

FICTION OUTDONE BY APPAM STORY

LOST BRITISH SHIP TURNS UP ON THIS SIDE OF THE OCEAN

Liner Appam Which Was Thought on the Bottom, Sails Into American Port With Crew of Germans.

WAS CAPTURED BY MERCHANT RAIDER

Most Amazing Story of the War so Far is Disclosed When Twenty-two Men Bring in Three Hundred.

[United Press Leased Wire Service.] NORFOLK, Va., Feb. 1.—The most daring feat of the world war was revealed today when the missing British liner Appam, flying the German flag, sped into Hampton Roads at 5:45 a. m. with a German prize crew aboard.

The Appam, with 256 passengers and a crew of 134 was believed to have foundered in a heavy storm or to have been torpedoed off the west African coast two weeks ago while enroute to England. She had been given up as lost by her British owners.

Instead, the big liner was captured by German soldiers, presumably from one of the Kaiser's "monster" U boats. They headed her about through heavy seas, raced across the Atlantic and ending British warships patrolling the American coast, reached port today, their movements curtailed only by a light fog.

The exploit of the German sailors is without parallel in history. United States immigration and customs officials immediately went aboard the Appam, barring all other persons. Full details of the capture were not obtainable for several hours, the officials remaining aboard to question captive officers and passengers. There was no official confirmation of the report that submarines made the capture, though it was reported on shore that a U boat halted the British liner off the coast of Gibraltar while she was proceeding from the French port of Dakar, in Senegal to Plymouth.

Only twelve Germans comprise the prize crew that captured the 300 Britishers, according to first reports reaching shore. A score of German prisoners, being taken to London, were on board the ship, however, and it is thought probable these were released, furnished with weapons and ordered to help on guard duty.

The 166 passengers, including it is reported, Sir E. M. McIver, governor of the British province of Sierra Leone and his wife and civilian members of the crew, probably will be permitted to depart, when the Appam is formally interned as a German prize of war.

The Appam made its audacious dash into port with the German flag fluttering at its staff, recalling the almost equally daring feats of the German commerce raiders Kron Prinz Wilhelm and Prince Eitel Friedrich. The capture and flight of the Appam across the whole stretch of the Atlantic, eluding British scout cruisers and all other shipping, in charge of a bare handful of Germans, surpasses fiction of the sea.

With lights out, at slow speed, zig-zagging out of the ordinary Atlantic commercial channels to avoid meeting British vessels and with her wireless muffled, the Appam's trans-Atlantic flight presented elements to stagger imagination.

The full story of the Appam's capture and flight leaked out in meagre and tantalizingly slow details. Her passengers were held on board and no one permitted to leave the ship until its status and that of the 166 passengers and 134 crew, technical prisoners of war during the trans-Atlantic run, was definitely settled.

That the Appam was waylaid, captured and the prize crew of twelve from the German submarine placed aboard was the story, in brief as reliably reported. It was said the Appam was halted by the U boat to avoid being torpedoed and to save the lives of passengers and crew.

The Appam arrived in Hampton Roads with the only visible sign of injury a dent on one of her plates on the starboard bow. It was reported she was struck by shells from the German submarine before halting and permitting capture.

How the British officers and crew were held in subjection during the thrilling flight across the Atlantic; how the passengers were confined and how the scanty German prize crew navigated the vessel through the Atlantic vessel-infested lanes, were details yet to be learned.

Immigration officials today found twelve cases of sickness aboard the captured liner. None was reported serious. Inconvenience rather than hardship was the principal suffering of the passengers.

of the passengers in being held closely to their state rooms. Details were also lacking on what measures were taken by the few Germans to prevent mutiny and being overpowered by the overwhelming crew of the captured prize.

That the Appam would be interned as a German prize of war was generally believed. Naval and international law would give her a chance to depart after being provisioned and any necessary repairs made, but it was regarded certain that the object of the Germans had been attained in bringing the Appam to this port, where two German raiders, the Prinz Eitel Friedrich and Kron Prinz Wilhelm, are now interned.

Many novel points of international maritime law were raised by the circumstances of the Appam's capture. For the first time since the war began and also in the history of all naval warfare, naval officials declared the question of disposition of the British passengers and crew was unsettled.

