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The Daily Gate City.

THE WEATHER
Temperature unchanged. Fair.
Local temp—7 p. m. 12; 7 a. m. 9.

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KEOKUK, IOWA, THURSDAY, FEB. 3, 1916

EIGHT PAGES

WILSON LIKES WESTERN RECEPTION

PRESIDENT ATE BREAKFAST IN ST. LOUIS THIS MORNING

Six Hundred Members of Business Men's League Were Present When the Pan Cakes Were Served.

PLEASED WITH RECEPTION IN WEST

Kansas City Ovation Was Great One, With Eighteen Thousand People Listening to Mr. Wilson's Talk.

[United Press Leased Wire Service.]
ABOARD THE PRESIDENT'S TRAIN, ENROUTE TO ST. LOUIS, Feb. 3.—President Wilson came west to find out the sentiment in these parts on preparedness. It is the unanimous opinion today that he found out to his complete satisfaction at Kansas City where 18,000 persons crammed into Convention hall and heard his appeal.
It was declared on all sides to have been the greatest reception ever given a president of the United States in Missouri. Here are some of the figures given by police on crowds at different parts of the city from the time the president arrived until he returned to his train; 1,000 at train to meet him; 20,000 along streets on way to hotel; 600 packed in hotel lobby when he arrived; 25,000 jammed about hotel while he ate dinner; 800 crammed in lobby and balconies of hotel when he left for the auditorium; 15,000 seated, standing, suspended in air and seated on floor in convention hall. The president yielded to the influence of the crowd and responded in an unusual manner, throwing aside his usual reserved manner, he lapsed frequently into an almost conversational tone in discussing his question. He demanded steps this month by congress toward bettering the nation's defensive power. He urged his hearers not to allow congress to lag, declaring "they'll deliver the goods because you want them to." "Get up on your hind legs and tell them what the nation desires and demands." Thrilled by his reception the president told his audience that

he would smile at those who say the U. S. is not "awake."
Breakfast in St. Louis.
ST. LOUIS, Mo., Feb. 3.—With the presidential salute of twenty-one guns booming from the Eighteenth street viaduct, President Wilson's special train pulled into union station shortly after eight o'clock. Governor Major of Missouri and former Governor David K. Francis were among the committee of the Business Men's league that greeted the president.
The presidential party was driven to the Hotel Jefferson under extraordinary guard. The president and Mrs. Wilson rode in an open car with an escort of mounted police and Battery A of the Missouri guards. Local detectives and government operatives preceded and followed the executive's auto.
Enroute to the hotel the streets were not crowded, the low temperature keeping the people indoors. Windows in the manufacturing districts were jammed with workers who cheered as the party passed. At nine o'clock the president and Mrs. Wilson entered the dining room of the Jefferson where about six hundred members of the Business Men's league were assembled for breakfast.
Eight thousand persons crowded into the Coliseum long before the executive arrived. School was dismissed and the high school children entertained the throng preliminary to the executive's arrival, with patriotic songs.
At 9:45 every available seat was
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PASSENGERS ARE UNLOADED FROM THE LINER APPAM

All Are Released Excepting Prisoners of War and Crew of Ship.

[United Press Leased Wire Service.]
NEWPORT NEWS, W. Va., Feb. 3.—With the British liner Appam docked at Newport News today and unloading passengers, a mystery deepened regarding Germany's masked marvel, the sea raider which captured this British ship and sank seven others.
Captains of four British vessels transferred to the Appam, strenuously insisted today that the raider is the converted fruit liner Pongas and not the Mowee. Lieutenant Berge, commanding the German prize crew which brought the Appam here after his wretched dash across the Atlantic, Prince Von Hatzfeldt, German embassy counselor and the other Germans as positively insisted the raider is the Mowee.
The British captains today told how while prisoners on the raider, they discovered name plates labelled "Pongas" and declared she was equipped as a fruit liner, a new 6,000 ton steam vessel, built in 1914 at Bremerhaven.
The mystery surrounding the sea raider was further deepened by the fact that some of the Germans of the Appam's prize crew wear hat bands labelled "paw" as well as "Mowee", indicating that the Pongas or Mowee's crew was marshalled from several German merchant ships.
Release of the Appam's passengers today, except her crew, twelve British military men and the German prize crew of twenty-two, with the twenty other Germans found prisoners when the Appam was captured, brought a flood of details on the new sea raider's exploits.
Early this morning the Appam, covered with sleet and ice and looking like the ghost ship she is, raised her mud hooks and steamed from her berth off the government pier at Old Point Comfort.
Most of her passengers lined the

