



DANIELS AT ODDS WITH THE EXPERTS OF GENERAL BOARD

Secretary Admits His Disagreement with the Naval Authorities Over the Question of a Definite Programme.

HE SAYS POWERFUL NAVY IS NEEDED

But Would Build Only Two Battleships a Year, He Declares, and Proceed Without Regard to the European War in His Policy.

Washington, Dec. 10.—Admitting that it was not impossible that the United States might be involved in the European war, Josephus Daniels, Secretary of the Navy, told the House Naval Committee to-day that delicate questions arose every week, and he hoped none of them would embarrass the country.

Coming from a member of President Wilson's Cabinet, this utterance by Secretary Daniels caused a profound impression here, especially at this time, when the question of national defence is uppermost in the minds of many American citizens.

Following this statement, Secretary Daniels admitted that he and the General Board were at odds over a definite programme. He told the committee that he did not endorse the recommendations of the board for four battleships a year, nor its recent criticism of "the absence of any definite naval policy on our part, except in the General Board."

Secretary Daniels thought the country had a powerful navy, and that the ships were well manned. He was not asked, however, as to why there was only one submarine in active service on the whole Atlantic coast, nor was he asked if an absence of fleet drills for nearly two years helped to make a powerful navy. These questions will be asked of the Secretary of the Navy tomorrow.

Opposed to Council of Defence. Secretary Daniels also said that he was opposed to a national council of defence, such as was proposed by Representative Hobson, who explained that in this way only could a concrete plan for the defence of this country be crystallized.

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DANIELS DISAGREES WITH BOARD

Washington, Dec. 10.—Secretary Daniels told the House Naval Committee to-day:

That he believes the President will keep this nation out of trouble, but there is a possibility of becoming involved in the European conflict.

That he does not approve of the General Board's recommendation for four battleships a year, but advocates two ships a year.

That there should be a naval reserve of former enlisted men who may be called to colors in time of warfare.

That this nation does not need to maintain a big navy like England, because of its remoteness from a possible enemy.

That he does not approve of the Hobson plan for a council of national defence.

That he does not believe there should be one brain guiding or directing the whole policy of defence.

That the General Board of the Navy is unwise in its criticism of the executive department and of Congress for "lack of a definite naval policy."

That it is not true, as stated by the board, that the lack of a naval policy has resulted in inferiority which may lead to war.

RADIO PUTS TAMPICO BLAME ON DANIELS

Official Messages Show Futility of Secretary's Efforts to Place Responsibility for "Sneaking Out" of Americans by Foreign Warships.

By CUSHING STETSON.

A profound distrust of the policies of the present Secretary of the Navy is the general topic of conversation wherever two or three officers are gathered together. The so-called "schools" aboard ship, adding an hour to the working day, have resulted only in desertions by the men and failure to re-enlist; the now notorious wine mess order has estranged even the friends of the Secretary; disorganization within the department, notoriously as respects the submarines, brings the gravest uneasiness to those who will be held responsible.

But of even greater import than any of these is an utter failure on the part of the Secretary correctly to understand what is the honor of the service—the personal honor by which an officer governs his command, rules over his men.

It has been well said, in relation to Admiral Mayo's conduct at Tampico, that the Secretaries of the Navy and State could foresee and discount everything in advance except that, in a crisis, a naval officer would do his duty. The true story of Tampico—the full story—has not been told. In nothing done since he assumed office has Mr. Daniels so injured the service and estranged its officers.

The President's determination to seize the custom house at Vera Cruz and to send the entire Atlantic fleet to Mexican waters came as a stunning surprise to the entire country. Admiral Fletcher was already at Vera Cruz; Admiral Badger, the commander in chief, busy with fleet manoeuvres off the Cuban coast.

How the News Came to the Fleet. The Tribune quotes from a diary kept on one of the vessels under command of Rear Admiral Badger, the facts in which have been carefully verified and concerning the accuracy of which there can be no question:

"(Intercepted radio, Daniels to Fletcher). 'Be prepared on short notice to land and seize custom house Vera Cruz. If resistance is offered use all force necessary. Seize and hold city and vicinity.'

"Then there was a lapse of six hours during which not a word was received.

"At luncheon all hands looked toward X, the radio officer, but he shook his head. 'No news.' I lay down after luncheon and fell asleep, and when I awoke, some half hour later, I went up into the wardroom. 'Big Chief'—came along, cigarette in hand, though his hands were trembling, his face white and his lips quivering. 'Have you heard the news?'