Instructions from Washington were asked today by the commandant of the Norfolk navy yard, the customs collector and immigration officials. The treasury department must decide whether an internment order shall be made and whether the British officers and crew shall be interned or released.

That an application for internment of the vessel, as a German prize, until the war ends, would be made, was indicated early today by officials who boarded the Appam upon her arrival. If interned, the German crew will also be held prisoners for the term of the war. They will probably be left aboard the Appam.

Advice was also requested today of the state department to definitely determine that the Appam is a German prize. Officials here expressed little doubt on this score.

That the Appam was brought clear across the Atlantic rather than risk the danger of running into the cordon of British war vessels between Gibraltar and the English channel was the belief.

Safety of the passengers was also reported today to be one of the considerations causing the Appam to make for Norfolk, the British cruiser patrol at the entrance to Hampton Roads having been withdrawn for many weeks. It was stated that the Appam's course was several hundred miles south of the ordinary Atlantic ship channels.

Captured by Raider.

NORFOLK, Va., Feb. 1.—The British liner Appam, brought into this port by a German prize crew early today, was captured by a German merchant raider, not a submarine, according to passengers on board. Passengers, relating the details of the capture, which was as thrilling as any pirate story, deny the report first received by United States government officials here.

The Appam, they said, was attacked and overcome January 15, off the Canary islands by some armed merchant vessel whose name could not be learned and which disappeared after putting a prize crew aboard the liner.

The German prize crew, in charge of Lieutenant Oscar Berg, will not tell the name or nature of the boat with which they attacked the Appam.

Early in the morning of January 15, the unknown vessel appeared close at hand and fired several shots across the bow of the British liner, passengers said. So close were the two vessels that when the stranger finally stopped the Appam, she was across the latter's bow.

One of the Appam's life boats was crushed between the two vessels. The boarders scrambled upon the Appam's deck and bloody fighting ensued. Several men were killed.

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TURKEY

[United Press Leased Wire Service.] BERLIN, Feb. 1.—The Turkish forces have halted the Russian advance upon the fortress of Erzerum and have checked all attempts of the British relief force to reach the garrison surrounded at Kut-el-Amara, Constantinople reported today.

No Russian force has approached within several miles of Erzerum forts on the east, Constantinople reported. Both armies are suffering intensely from the severe cold. In Mesopotamia, the situation of the British force surrounded in Kut-el-Amara for more than two weeks, is becoming desperate. Since the British relief troops were driven back a week ago, they have not renewed their attempt to reach the city.

FRANCE

[United Press Leased Wire Service.] PARIS, Feb. 1.—After several days of violent activity, a lull in infantry fighting on the western front was reported by the war office this afternoon. French artillery, the official statement said, has bombarded enemy camps effectively at Saint Leodegard and in Lorraine. Enemy convoys in the Meuse region were held.

ONE AMERICAN ON BOARD TRAIN

Villa's Gang Has No Trouble in Making Raid and Gathering up Some Loot.

[United Press Leased Wire Service.] EL PASO, Texas, Feb. 1.—The fate of H. C. Newberry, the only American on the Mexican Central train, held up by Villistas who took off and executed General Thomas Ornelas yesterday, occasioned the greatest fears here today. Several Americans who planned going to Chihuahua today on another train abandoned the trip as the news of the hold-up confirmed fears that Villa can cut the Central and Mexican Northwestern railways at will, despite Carranzista assurances that he is surrounded.

The bandits also looted the express car and were said to have robbed the passengers on the train. Newberry's home was in Las Cruces, N. M. He had business interests in Mexico. If unofficial information that no other passenger was taken from the Chihuahua train proves true, Newberry is safe.

LOST SUBMARINE IS LOCATED TODAY

Fears for the K-5 Are Set at Rest When the Vessel Is Sighted.

[United Press Leased Wire Service.] WASHINGTON, Feb. 1.—The navy department announced today that the submarine K-5 is safe. Captain Simpson, of the Sterrett, one of the searching boats, reported to the radio station that she had been sighted at 3:55 this morning, five miles east of Powey Rock, a lighthouse station, ten miles from Miami, Fla.

The K-5 was seen steaming south at ten knots an hour and needed no assistance. She should arrive in Key West today.

One Man Drowned.