deck rails, even at the early hour, cheering as the last leg of their thrilling journey was begun. Anchored here, near the spot where the German raiders Kron Prinz Wilhelm and the Eitel, scarcely a year ago began their internment, her gang plank was thrown out and the passengers, German prisoners for nineteen days, flocked ashore. Trains were in readiness to take many of them immediately to New York and Norfolk where British authorities prepared to send them to England.
Before leaving the Appam many of the passengers, even to the British, thanked Lieutenant Berge and the prize crew for the courteous treatment given them during their imprisonment.
Among the passengers detained, were four wounded sailors of the Australian meat steamer Mac Tavish, sunk by masked raider in view of the Appam. Sir Edward Merliwether, British governor general of Sierra Leone, today told a thrilling story of the battle between the Australian vessel and the raider. He said a running fight occurred, in which the Mac Tavish fired the first shot from a three inch gun mounted on her bow, her only armament. The raider had her masked batteries concealed, but the Australian scented danger and fired a screaming shell which almost struck the raider. The steel mask of the raider was dropped and the battle began. "The German let go a broadside," said Sir Edward.
"It was a fine fight, if one-sided, for a half hour. With her one little gun, the Mac Tavish barked away even after being set afire in a half dozen places. Finally the Germans discharged two torpedoes.
The raider, as if struck by some giant and soon disappeared."
The German boats, Sir Edward said, rushed to the scene and rescued the four wounded sailors placed on the Appam.
With Collector of the Port Hamilton as umpire, the German and British officials held more conferences regarding the release of the British soldiers and prisoners taken from the
(Continued on page 2.)

ENGLAND

[United Press Leased Wire Service.]
LONDON, Feb. 3.—Survivors of the British steamer Woodfield, sunk by a submarine off the Moroccan coast, arrived here today with a story of a bloody fight with the U boat's crew. The submarine, one of the newest and speediest of the German under-sea boats, overhauled the Woodfield after a short chase and sent out a boarding party. The Woodfield's crew attacked the submariners as they clambered upon the deck and engaged them in a knife and pistol duel. The U boat was unable to bring her guns into play for fear of killing her own men. The hand to hand combat on the Woodfield's decks lasted for three hours. The steamer's crew, poorly armed, were finally overcome after eight sailors had been killed and fourteen wounded. They were put into small boats and pulled for the Moroccan coast. Their troubles did not end when they reached land, they said. A party of bandit Moors noticed their approach and made them prisoners. They were released after the Woodfield shipping company of London, the vessel's owner, paid ransom. The survivors were landed at Plymouth yesterday and reported to the company's office today.

FOUNDERED AT SEA.
LONDON, Feb. 3.—The British steamer Chasehill, which sailed from New York Jan. 13 for Havre, foundered at sea. Advice to her owners here today said that her crew was saved.
The Chasehill was built in 1891 and displaced 4,583 tons. She was registered at London.

BELLE OF FRANCE SUNK.
LONDON, Feb. 3.—The British steamer Belle of France has been sunk. Nineteen Lascars, members of her crew, are missing. Twenty-two others were landed.
The Belle of France was owned and registered at Liverpool. She displaced 3,876 tons and was built in 1905.

CORONER'S VERDICT.
LONDON, Feb. 3.—The Kaiser and the German crown prince were named as "accessories to the wilful murder" of thirteen Zeppelin victims killed in Monday night's raid on Staffordshire, in the formal findings of a coroner's jury today.

KING SIGNS THE BILL.
LONDON, Feb. 3.—King George today signed the government's conscription bill. The measure becomes effective on February 10.

Villia Wins a Battle.
[United Press Leased Wire Service.]
WASHINGTON, Feb. 3.—In the first important Villista victory since Carranza's recognition, rebels defeated the government troops at Chapatte, in the Tampico oil fields, killing forty and capturing much ammunition, a state department dispatch today reported.

Nobody Home.
JEFFERSON CITY, Mo., Feb. 3.—For the first time since the early civil war days there was not a single state official here at the capital. From Governor Mallou down, the state of Missouri were at St. Louis to hear President Wilson's address. Only three of the supreme court justices were here.