"No. 'Well, they got into us; four dead, seventeen wounded.' Something within us both seemed stopped and frozen solid, and I remember a wild desire myself to issue orders to the fleet to crowd on all possible speed.

"Signal was immediately made to the fleet to crowd on all possible steam, and make fifteen knots, which was later increased to seventeen. No ship was asked whether she could make it or not. We all knew they would.

"By dinner time we were all making seventeen knots, heading straight for Vera Cruz. Dinner was not the usual lively function. People left the table much sooner than usual and went to their rooms. There was comparatively little discussion. We all seemed to want to get by ourselves, and to think what it all might mean.

"In the cabin they were making detailed plans for our landing. Captain and Lieutenant—arranged every necessary order for instant promulgation, every landing was assigned, and even the amount of ammunition and stores to be taken by each battalion was specifically stated. It seemed impossible to believe that we were not already at work.

"Then, of a sudden, came a radio, written in English and wholly uncode'd.

"Proceed immediately with fleet to Tampico; deflect destroyers accordingly; situation there not good; use your judgment as to sending some destroyers to Vera Cruz. Acknowledge receipt."

"We could not believe our eyes. Here we were within fifty miles of Vera Cruz, four dead men were lying on the beach, seventeen wounded were there and Fletcher was unsupported. Our information was that the Federals had 800 troops in the town, and Fletcher had reported that he had taken only the custom house, cable office and water front. It was impossible to believe that these orders were real.

Officer Took Bit in Teeth. "Captain—read the dispatch with a slightly shaking voice. The commander in chief, who had been walking up and down drawing up the details of the landing in the morning, stopped in his tracks. It seemed almost unbelievable. What could he do? Here was a peremptory order; the entire fleet except a few destroyers to Tampico. His hesitation was only temporary. His reply was not long in being sent:

NEED OF LAW TO CURB QUACK 'CURES' SHOWN

Tribune Finds Victims of Consumption First Take Patent Medicines.

INQUIRY MADE AT RIVERSIDE HOSPITAL

Many Patients Dose Themselves with Whiskey, It Is Affirmed.

In a recent visit to the Riverside Hospital, on North Brother Island, where sufferers from contagious diseases are treated under the auspices of the Department of Health of New York City, the Tribune's representative interviewed upward of two hundred of the consumptives at the institution. Some were in the last stages—incurable—and some were so near the point of death that to relieve their sufferings pain-killing drugs had to be administered.

The writer went there, solely for the purpose of learning how many of the unfortunate victims of the white plague were its victims because they had delayed proper treatment and dosed themselves with so-called patent medicines, advertised as a remedy or cure for consumption, or, as some of these quack medicine advertisements are worded, "and for all disease leading to consumption."

The investigation showed the crying need of laws, municipal, state and national, to curb the evil wrought by the so-called patent medicines. Here are the patent medicines most frequently used by the patients before they began to have the tuberculosis treated properly by physicians:

Eckman's Alternative, Father John's Medicine, Pepto-Mangan, S. S. S., Pisco's Cure for Consumption (Pisco's no longer describes itself as a consumption cure, but its insidiously worded advertisements still mislead consumptives to use it under its new name), Dr. Pierce's Golden Medical Discovery, Peruna, Hyomei, Creosot-Carbonate, A. D. S., cough preparations and many varieties of cough and cold remedies put up by druggists. But what impressed the Tribune's representative most was this:

Whiskey and Consumption.

That a large number of the male consumptives volunteered the information that they had drunk whiskey before they became consumptive and after they learned they had the disease.

"It used to help a little," said one of the patients.

These volunteers as to their whiskey habits were for the most part men who had been drunkards. One of these, whose larynx was destroyed by the whiskey he had drunk, whispered—he could not speak out loud—the following when asked if he had taken any patent medicines:

"The only medicine I ever took was booze."

Dr. David Bluestone, who was accompanying the reporter, said to the patient:

"That is probably what sent you here."

"Yes, I guess that's right," said the consumptive.

When the examination of the patients in Dr. Bluestone's wing of the institution had been completed the reporter asked if whiskey played any considerable part in the causes of consumption.

"Yes, a very large part," replied Dr. Bluestone. "But Dr. Westmoreland can give you some statistics on it, because an inquiry along those lines was made here under his direction some time ago."

Later the question was put to Dr. Westmoreland, the director of the hospital.