[United Press Leased Wire Service.] ORANGE, Texas, Feb. 1.—William Cross, ship carpenter, was drowned and three companions narrowly escaped the same fate when a small gasoline launch in which they were going to work early today became disabled and drifted against a big barge moored in the ship yards. The launch was overturned and all four were drawn under the barge by the current. Workmen rescued three of the men.

ENGLAND

[United Press Leased Wire Service.] LONDON, Feb. 1.—The conscription law recently passed by parliament will become effective March 2, the Evening Star announced today.

COR FIFTY KILLED.

LONDON, Feb. 1.—Fifty-four persons were killed and sixty-seven injured in London night's Zeppelin raid over Derbyshire, Staffordshire, Lincolnshire and Leicestershire, it was officially announced this afternoon. The number of dead and wounded may be increased in later reports, it was indicated. The official statement said that reports from cities bombarded are still incomplete.

The Zeppelin raiders were hampered in their operations by a mist, which made it impossible to hurl down the bombs accurately or to gauge their surroundings.

Excepting the raid on London on October 13, 1915, when fifty-five persons were killed and 115 injured, the Monday night invasion by Zeppelins was the most disastrous air attack in history. The six or seven Zeppelins mentioned in the official statement given out in London last night are believed to have rained down many tons of explosives at British munitions plants, factories and docks.

The total casualties as officially reported in London Zeppelin and aeroblasts in England since the beginning of the war is, killed 224; wounded 462.

GERMANY

[United Press Leased Wire Service.] AMSTERDAM, February 1.—Large bodies of German cavalry and several landsturm divisions have passed through Liege, enroute to the Yser front, in the past few days. Travelers arriving here today reported that the Germans expect an all-out offensive within a fortnight and are strengthening their lines in Flanders.

AIRSHIPS SUCCESS.

BERLIN, Feb. 1. (Via wireless to Sayville).—A German airship attacked ships and supply depots of the allies in Salonika harbor with excellent success, it was officially announced today.

NOT AS MANY DEAD AS FIRST REPORTED

Eleven Bodies Found in the Otay Valley Where Dam Gave Way Friday.

[United Press Leased Wire Service.] SAN DIEGO, Calif., Feb. 1.—The further rescuers penetrated today into the devastated Otay valley, scene of Friday's flood, the more the earlier estimates of fatalities dwindled. Only eleven persons are known to have been drowned in the wall of water that came down the valley, following the breaking of the Otay dam. The bodies of eleven have been recovered.

While the death toll dwindled, the earlier estimates of property damage may be too small. The exact damage cannot be estimated although it will be considerably over a million dollars. San Diego caring for hundreds, has declined outside aid. It may be three weeks before the Santa Fe tracks to Los Angeles are completely repaired.

Through an Open Switch.

[United Press Leased Wire Service.] DES MOINES, Feb. 1.—Four persons were slightly injured early today when a Rock Island freight train ran through an open switch and hit a Port Dodge, Des Moines and Southern interurban at Swanwood, near here. The injured: Miss Lena Teehl, F. E. Kirk, O. E. Larson, Dr. Hullark, all slight injuries.

IOWA GETS A GLIMPSE OF PRESIDENT AND WIFE

Platform Speeches at Davenport, Iowa City, Grinnell and Newton, With Big Night Meeting at Des Moines.

EVERYBODY ANXIOUS TO SEE THE BRIDE

Large Crowd at Chicago Last Night Heard Mr. Wilson Speak on Preparedness and War Prospects.

[United Press Leased Wire Service.] CHICAGO, Feb. 1.—Feeling fit after a strenuous day yesterday, President Wilson rose early today prepared to resume his tour of the central west for preparedness. He had breakfast with Mrs. Wilson at eight o'clock. After seeing a number of visitors at the Blackstone hotel, he left shortly before 10 o'clock for the Rock Island station.

Today will be another full one for the executive. Enroute to Des Moines, Iowa, where he will speak in the Coliseum tonight, the president will make speeches from the rear of his car at Davenport, Iowa City, Grinnell and Newton. He is to arrive at Des Moines about 7 p. m.

Last night Chicago had its first good look at Mrs. Wilson. And of the 4,000 who packed the auditorium, it is safe to say that every one fixed a most searching gaze upon the new first lady of the land.