GERMANY

[By Carl W. Ackerman, United Press Staff Correspondent.]
BERLIN, (via wireless) Feb. 3.—Capture of the British liner Appam, bombardment of English industrial towns and of Paris by Zeppelins and fresh activity of the Von Tirpitz U boats, may be accepted as a prelude to an aggressive campaign on the sea and in the air against Germany's enemies.
Germany's sea and air forces may perform even more startling feats, it was hinted today.
News of the audacious feat of the German sailors who captured the Appam, was received with the greatest enthusiasm here. Lieutenant Berge and his crew have become the popular heroes of Berlin.
Reports of the Appam's dash into Norfolk, received mostly from English sources have supplanted all other items of news interest, excepting possibly the Monday night Zeppelin raid on England.

The marine authorities stated today that they know exactly how each of the severe British ships was sunk in the operations off the African coast, but they do not desire to give out the information at this time, the admiralty awaiting reports from Washington as to whether the Appam entered Norfolk as an auxiliary cruiser or as a prize, pointing out that the case will be handled differently by the United States if the latter decision is made. Officials believe the Appam is a German prize and expect to begin negotiations with America under this assumption, unless Washington's investigation disproves this theory.
The Monday night Zeppelin raid on England, according to English reports, may be considered as only the beginning of a great air campaign. German plans with her Zeppelins to destroy everything of military importance or of food value in England as long as England continues her policy of starving Germany. Officials here declare, too, that it is impossible for Germany to consent to any new regulations on submarine warfare in the future, as long as England persists in this starvation policy.
Zeppelin raids on England have been impossible for several months because of the air currents. Present weather conditions, aeronauts reports declare are ideal. According to Zeppelin commanders, Monday night's raid on England accomplished one of its chief objects, the destruction of grain elevators at Liverpool. Zeppelins devoted a large share of their attention to Liverpool, because a large part of the grain and other food stuffs, imported by England, passes through that port. A sensational report that President Wilson will notify Germany that no Americans in the future will be permitted to travel on belligerent ships, reached here from Dutch sources today. Officials would not comment, preferring to await confirmation.

SUBMARINE RECORD.
NEW YORK, Feb. 3.—German submarines have sunk fifty-eight allied ships of an aggregate tonnage of 215,159 in the Mediterranean since the Balkan campaign began, according to the German newspaper Weserzeitung,
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FRANCE

[United Press Leased Wire Service.]
PARIS, Feb. 3.—Jules Vedrine, famous French aviator, who won the Gordon Bennett cup in Chicago, commanded a French squadron which recently made destructive raids on bridge and railway behind the German lines. It was learned today. He now wears the Legion of Honor, the military medal, and the war cross. Vedrine won the displeasure of the Germans before the war by flying from Nancy to Austria Bohemia without obtaining permission to cross German territory.

RESUMED ATTACK.
PARIS, Feb. 3.—The Germans have resumed their heavy attacks against the French lines, according to official dispatches this afternoon.
This afternoon's war office statement reported repulse of determined enemy onslaughts north of Alame in the region of Ville Aubert, by a curtain of fire from French infantry. The Germans suffered heavy losses.
The official statement tended to confirm reports that the Germans have brought up large bodies of reserves, preparatory to launching another offensive like that of last Friday.

BALKANS

[United Press Leased Wire Service.]
LONDON, Feb. 3.—Fourteen French aviators bombed Bulgarian encampments at Petris yesterday, in retaliation for the Zeppelin raid on Salonika, according to dispatches received here today. Capture of a German aeroplane and its pilot by French aviators were also reported.
Dispatches to the London papers today reported that Field Marshal Von Mackensen, General Von Gallwitz and Czar Ferdinand, the Bulgarian Crown Prince Boris, and General Jekoff have arrived at the Greek front. The Greek newspapers believe the attack against Salonika is about to begin.

DROVE ZEPPELIN OFF.
PARIS, Feb. 3.—A German Zeppelin made another attempt to raid Salonika last night but was heavily bombed by British artillerymen and driven off, according to dispatches received here today. The dirigible pitched violently in retreating, and is believed to have been hit.

Verdict for Defendant.
[United Press Leased Wire Service.]
DES MOINES, Iowa, Feb. 3.—The jury hearing the case of Mrs. Anna Nicola, of Kansas City, who sued the Pullman company for \$10,000, charging she had been insulted on a Pullman car several months ago, found a verdict for the defendant today. Mrs. Nicola claimed she was compelled to disrobe by the Pullman porter while he searched her for \$75 she was claimed to have stolen.
—Read The Daily Gate City, 10c a week by carrier.

