

WEATHER FORECAST. For North Carolina—Fair Sunday and Monday. Warmer Sunday.

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NO ONE FOUND WHO WILL FATHER TALE OF THE PEACE NOTE

Denials Galore Yet Report Persists That Germany Trying to Avert War.

REPORTED WILLING TO DISCUSS TERMS

Would Prevent Clash With United States, So Rumor Says — Secretary Lansing Denies He Knows Anything About Note From Germany.

Washington, Feb. 10.—Out of the war clouds hovering over the crisis between the United States and Germany tonight came the vague suggestion that Germany was willing to discuss means of preventing actual hostilities. This came apparently out of the air, and no one in official Washington would accept the responsibility for it.

The White House, the State Department, the German embassy, and the Swiss embassy, now handling German affairs here, declared they had never heard of the situation. The publication of the report that Germany had addressed to this country a note suggesting that the two nations discuss ways and means of preventing actual hostilities caused a furore in American circles.

Meanwhile it was stated in administration circles that the situation remained unchanged and that the few vessels reported sunk in the German submarine zone during the day offered no indications of the dreaded "overt act" which will prompt the next step in the German crisis.

No indication was forthcoming, however, as to whether the announcement was preliminary to the mounting of guns on the ships of the American line, now held up in New York. It was made clear that the right of ship owners to arm their vessels had been plainly set forth in statements to the owners by the department, and the department said today they would adhere strictly to this position.

It was recognized that the question of American shipping was today the center of the international situation. Congress was confronted with the issue through resolutions introduced by Representative Platt, of New York every communication in the hands of the department. The State Department declined to discuss the situation, but Secretary of State Lansing himself professed the statement that he had "never even heard of such a communication." Dr. Ritter, the Swiss minister who visited the State Department late in the day, likewise denied any knowledge of the matter.

MORE TROOPS COME FROM BORDER. El Paso, Texas, Feb. 10.—Troop A, South Carolina Cavalry and the South Carolina Field Ambulance Corps and Tennessee Field Hospital and Ambulance Company departed for home tonight over the El Paso and Southwestern Railway.

GERMAN AMBASSADOR LEAVES NEXT WEEK.



COUNT VON BERNSTORFF

SUNDAY TO DAWN WITH GERARD OFF GERMANY'S SOIL

Expected American Ambassador Will Cable President the True Situation.

BERLIN HEARS RUMOR OF WAR PREVENTION

Americans Made Happy By Financial Assistance—"Fortnight Rule" Strict

Berlin, Feb. 10.—(4 p. m.)—Unless unforeseen events overthrow present plans in the evening hour, Mr. and Mrs. James W. Gerard and 202 Americans will pull out of Berlin in a special train within less than four hours and at dawn on Sunday will be on neutral Swiss soil, well on the way to Zurich, whence they will proceed to Spain for the next boat homeward bound.

On the eve of his departure to America the ambassador made a brief statement announcing that he would give no interview of any kind to any person until he had reported in person to President Wilson. His statement was made to warn the world that anything he will be "quoted as saying" between now and the time he meets the President in Washington will be inventoried.

Late tonight intimation came to the correspondent of the International News Service from a responsible and well-informed source, here, that when the ex-ambassador reached Switzerland he will use the first opportunity since the diplomatic break to send a confidential message to Washington. The correspondent's informant hinted strongly that in that message might be included tangible suggestions to the American government to the end of averting war between the two countries.

The belief that it is yet possible for Germany and the United States to establish a common meeting ground on which to bring about measures that will fully safeguard American ships and lives without impairing the efficiency of the U-boat weapon is held in wide circles here even tonight when the last semblance of official connection between the two governments is about to vanish in the person of Mr. Gerard.

Reports that pacific negotiations are contemplated will not down. A joyful surprise came to scores of Americans, who as a result of the diplomatic break found themselves face to face with the prospect of being stranded in a country that may sooner or later be at war with theirs, when Mr. and Mrs. Gerard and Mr. and Mrs. Jacques Meyer, of New York, made it known that lack of funds will not stand in the way of those Americans returning to the United States. They offered to assist financially all those desirous of returning but lacking funds.

Lumberton, Feb. 10.—The American is going to have his joke no matter how serious the matter may be. With the war clouds lowering many amusing incidents are reported. If one would believe all he heard he would think that the Big Swamp would be the most popular refuge in this section in the vent of war with Germany and a call for volunteers. One humorist declared he knew two men who would not show up—himself and the man sent to get him.

TEN DAYS' HARVEST FOR GERMAN SUBMARINES

London, Feb. 10.—German U-boats today, the tenth day of unrestricted warfare in the barred zone, sent to the bottom seven vessels, with an aggregate tonnage of 22,273. Three British ships and one Norwegian were sunk. Two lives are known to have been lost in the sinking of the latter. Today's toll brings the total tonnage destroyed by U-boats since Feb. 1 up to 172,751. Altogether 75 ships have been reported sunk. Saturday's list follows:

Mantola, British, 6,828 tons. Lullington, British, 2,816 tons. Solbakken, Norwegian, 2,616 tons. Beechtree, British, 1,277 tons. Japanese Prince, British, 4,876. Ellavore, British, 2,760. Havgard, Norwegian, 1,100. Total—Seven ships of 22,273 tons. Summary of ships sunk since February 1: Americans, 1. Other neutrals, 30. British, 44. Other belligerents, 7. Total, 82.