When the executive couple arrived at the hall, hundreds of opera glasses were seen, pointing in the direction of Mrs. Wilson. And the mistress of the white house bore the critical examination smilingly.

The president delivered what was declared by many to be the most important speech of his political career. In an abridged in pointed paragraph, among which the following stood out prominently:

"Now no man can confidently say whether the United States will be drawn into the struggle or not. We have one considerable arm of force, namely the navy. We have made preparations for immediate war so far as the navy is concerned. "I have proposed to congress that we build our own armor plant. I have proposed to congress also that we prepare to manufacture also munitions—not to drive other people out of business, but merely to serve other people with notice that if necessary we will manufacture all the munitions we need. "We are going to see that business characterizes the processes of national defense. "We have not men enough in the army for the routine work of peace. "We ought to make it the pride of

America that great bodies of men are ready to prepare themselves for the day of exigency and the day of sacrifice.

"We stand pledged to see that both the continents of America are left free to be used by their peoples under the principle of national popular sovereignty as unchallenged as our own.

"What America is bound to fight for when her time comes, is nothing more or less than her self respect.

"It is probably a fortunate circumstance that America has been cried awake by voices in the disturbed and reddened night when her sweeps suddenly from a continent to continent; and it may be that in this red flame of light there will rise again that ideal figure of America holding up her hand of hope and guidance to people of the world, saying, 'I stand ready to counsel and to help; I stand ready to assert whenever the flame is quieted, those infinite principles of rectitude and peace which alone can bring happiness and liberty to mankind.'"

President Wilson left Chicago at 10 a. m. today on his westward journey to spread his doctrine of preparedness. A few enthusiasts succeeded in breaking through the secret service guards at the Rock Island station and cheered the executive and his bride as the train departed.

The president's first stop today was to be at Joliet, Illinois, where an address of considerable length was planned. Other addresses, enroute to Des Moines, were to be brief.

Wilson posed for the movie men today, but his bride fought shy of the camera. The most coaxing smiles and pleading entreaties of a battery of photographers failed to sway the Mrs. President, who tucked herself into a corner of a limousine and would not give the battery even a slanting shot.

Mounted police kept the crowd back while the president posed in front of the Blackstone hotel.

The president seemed thoroughly rested today. He enjoyed a night un-

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GREAT FLOCK OF ZEPPELINS READY TO RIDDLE LONDON

Twenty Airships Loaded With Bombs, Prepare for Most Terrible Raid.

[United Press Leased Wire Service.] LONDON, Feb. 1.—A squadron of twenty Zeppelins, some of them equipped with new silent motors, has been maneuvering over Belgium for several days, preparing for a great "air-drive" on London, according to Amsterdam dispatches today.

The raid upon the eastern, north-eastern and midland counties of England made Monday night, was only preliminary to a great attack from the sky, it is believed here. Six or seven dirigibles, the largest fleet that ever participated in an air bombardment, visited the English counties. The press bureau thus far, has given out no detailed statement of the casualties, reporting merely that a number of bombs were dropped.

A dozen German aviators have been observed in the maneuvers near the Zeppelin squadron over Belgium, Amsterdam reported. The type of aeroplane was not made out by travelers arriving in Holland. They reported that all Belgian civilians were being excluded from the country near where the maneuvers are going on. London experts believe the aeroplanes were Fokkers, assigned to accompany the Zeppelin raiders and give battle to English aeroplanes which may climb into the heavens to attack the dirigibles.

The Monday night Zeppelin raid was not entirely unexpected. All the newspapers predicted another air invasion, following the visits to English east coast towns by German aeroplanes last week. It was realized that these flights were for the purpose of feeling out England's new air defense.

The Times today commenting on this phase of the recent developments warned Londoners that a raid on London by a great number of German air squadrons probably would bring serious results.

The Times pointed out that London's air defenses are in process of development and by no means perfect. A Rotterdam dispatch today said that there was great rejoicing in Berlin over the Zeppelin attacks on Paris, but that the Berliners were eager for another raid on London.

Monday Night's Raid.

NEW YORK, Feb. 1.—On the basis of a cable dispatch from its London correspondent, the New York Tribune today stated that in all probability the Zeppelin fleet that raided England Monday night bombarded London, killing five persons in the streets. The cable read:

"LONDON, Feb. 1.—Eleven deaths reported in England yesterday due to lightning restrictions. Five of the victims were soldiers."