CABLES TO AMERICA ARE BEING DESTROYED

Seven of Them Have Already Been Cut, Supposedly the Work of New Type of Submarine.

MAY CUT OFF DIRECT CONNECTIONS

Two French Lines Have Been Snipped Off and Several From Ireland are Out of Commission.

[By Wilbur S. Forrest, United Press Staff Correspondent.]
LONDON, Feb. 3.—Seven of Europe's cables to America have been mysteriously put out of business. For more than a month they have been lying at the bottom of the ocean, temporarily useless, while the remaining ones are overhauled with the greatest mass of communications passing daily between the two continents.
Satisfactory information is not obtainable here, but it was rumored today that a new type of German submarine, equipped for cable cutting, may be working off Europe's western coast.
Two French cables, stretching from Brest for 3,000 miles to Cape Cod and Miquelon, it is rumored, have been snipped off the French coast. Several other lines working from Ireland to New Foundland and Nova Scotia, over which much of the business between London and American cities passes, are reported to have been cut. The possibilities that Europe might lose all direct cable connection with America if the rumors prove to be well founded, is not remote.
In that event, messages would have to be transmitted with great delay and at great expense via Oporto, to Spain, thence to Madeira, the Canary Islands, Pernambuco, Brazil, and then relayed to New York. The only other possible route would be via Egypt, India, China and San Francisco.
There is no wireless station in England which could compete with the powerful German wireless which sends daily messages to America.

[Both were stricken with illness on the day of the celebration.
Stanley, the oldest man in DuPage county, never used tobacco or intoxicants.
Indemnity for Foreigners.
WASHINGTON, Feb. 3.—Senator Hitchcock of Nebraska today reported favorably a bill from the foreign relations committee to pay \$41,000 indemnity to the Austro-Hungarian, Greek and Turkish governments for damages done their subjects in the South Omaha riots of February 21, 1910.
Boiler Exploded.
[United Press Leased Wire Service.]
DEKALB, Ill., Feb. 3.—Charles Reed of Sycamore, Ill., and an unidentified man were instantly killed today when a boiler exploded at the plant of the Greenery Packing company here. The unidentified man was a boiler inspector for the American Boiler company of Chicago.

Code Book Disappeared.
[United Press Leased Wire Service.]
WASHINGTON, Feb. 3.—Lieut. Herbert A. Jones, commander of the reserve torpedo flotilla and Ensign Robert D. Kirkpatrick, navigation officer, were today ordered courtmartialled because of the loss or theft of the navy's secret code book from the destroyer Hull.
Jones was commanding officer and Kirkpatrick next in command of the Hull, stationed at Mare Island navy yard, at the time the code book disappeared.
Navy officials admitted that the code in the hands of a foreign government would prove more than merely embarrassing to the department even during peace times.
Never Used Tobacco, Is Dead.
[United Press Leased Wire Service.]
DOWNEY GROVE, Ill., Feb. 3.—Captain Dexter Capron Stanley, whose 10th birthday was celebrated at a village holiday a month ago, died today. His wife died two weeks ago.

LAWFUL PRIZE OF WAR IS DECISION AT PRESENT

British Liner Appam Belongs to Germany, According to State Department.

[United Press Leased Wire Service.]
WASHINGTON, Feb. 3.—The British liner Appam held by a German prize crew at Newport News, is a German "lawful prize of war"—temporarily at least.
This was the hypothesis upon which the American government was proceeding today. Formal announcement of a declaration by this government that it will observe the German rights over the Appam and the German contention that she is a prize and not a neutral auxiliary man of war, subject to internment, was expected during the day.
Vigorous and formal protest against the expected decision was being prepared at the British embassy. Ambassador Spring Rice planned to file a complaint just as soon as the state department's position is formally announced. England will demand that this government observe the Hague convention rules in dealing with the Appam. These require that a belligerent upon bringing a prize ship into a neutral port and when unable to hold her at sea or take her to a home port, must surrender her to her original owners.
State department officials said today that they have seen no alternative than to observe the treaty of 1828 between Prussia and this country, which provides that Germany can bring prizes into American ports and vice versa.
The Hague convention relied upon by England, was never finally ratified either by England or the United States.