The most serious British loss today was the steamship Mantola, built only last year. She was one of the newest and most modern steel cargo-carriers in the British marine. She sailed from Glasgow and was owned by the British India Navigation Company.

A small boat containing three Englishmen and one American negro, members of the crew of the torpedoed British steamer Dauntless, has been picked up at sea by a trawler, according to a dispatch from Madrid. The occupants had been without food for five days and were taken to a hospital.

A wireless message picked up here today stated that the U-boat which recently sank the Peruvian ship, Lorton, in Spanish waters, flew the French flag. Twenty white American mule tenders were aboard the British steamer Japanese Prince, of 4,876 tons, sunk today. Their fate is not known.

Today's total tonnage destroyed is considerably larger than that reported sunk for several days, though the number of vessels sent to the bottom is only seven, one more than the toll of yesterday and the preceding day.

BILL WILL FORCE WALLACE WANTED THE PAYMENT AS A MURDERER

The Brunswick Commissioners Must Make Extra Levy for Educational Debt.

(Special to The Dispatch.) Southport, Feb. 10.—The Brunswick Land Company, a Delaware corporation, through its President, Henry Holt, Jr., has executed a mortgage to the Page Trust Company, Aberdeen, to secure bonds that it means to issue to develop its property in Brunswick, is a document of more than 12,000 words. It is altogether the longest legal paper that Register of Deeds W. H. Walker has been called upon to record.

A local newspaper investigated the case, and securing a second trial, it was proven that the convicted man was Emanuel Fordand and was given his liberty. All hope of bringing the slayer to justice had been given up until it was learned that he had met death by shell fire.

WANTS TO KEEP AT PEACE WITH WORLD.

Washington, Feb. 10.—Secretary of State Lansing tonight asserted that it was the Administration's wish to keep the Nation at peace with all the world, if it can do so with honor. Speaking at the Amherst Alumni dinner he declared there always exists the hope that the country may be spared the calamity of being drawn into war.

SNAG STRUCK ON GUILFORD BILL

Act for Converting Battleground into Park May Fail of Passage.

(By George H. Manning.) Washington, D. C., Feb. 10.—The Senate adopted today the motion made by Senator Overman that the Senate insist on its amendment to the Guilford battleground bill, striking out the provision for the appointment of a commission to govern it, and agree to a conference on the bill with the House. Senator Overman was named as chairman of the conference. It now seems quite certain the Senate will continue to insist on its action in striking from the bill the provision for the commission. Congressman Stedman says the bill is now unsatisfactory to the owners of the property, which it is intended to turn over to the Government. For this reason the bill may fail of passage.

AMERICAN SHIPS GO FORTH IN JAWS OF DANGER ZONE

Defiantly Two Steamers Leave Flying the Stars and Stripes.

BEAR CONTRABAND AND GO TO FRANCE

Neither Vessel Is Armed—Ships of Americana Line Won't Move Without Convoys.

New York, Feb. 10.—With the Stars and Stripes flying at her rail and in defiance of Germany's submarine warning the American steamship, Rochester, sailed today for Bordeaux.

The Rochester was followed by the American steamer, Orleans, of the Oriental Navigation Company, also bound for Bordeaux.

These are the second sailings of American steamers for allied ports since Germany warned of her extended submarine warfare. The first vessel to brave destruction in the U-boat zone was the Doehra. She sailed on February 2 for Genoa.

Upon the voyages of the Orleans and Rochester, manned by crews, 22 of whom are American citizens, may depend the issue of peace or war with Germany.

Both carry contraband, according to the German point of view. They are not armed for defense against the submarines. Neither are they marked to comply with the conditions set down by Germany in her note warning the American vessels.

The Rochester, of the Kerr Steamship Company, has an American flag planted on her bow and another on the stern. On the side in three foot lines is her name and U. S. A. The Orleans is marked in a similar manner.

The Orleans has seven Americans in her crew, including Captain Allen Tucker, of New York City. She is a vessel of 4,000 tons. This was the first sailing of the Orleans since she was transferred from Argentina to American registry.

The Rochester of 5,000 tons carries a crew of 33, fifteen of whom are American citizens. Her commander, Captain J. Korckris is a naturalized American citizen of Swedish birth.

While interest centered no the test voyage of the Orleans and Rochester, reports concerning the safety of other vessels caused a feeling of more optimism than has been evident since the situation became grave.

The Cunard line received a cable telling of the safe arrival of the Orduna at Liverpool last Thursday. She sailed from New York January 22.

The Dante Alighieri has reached Genoa according to advices received here.

The New York of the American line is nearing this port and will dock early late tomorrow or early Monday. She sailed from Liverpool on January 31.

Captain Thomas Barman of the American liner Kroonland wired today that he will make port by midnight.

