the best in the history of the service. Target practice records, ammunition supply and similar matters are regarded as navy secrets, Admiral Strauss said. His attitude was supported by Secretary Daniels who informed congress in reply to a resolution offered by Representative Gardner that he could not reveal details of the fleet target practice.

Mr. Daniels appealed to the house again today for an emergency appropriation to deepen the approaches to the New York navy yard.

BIENNIAL MEETING OF UNITED MINE WORKERS AT INDIANAPOLIS ENDS

Officers Will Now Devote Attention to Securing New Contracts.

MEETINGS PLANNED

INDIANAPOLIS, Ind., Feb. 1.—The biennial convention of the United Mine Workers of America adjourned today to meet in Indianapolis in 1918 and the attention of the international officers will now be concentrated in having written into new contracts the demands adopted by the delegates representing nearly 400,000 anthracite and bituminous miners.

The next step will be the joint interest conference of operators and miners to be held at Mobile next week at which an effort will be made to agree upon a basic wage scale for western Pennsylvania, Ohio, Indiana and Illinois which will also be the basis for the working out of wage agreements in other soft coal fields of the country.

On February 21 anthracite operators and mine workers will meet in New York to try to agree on a new contract to take the place of the four-year agreement which expires March 21.

Both the officers of the union and the delegates themselves believe that agreements will be reached without interference with the coal mining industry. President John P. White and other leaders expressed the opinion that wages in all districts will be increased.

Before adjourning President White announced that he had decided to stand as a candidate for re-election next December.

Officers are elected by referendum vote. One of the most important acts of the convention was the adoption of an amendment providing for the punishment of members of local unions who shut down mines in violation of contracts.

John Strambo, of the anthracite region, a district officer, who declared that miners should have the right to strike when one is forced upon them by operators, brought down upon himself the criticism of President White, President Farrington, of the Illinois miners, and Presidents Dempsey and Kennedy, of the anthracite regions. White and Farrington said local strikes are a menace to the union.

Going, Going—



LARGEST CROWD OF THE PRESENT TRIP GATHERS TO GREET PRESIDENT WILSON AT DES MOINES, CHEERING EVERY WORD

Asks Them If They Want the President to Be Placed in a Position Where All He Can Do is to Write Notes, and Answers it by Stating That the Question Answers Itself—Wants Peace But Desires to Be Prepared to Maintain Peace.

DES MOINES, Iowa, Feb. 1.—President Wilson, in addressing the largest audience of his present trip, in which he is advocating preparedness here tonight, 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?" "Why, to ask that question is to answer it," he said.

"Whenever international law is violated by one or the other belligerents," the president said, "America was called upon to register a voice of protest, of insistence."

Need More Than Protests. "Do you want the situation to be such that all the president can do is to write messages and utter words of protest? If 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 great demonstration. A throng that filled every seat in the coliseum cheered him to the echo.

Weighing Words. The president declared he was trying to weigh carefully every word he said. He reiterated that he had been daily called to keep the country out of war and also to uphold its honor. "And many a night when it has 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 grudged 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 an entangling alliance 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.

Cannot Be Ostrich. "America cannot be an ostrich with its head in the sand," he said. The president said he hoped if this war had no other result it would create an international tribunal to settle questions which cause war. His declaration that he had found the people of the middle west for preparedness drew long applause.

The president closed with a tribute to the American flag. "As I look at that flag," he said, "I seem to see many characters upon it which are not visible to the physical eye. There seem to me ghostly visions of devoted men who, looking to that flag, thought only of liberty,

of the rights of mankind, of the mission of America to show the way to the world for the realization of those rights. And every grave of every brave man in the country would seem to have upon it the colors of the flag, if he were a true American—would seem to have on it that stain of red which means the true pulse of blood; that patch of pure white which means the peace of the soul. And then there seems to rise over the graves of those men and to hallow their memories that blue space of the sky in which swim those stars which exemplify for us the glorious galaxy of the states of the union which stand together to vindicate the rights of mankind."

VILLA PRESENT IN PERSON.

EL PASO, Tex., Feb. 1.—Francisco Villa himself, with less than one hundred followers, held up the south-bound Mexican Central passenger train a few miles north of Chihuahua City yesterday and ordered the killing of Tomas Ornelas, according to advices from Chihuahua City received today by General Gavira, Mexican commander at Juarez.

General Gavira said he was also advised that Villa personally directed the looting of the train and robbery of passengers. Late advices said that there were no Americans on board.

ARRIVES AT KEY WEST.

KEY WEST, Fla., Feb. 1.—The United States submarine K-5, which became detached from her tender off the South Carolina coast last Sunday and arrived here tonight. All on board were reported well.

EXPERTS INTRODUCED IN THE EASTLAND CASE

Surveyors Tell of Making Soundings in River Following Disaster.

GRAND RAPIDS, Mich., Feb. 1.—Introduction of expert testimony was begun by the government today in Federal court here, in the case of the six men indicted for neglect in connection with the capsizing of the steamer Eastland in Chicago river last July. The government opened its case this afternoon at the conclusion of the examination of Joseph Erickson, chief engineer of the Eastland, the last witness for the defense. Meredith Williams, a surveyor connected with the United States engineers' office in Chicago, testified he made soundings in the river while the Eastland still lay on its side on the river bottom and found submerged piling slightly more than eight feet from the Eastland's dock and under 17-1 feet of water, a greater depth than that testified to by witnesses for the defense.