Internment of the twenty-two Germans of the prize crew aboard the Appam appears to be required. Whether the twenty German prisoners, found on the Appam and impressed into service by the prize crew, shall be interned, was more doubtful. These Germans are said not to be military or naval reservists, but German citizens taken from Africa to British detention camps.
Demands for release of the 140 odd members of the Appam's crew have been made. It is expected that they will be released although Lieutenant Berge contends that by resisting capture they identified themselves with naval service. Captain Harrison, however, denies his ship made any resistance. The dozen British army and navy men aboard the Appam cannot be held as prisoners of war in the United States, but whether they are subject to internment here is still undecided.
Two Points at Issue.
WASHINGTON, Feb. 3.—The Appam brought into Norfolk is a war prize, in the official view of the United States. Secretary Lansing announced today.
There remain but two points at issue. They are disposition of the ship and the problem that has arisen through the refusal of the German commander, Lieutenant Berge to release British soldiers which he and the German embassy insist he has a right to hold as prisoners of war.
In deciding both points a high official said today.
"Common sense will enter into the solution." He said there is no exact precedent to follow and that the United States "will have the whole say."
Regarding disposition of the ship, the department will in part be guided by the Prussian treaty of 1828.

A Dangerous Spark Which Might Set the World Ablaze

[United Press Leased Wire Service.]
ST. LOUIS, Mo., Feb. 3.—President Wilson stirred an audience of 8,000 people in the Coliseum here this morning when he warned the people of Missouri to prepare for the upholding of American rights and ideals. The address was the final one he will make on his western trip. At noon he leaves for Washington, confident that the people of the middle west will urge their congressmen to "do something for a national defense—within a month."
In the gallery today was a regular army of the "unemployed." President James Eads How of the army, was on hand on the floor of the hall with a resolution to President Wilson protesting against "preparedness."
"Preparedness never can and never will finally and effectually settle war," the resolution read. It is making its way to the president through three channels today—personally by How, by special delivery and by telegram. It is signed by Charles Kruse, "national chairman," and was drawn at a meeting of the "national committee" of the unemployed yesterday.
When the president and Mrs. Wilson entered the hall at 10:43 o'clock, the great crowd rose to its feet and cheered them for two minutes. Mrs. Wilson wore a handsome black gown and violets took the place of her usual bouquet of orchids. Before the president was introduced, a chorus of voices sang the Star Spangled Banner.
"I came into the middle west to find something, and I found it," the pres-

ident began. "I had been told the middle west was not warm for defense. But I know people here—here as true to the spirit of the country as anywhere else. The facts are very easily and briefly stated. We are at peace with all the world and desire to remain so. It is a fundamental peace. She is at peace because she entertains a real friendship for all the nations of the world.
"It would tear the heart strings of America to be at war with any of the great nations of the world.
"The heart of this country is sound, made up of fundamental principals of humanity. It is not guided by the impulses of any man or group of men.
"No man can lead America whither America does not desire to be led," he added, and the crowd applauded.
"No man need preach peace among us. We are disciples of peace already. But I am a disciple of domestic peace. (The crowd laughed. Mrs. Wilson smiled.) The danger here is not within, but without—and that danger is constant and immediate. The danger comes at every turn of events. The commander of a submarine, choosing to put his own interpretation on international law, might commit an act which would set the world on fire.
"There are cargoes of wheat, flour and manufactures on the sea and every one of those may be combustible, into which the sparks may light. Every nation will enjoy our respects for their rights so long as they respect our rights. America is not selfish. She is merely standing for the rights of mankind while the life of mankind

is being extinguished in one of the greatest catastrophes in the world.
"I am willing to make every patriotic allowance for men caught in the struggle. Because I know how my heart would burn; how my mind would be a whirl if America were in danger. I am ready to make allowances for these signs and I have tried to think from the point of view of the other side. The record of this administration I want to be one of genuine neutrality and not pretended. I desire nothing but a free field and no favor. The minute we desire something we hadn't ought to, we will get into trouble, and we should.
"Either we must still now," he went on, "or else we shall prepare so that the men of this country can take care of their own government. You must prepare the men to take care of initial disaster or they will suffer from it.
"Trained citizens will act not in the way of a military establishment, but with the spirit of America. I don't want to command an army. I want to command the respect of my fellow citizens.
"I know you will come if I call you, but will you be coming not knowing what you are to do and how to do it?" (shouts "no, no," went up.)
"The plans now before congress provides so that Americans will not be thrown away and those plans will be adopted.
"There isn't a better service in the world than the United States navy."
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