"Our investigation made on this return," said Dr. Westmoreland, "showed that 65 per cent of the consumptives were or rather had been alcoholics. Whiskey is a menace to one with weak lungs and a positive danger to consumptives. It used to be used here, but we threw it out four years ago, and have had better results since. If a stimulant is needed in the treatment of consumption, far better stimulants than whiskey can be found."

Now, there is one remedy which is advertised throughout the country as a "true medicine," and is recommended for use in many diseases, notably tuberculosis. This is called Duffy's Pure Malt Whiskey, and is manufactured by the Duffy Malt Whiskey Company, of Buffalo.

More Light on "Malt." Until the pure food and drugs act stepped in and put a stop to the claim, made on behalf of Duffy's Pure Malt Whiskey it was advertised as a patent medicine, and that it would cure consumption.

While its old slogan was "It Cures Consumption," its new one is equally catchy. The new slogan of the former consumption cure—it is practically the same whiskey now that it was then—is "Get Duffy's and Keep Well." It is at present conducting a campaign

SERENO PAYNE DIES SUDDENLY IN WASHINGTON

Heart Disease Fatal to Veteran N. Y. Republican Representative.

FAMED AS AUTHOR OF TARIFF MEASURE

In Congress Since 1883, and Prominent in Party Councils.

Washington, Dec. 10.—Representative Sereno E. Payne, of Auburn, N. Y., died suddenly of heart failure at his apartment here, at 11:15 o'clock to-night.

Mr. Payne had retired to his room, apparently in robust health. He telephoned the apartment house clerk about 11 o'clock asking that a physician be sent for. When the clerk reached the room the Representative was dying, and life was extinct before the doctor arrived.

Sereno Elisha Payne was sent to Congress first in 1883. He got the habit and went back to Washington so many times that he became one of the "Big Five," and achieved the distinction of becoming Republican floor leader. He handled much important legislation in his long years of service. Because his name is attached to the Aldrich-Payne tariff bill, he barely escaped defeat in the election of 1910, when the Democrats assumed control of the House of Representatives largely on the tariff issue.

Mr. Payne was a man of much capacity for work, a methodical worker, plodding along regardless of the interruptions, jests and gibes of his opponents in Congress. He had an impressive dignity, and never was extreme popular in Congress, and it was a great disappointment to him that he failed to be chosen Speaker to succeed David B. Henderson when Joseph G. Cannon was first elected.

Mr. Payne was born in Hamilton, N. Y., on June 26, 1843. He came of old

Continued on page 9, column 2

PASTOR KILLED AS TRAIN HITS AUTO

Dr. C. L. Merriam Victim—Two Ministers and Wives in Wedding Party.

Returning from a wedding in New York, two ministers of Paterson, N. J., their wives and a chauffeur were struck by a train on the Lodi branch of the New York, Susquehanna & Western Railroad, on the outskirts of Hackensack, shortly after 6 o'clock last night.

One of the party, the Rev. Dr. Charles Loveland Merriam, of the Auburn Street Congregational Church, was killed instantly. The others are in Hackensack Hospital.

The injured are Mrs. Merriam, the Rev. Dr. David Stuart Hamilton, of St. Paul's Protestant Episcopal Church; Mrs. Hamilton, and James Kane, the chauffeur, of Manchester street, Paterson. Mrs. Hamilton has a fractured skull and leg. She is not expected to recover. The others are badly bruised.

The crossing where the accident occurred is on the outskirts of Hackensack, Essex street, being a direct road into Market street, Paterson. For half a mile down to the Susquehanna crossing there is a marked grade. To go to the railroad runs north and south, Essex street, crossing at right angles. At this crossing train and automobile arrived at the same time. Those in the machine had just come from the Hotel Astor, following the wedding of Dr. A. S. Alexander, a Paterson physician, and Mrs. Emma McLean Gibb.

Dr. Hamilton officiated at the ceremony in Grace Church. Dr. Merriam and his wife were not in the auto party on the trip from Paterson to New York, but were persuaded to take the place of the newly married couple on the return journey.

Kane was delirious last night, and could not give any explanation of the accident. The engineer of the train, Olin Maritanyi, of Hasbrouck Heights, said he blew his whistle for the crossing and the automobile loomed up on the rails ahead and the crash followed.

Dr. Merriam, who was fifty-eight years old, until a year ago was pastor of a church in New York, and was taking there from Paterson twenty years ago. He was active in the Boy Scout movement and had a thriving troop among the youngsters of his parish.