DATES SCHOOL ACT TAKES THE COUNT

Bill to Provide Examiners For Law Applicants Also Knocked Out.

(Special to The Dispatch.) Raleigh, N. C., Feb. 10.—Neither the Senate nor House worked extra long today, but in the few hours that they held forth they did some important work. In the House, Representative Henry Page, who has advocated popular election of members of school boards, made the motion which tabled the Oates educational bill, that would have left it to a primary in each county, but at the same time, would have made it certain that the Democratic party, the dominant party in the State, held control of the boards. It is said that Page has ready for introduction a bill that will provide popular election for his county.

The House decided that the bill providing for a board of chiropractic examiners was a good one and passed it, and also approved the measure establishing the Cleveland-Gaston county line. And speaking about counties, a bill for Jarvis county, which would take parts of Harnett, Sampson, Lee and Hoke for the purpose of creation, was introduced.

In the Senate the Oates bill for a firemen's relief fund was killed.

A measure that would create a board of examiners for law applicants was also put to sleep. Some thought it a reflection on the Supreme Court, but Senator Warren explained that the highest tribunal really wanted it.

One State-wide measure won favor of all. Joyce, of Rockingham, had introduced a bill regulating the removal of causes in courts of justices of the peace, and providing that the written request of the parties to a suit would secure its hearing before another magistrate.

CONGRESS WANTS KNOW WHAT WILL MAKE OVERT ACT

North Dakota Senator Thinks America Is Receding From Its Rights.

THINKS SOMETHING SHOULD BE DONE

In House Debate Grows Warm As to the Rights of Submarine — Leader Mann Favors Subs.

Washington, Feb. 10.—Concrete and exact definition of what shall or may contribute the much discussed "overt act" precedent to a declaration of war on the part of the United States is being asked in both branches of Congress. Just what are the indisputable rights of the neutral ships, particularly American ships, on the high seas, and what constitutes legitimate and what illegitimate submarine warfare are the answers sought through interrogatory resolutions introduced in the Senate and House and frankly discussed today.

The State Department's and incidentally the President's interpretation of an "overt act," was demanded today by Senator McCumber, of North Dakota, on the Senate floor.

"Since February 1, about 75 ships have been sunk by German submarines without warning," said Senator McCumber. "Yet we are told, now, that we will await an overt act. Certainly if we are to await anything further there will never be any cause for war."

The North Dakota Senator quoted press reports of the decision of yesterday's Cabinet meeting to the effect that only the destruction of American ships and American lives would be regarded as cause for war.

"American ships and American lives?" demanded Senator McCumber with emphasis. "Does this mean that we have further receded from our position? Does it mean that we no longer question Germany's right to sink without warning belligerent ships with Americans on board and that it calls for nothing sterner than a note? Does it mean that another Lusitania episode will be allowed to pass unnoticed? If so, we ought to notify our people to prevent their traveling on belligerent ships. We owe it to the American people to let them know just where we stand and without any further actual participation in the great European war that will be necessarily involved in protecting our shipping, our citizens and our commerce from unlawful and inhuman acts of German armed vessels."

Representative Platt proposed to arm American merchant ships following the precedent laid down in 1798.

The legality of submarine warfare as directed against merchant craft is indisputable, according to Republican Leader Mann, of Illinois. In his contention, Mr. Mann was supported by Representative Cooper, of Wisconsin, senior minority member of the House committee on foreign affairs. Both expressed themselves today in debate on the pending Naval appropriation bill.

The presentation of the views of the two leaders was brought about through the assertion made by Representative Temple, of Pennsylvania, also a Republican, to the effect that the invention of a new weapon did not change the rules of international law. This has been the Administration's contention through the submarine controversy with Germany and has been the contention of the British and other allied governments in dealing with the most modern war problems.

"As I understand Dr. Temple," said Leader Mann, "if we are engaged in war with a foreign power, and we have a submarine which meets a merchant vessel, either of a neutral country or of the other belligerent countries loaded with ammunition to supply the Army or the Navy of the enemy country, our submarine must, lady-like, rise from beneath the waves, so as to board the merchant vessel, armed, ask to inspect the papers of merchant vessels. If we could get that far before we could do any damage to that merchant vessel. I am not very well informed as to submarine warfare, but I have been told that while this lady like operation was going on the submarine vessel would sink the submarine before officers from the submarine could board here."

"It is for our interest if we are going to have submarines for our own use in time of war to give them power to do execution. I am not in favor of barbarous warfare, but I do not think men can engage in a 'lady-like' fight."

Representative Cooper asserted that under the present interpretations of international law it was to be questioned whether the submarine could be used at all. Then he said:

"I shall now ask a question I asked in a speech a year ago:

"If we were at war with Japan and you and I are out on the sea in a submarine and your brother and mine are on shore fighting to save the republic, and along comes a Japanese merchantman flying the flag of Japan, armed with ammunition to kill Americans, and you and I are asked to stand back with our submarine because aboard this merchantman armed with six-inch guns are three Chinamen, citizens of a neutral country—would you do it?"