Fred H. Avery, a civil engineer, said he directed the making of soundings in the river for the city engineers' department of Chicago. Several other government witnesses testified their belief that the Eastland was top heavy and listed badly. Judge Sessions advised the attorneys today that the hearing must be postponed this week.

CONSIDERING REPEAL OF EMERGENCY WAR TAX

Members of Committees Having Jurisdiction are Considering Question.

WASHINGTON, Feb. 1.—Repeal of the emergency revenue law is being seriously considered by administration leaders in congress. Members of committees having jurisdiction over fiscal affairs have been studying the subject of revenues to pay for preparedness and make up deficits due to curtailment of imports and many have decided continuance of the emergency law no longer is necessary. Chairman Simmons of the senate finance committee, who will have much to do with framing the revenue program, is among those who hold this view. He has suggested that revenues can be procured from incomes, inheritances, sugar and war munitions, with possibly slight increases in the taxes on liquors and similar staples subject to internal revenue taxation.

FIRST PHILIPPINE BILL

WASHINGTON, Feb. 1.—By a vote of fifty-eight to fourteen the first to be taken in connection with the Philippine bill, the senate today refused to eliminate a provision that the United States might retain coaling stations and naval bases in the islands after granting independence.

TWO HUNDRED AND TWENTY MIDSHIPMEN MAY RESIGN

Failure to Pass Examinations May Remove Nearly Fourth of Membership.

ANNAPOLIS, Md., Feb. 1.—It was understood on reliable authority here today that 220 midshipmen, or about one-fourth of the entire membership at the naval academy will be asked to resign soon because of their failure to pass the half-yearly examinations. Many midshipmen claim these examinations were much harder than usual, but this is denied by the instructors.

The number of failures in each class is said to be as follows: First, 60; graduating class, 30; second, 60; third, 60; fourth, 60.

The academic board considers each case and some of the young men hope they will be afforded a further opportunity of remaining in the naval service.

One explanation of the large number of failures is that instructors have been forbidden to indicate in any way to the midshipmen the character of the examination. The court of inquiry which investigated the scholastic methods of the academy recommended abolition of the "dope" system, as it was called, and an order forbidding the use of any kind of special help.

GREEK-ROUMANIAN NEGOTIATIONS MAY MEAN AN ALLIANCE

Roumania Has Four-Fifths of Her Troops on Bulgarian Frontier.

ROUMANIA MAKING FURTHER TROUBLE

Bothers Teutons About Buying Grain—Fifty-Four Killed in Air Raid.

PETROGRAD, (Via London), Feb. 1.—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-Bulgarian 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 frontiers, while the troops on the Russian 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, Austria-Bulgarian troops are concentrating on the Danube.

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

KILLED BY ZEPPELINS.

LONDON, Feb. 1.—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 this afternoon.

It was officially stated that two hundred and twenty bombs were dropped by the Zeppelins during the air raid and that bombs were dropped at several towns and in rural districts in Derbyshire, Leicestershire, Lincolnshire and Staffordshire.

Some damage to property was caused.

Appam Brought In.

With a German prize crew on board, the British passenger liner Appam, picked up in west African waters, has been brought to Hampton Roads, creating a sensation greater than that aroused when the German auxiliary Prinz Eitel Friedrich and Kronprinz Wilhelm ran the gauntlet of the British blockading squadron and entered Norfolk for internment.

The Appam brought into port the crew and passengers of several ships which had been sunk. There has been no determination as yet of the American government's course respecting the ship.

Berlin reports that all the afloats returned safely in spite of the heavy fire from all points, none having been hit.

Berlin asserts that at Liverpool, (Continued on Page Two.)

COLLISION BETWEEN TWO STEAMERS INDICATED BY WIRELESS MESSAGE

Believed They Have Collided Near Cape Race, N. F., From Messages.

ONE IS SINKING

BOSTON, Feb. 1.—Wireless messages indicating a collision at sea between two steamers, at a point near Cape Race, N. F., were picked up by several stations on the New England coast late tonight. The identity of the vessels was not disclosed. One was said to be sinking. The other ship stating she was badly smashed sent word she would stand by.

According to radio registers the initials "W. I. A." with which messages from the vessel standing by were signed formed the wireless signature of the American steamer Silver Shell, of 2,422 tons, in command of Captain Gibson. The Silver Shell was last reported as arriving in New York, January 19, from Bordeaux. This vessel reported, "we are not dangerously damaged." The vessel which reported herself sinking sent a message signed "J. S. D." saying, "Room full of water." This was believed to refer to the water room. According to wireless authorities this signature should belong to a Japanese vessel of the Osaka Mercantile company.

Fragmentary messages indicated that the "W. I. A." was sending lifeboats to the other ship. Soon after there came a low powered succession of signals which spelled out: "I am sinking. Come save me." This call was signed "J. T. D." No response was heard, but somewhat later "W. I. A." sent a message ashore which said the second vessel was out of sight. Whether this was intended to record its sinking was not indicated.

THE WEATHER.

WASHINGTON, Feb. 1.—Forecast for North Carolina: Rain and colder Wednesday except probably snow in the mountains; Thursday fair, colder on the coast.