There is considerable romance attached to the wedding from which the unfortunate party were returning. The bride was the widow of the former pastor of the Totowa, Presbyterian church, the wife of Paterson. After his death five years ago she entered Paterson General Hospital and studied to be a nurse. She remained there until she had taken him to the hospital a great deal and their marriage has been expected for some time.

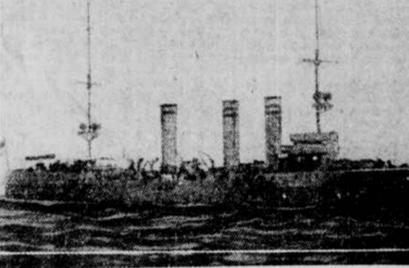
HIGHER RATES EXPECTED

Commerce Board Said to Have Granted Railroads' Plea.

Washington, Dec. 10.—Reports circulated here to-night say that the Interstate Commerce Commission has definitely decided to give the Eastern railroads permission to increase their freight rates.

The Nürnberg Sunk; Dresden Cornered in Magellan Strait

THE GERMAN CRUISER NURNBERG.



GERMAN EMPEROR BETTER, OFFICIAL ANNOUNCEMENT

Catarrh Relaxing and Temperature Normal, Says Berlin Report—Danger Point Not Yet Reached—Patient Refuses to Take Necessary Rest.

Amsterdam, Holland, via London, Dec. 10.—Emperor William's health has considerably improved, according to an official announcement made in Berlin to-day. His majesty's catarrh is relaxing and his temperature is normal.

[By Cable to The Tribune.]

Copenhagen, Dec. 10.—The most alarming rumors are current as to the Kaiser's condition, but are not generally believed in official circles. From diplomatic sources it is learned his condition is serious, but not yet dangerous. Much depends on his willingness to obey the physicians.

It seems he cannot be kept quiet and take a full rest. The Empress has the greatest difficulty in prevailing upon him to stay in bed. He has a bad attack of influenza. This morning his temperature was about 103 and was higher yesterday. If he is unwilling to take an absolute rest till he is recovered there may be a real danger. He is weak and his spirits are greatly depressed.

GERMANY DELAYS ATTACK IN FRANCE

Reported General Staff Has Decided to Finish in Poland First.

[By Cable to The Tribune.] Amsterdam, Dec. 10.—The Berlin correspondent of the "Algemeen Handelsblad" says it is believed in the German capital that the German General Staff intends to pursue the offensive as vigorously as possible in the eastern theatre of war, and that when the operations in Poland are successfully completed every available man will be concentrated in the western theatre.

The correspondent was informed that, up to November 30, the Prussian losses are as follows:

Killed, about 5,999 officers and 99,000 soldiers; wounded, 1,100 officers and 380,000 soldiers, and missing, 1,100 officers and 116,999 soldiers. With regard to the resignation of General von Moltke, Chief of the German General Staff, that it is difficult to believe he resigns only for reasons of health.

Very little is known yet about the situation in the Belgian province of Luxembourg, but it can be stated that the northern part of this province did not suffer much from the German occupation. Two districts of the southern part, however, have been completely ravaged, many villages having been totally destroyed. In Belgian Luxembourg about 3,000 houses are in ruins, and in some villages many inhabitants were shot.

Telegraph reports say many German soldiers in Belgium are suffering from rheumatism and fever. Cases of typhoid fever occurred among the German troops at Brugge, Courtrai, Roubaix and Tourcoing.

The Germans seem to fear a renewed attack on the Zoubrugg. Guns of small calibre have been moved up, while on the left and right sides of the harbor entrance heavy guns have been put in position.

SUBMARINE ATTACK ON DOVER HARBOR REPULSED

[By Cable to The Tribune.] Dover, England, Dec. 10.—For nearly a half hour this morning the guns protecting the eastern entrance of the Dover naval harbor were engaged in repelling a German submarine attack. A submarine was first sighted off the western entrance at 4:40 o'clock, and the submarine disappeared before any further shots could be got in.

It was just after 6:30 o'clock that a second attempt was made. Several submarines were then engaged in an effort to enter the harbor by the eastern entrance. There were some warships lying in the harbor at the time, and these were undoubtedly the object of the submarine attack. The morning was very dark and a rainy haze favored the attempts of the submarines to slip past the defenders.

British Fleet, Nine Strong, Included Lion and Indefatigable.