The above dispatch refers undoubtedly to the Zeppelin raid on England, said the Tribune. "Its unusual wording is the attempt of the Tribune's correspondent to get the news past

Preacher's Daughter Brought \$55 When Sold on the Auction Block

[United Press Leased Wire Service.] NEW YORK, Feb. 1.—How she was kidnapped, stripped of her clothes and auctioned on the block in a New York white slave market for \$55, was told by pretty eighteen year old Marie Klein, daughter of the Rev. Charles Klein of Bethany Reformed church here today, following her rescue and the capture of "Jimmy Naples," her alleged kidnaper.

She had been missing since December 16.

Naples once befriended Miss Klein when hoodlums attacked her on her way home from organ practice at the church, according to the Rev. Klein, was introduced to the Klein home and

visited there often, frequently saying "he would always defend Miss Klein." The girl's story is that Naples dragged her into a doorway the afternoon of December 16, showed her a revolver in his coat pocket and threatened to kill her if she tried to get away, then forced her to take \$400 in jewels and \$35 cash from her parents, and driving her to an Italian colony house in Williamsbridge, locked her in a room and took her clothes.

"It was at a Christmas ball of the colonists in Williamsbridge that I was sold," said Miss Klein. "Naples had been the doorkeeper of my prison room and admitted many men. The dance was breaking up and it was getting dawn. I was very ill. My captor called the men back and

said I was to be auctioned off. With-out clothes, but too ill to know much, I was placed upon the stage and held there while the brutes made their bids. In my delirium I could faintly hear them saying \$25, \$30, \$32, \$33 and then by dollar and fifty cent increases until I was sold to someone for \$55. I don't know who bought me. I became unconscious and woke up in the cottage where the detectives found me.

After their daughter disappeared the Kleins say Naples terrorized them with threats to cut their hearts out. If they connected him with her disappearance, the detectives had to beat Naples almost into unconsciousness with clubs before he was captured.

AMERICA NEEDS A CENSOR FOR HER DIPLOMATIC MOVES

Too Much Publicity Over Various Contentions With Foreign Nations.

[By Carl W. Ackerman, United Press Staff Correspondent.]

BERLIN, Feb. 1. (Via Amsterdam.)—Colonel House is carrying back to Washington some mild criticisms of the administration on the ground that it makes its diplomatic moves with too much noise, it is reported today. American officials, it is understood, pointed out to Colonel House during his visit here, that President Wilson might accomplish more in his dealings with the central powers if he moved with greater secrecy.

He was told, for instance, that Ambassador Penfield, at Vienna, believed his work was hampered because press reports of instructions he was to receive reached Vienna and were published before he received the instructions from Washington. Consequently all the Austrian diplomats were put on guard and would not exchange views with Penfield, not even at the exclusive Jockey club in Vienna, where diplomats and officials meet at bridge each night and discuss international affairs informally.

The German newspapers are devoting columns of space to reports of the neutrality debates in the United States senate. The arguments of some of the western senators who declare that Americans should not travel on

allied ships, or at least on those carrying munitions, are being displayed prominently.

News at End of Week.

WASHINGTON, Feb. 1.—Washington expects to know by Friday or Saturday whether Germany has seen fit to agree in full to America's Lusitania demands or whether the imperial government intends its forth-coming memorandum, to seek further to delay settlement through informal conversations between Secretary Lansing and Ambassador Bernstorff. That ultimate acquiescence by Germany is inevitable, continued today to be the firm belief in official circles, despite the "grave but not serious" situation which Secretary Lansing and President Wilson have said exists.

In this connection and coincidental with the president's statement yesterday at Milwaukee that "there is no sudden crisis," and that "nothing new has happened," the explanation by high state officials said the Lusitania situation could be well illustrated by an individual's illness.

"There is a crisis in any grave illness," he said. "It is approached slowly, but surely. We expect it to be passed safely."

Not an Austrian.

WASHINGTON, Feb. 1.—Secretary Lansing today announced receipt of Austria's denial that an Austrian submarine sank the Persia. The note said all Austrian submarine commanders had reported since the Persia's sinking and that all stated they had nothing to do with the affair.