ENGAGEMENT LASTED ABOUT FIVE HOURS

Von Spee on Way Home When Caught—Insurance Rates Drop.

London, Dec. 10.—The German cruiser Nürnberg, which withdrew from the battle off the Falkland Islands last Tuesday and attempted to make her escape in company with the cruiser Dresden while the British warships under Vice-Admiral Sir Frederick Doveton Sturdee were sinking the armored cruisers Scharnhorst and Gneisenau and the protected cruiser Leipzig, was hunted across the water by units of the British fleet and sunk the same day.

This information was contained in a statement of the British Official Press Bureau to-day. The statement added that search for the Dresden was still proceeding. The text of the communication follows:

"A further telegram has been received from Vice-Admiral Sir Frederick Doveton Sturdee reporting that the Nürnberg was also sunk on December 8, and that the search for the Dresden is still proceeding.

"The action lasted for five hours, with intervals. The Scharnhorst sank after three hours and the Gneisenau two hours later. The enemy's light cruisers scattered, and were chased by our cruisers and light cruisers.

"No loss of any British vessel is reported.

Expect To Get the Dresden.

Although the Official Press Bureau says the British warships are still seeking for the last one of Admiral Count von Spee's vessels, unofficial reports received in Buenos Ayres say that the Dresden has been cornered in the Strait of Magellan, the tortuous waterway leading from the Atlantic to the Pacific at the southernmost point of continental South America. Whether these reports be true or not, it is believed in Admiralty circles here that the Dresden, even though she is a somewhat faster boat than any of those sunk in Tuesday's battle, eventually will be brought to action.

The impression prevails among naval men that Admiral Count von Spee, realizing that he could no longer keep out of touch with the British and Japanese fleets patrolling the Pacific, decided to enter the Atlantic and make a run for home, in the hope that at least some of his ships would get through the British line. This move, it is said, was anticipated by the Admiralty, and Vice-Admiral Sturdee was sent south to head off the Germans before they could get well into the Atlantic and scatter, which would have made their capture more difficult.

The destruction of a majority of the ships of the German squadron had an immediate effect on insurance rates, and the government rate for insurance of cargoes against war risk was reduced to-day from two guineas to one and one-half guineas per cent. One member of Lloyd's who recently had not been accepting any business resumed operations.

Buenos Ayres, Dec. 10.—The German cruiser Dresden, the only warship of Admiral Count von Spee's squadron to escape after the battle with the British squadron under command of Admiral Sir Frederick Sturdee, cornered in the Straits of Magellan, according to advices obtained through well informed circles to-day.

The naval division commanded by Vice-Admiral Sturdee is understood to include nine warships, notably the British battle cruisers Lion and Indefatigable.

The papers of Buenos Ayres express gratification over the British naval victory for the reason that it frees commerce in the South Atlantic from the danger of capture and normalizes navigation.

A division of Argentine warships, composed of the armored cruisers San Martin, Pueyrredon and Garibaldi, had been sent to the coast of Patagonia.

The Nürnberg had a displacement of 2,450 tons and a complement of 295 men. Her length on the waterline was 354 feet and her beam 44 feet. She carried ten 4.1-inch guns, eight 5-pounders and six machine guns and two torpedo tubes.

The battle cruiser has a complement of 361 men. Her armament consists of ten 4.1-inch guns, eight 5-pounders and four machine guns. She also is equipped with six submerged 17.7-inch torpedo tubes. Her displacement is 2,600 tons. She is 387 feet long and has a beam of 43 1-3 feet. Her speed is about 25 knots.

The British battle cruisers Lion and Indefatigable, reported to be part of Vice-Admiral Sturdee's squadron, displace 18,750 tons respectively. The Lion was built in 1910, is 680 feet long, 86 1/2 feet beam and has a draft of 30 feet. The Lion carries eight 13.5-inch guns and six 4-inch guns and is equipped with three 21-inch torpedo tubes. Her complement consists of one thousand men and she is capable of a speed of 28 knots.

The battle cruiser Indefatigable is 578 feet long, 79 1/2 feet beam and 27 1/2 feet deep. She was constructed at Devonport in 1911 and has a speed of 27 knots.

GREAT BEAR SPRING WATER—See the case of six glass stoppered bottles. —Adv.

"THIS AND THAT" In "The Conning Tower." Daily on the Editorial Page.

Continued on page 3, column 1

Continued on page 3, column 1

Continued on page 5, column 4

Continued on page 5, column 4