

GERMAN WARSHIP AID CASE GOES TO JURY TO-DAY

Four Defendants Admit Sending Out of Merchant Vessels.

DENY ANY ATTEMPT TO DECEIVE U. S.

Government Counts on Charge of Fraud in Obtaining Clearance Papers.

All the testimony offered by the defense in the trial of Dr. Karl Buezn, the Hamburg-American Line and others on the charge of conspiracy to defraud the United States was presented yesterday. Only four witnesses were called. They were Dr. Buezn, Adolph Hochmeister, George Kotler and Joseph Poppinghaus, all defendants.

They took the stand to show that as German subjects they were merely carrying out instructions of the home office of the Hamburg-American Line when they chartered and sent out neutral merchantmen with supplies and coal for German warships. It was shown that the steamship company had an agreement with the German government to do this work in the event of war and that was one of the reasons why Dr. Buezn, who admitted he had little or no experience in the steamship business, assumed the place of steamship director of the company in New York.

All the defendants ended their testimony with the statement that they had intended to deceive or defraud the United States.

Dr. Buezn was the first witness at the morning session. He told of the ante-bellum agreement of the German Empire to coal warships of the German Empire and of the instructions he received occasionally from the Hamburg stating where the cruises might be found. He said he was in desperate straits for money at first, and spent \$70,000 of the company's money in banks here. Later he got about \$1,500,000, all of which was spent for the supply armada.

He said he never knew that might have been violating the law in carrying out the German government's orders.

"I took it for granted that all the laws of the United States would be met," he said. "I never had any doubt in my mind that the laws were being respected. I never intended to violate any law of the United States."

Fearing Allies' Spies in New York.
He explained that he did not send the ships out in the name of the Hamburg-American Line, as many spies of the enemy were known to be in the city and the information would surely reach British cruisers which were lying along the eastern coast of the United States. He assured Mr. Wood that it was the intention of the Hamburg-American Line to send all vessels to destinations even though they were sailing German war vessels.

Asked what he thought was his obligation to the United States in all these transactions, Mr. Buezn replied: "I didn't give it much thought."

Adolph Hochmeister, purchasing agent of the line, said he had been with the Hamburg-American Line since 1884, but professed to know little or nothing about the clearance papers of the vessels chartered by his company.

Joseph Poppinghaus, supercargo of the steamship Berwind, the only vessel able to "deliver the goods," admitted that an American clearance paper was a good thing to show in case a vessel was boarded by a hostile officer, and declared that he had destroyed his instructions from Hamburg, as they might have been the means of making him a prisoner if the Berwind had been searched.

The defense and prosecution will sum up to-day. As Judge Howland charged is expected to be short, the case probably will go to the jury this afternoon.

GURLEY FLYNN TO GO BACK TO PATERSON

Tresca Promises Many Speeches at Next I. W. W. Invasion.

Elizabeth Gurley Flynn is going back to Paterson, according to Captain Howland, the national I. W. W. leader, who announced yesterday that the organization is preparing to take the city by storm. "There will be barrels upon barrels of speeches made about the aims and objects of the I. W. W.," said Tresca yesterday.

"We will begin our work by getting all workers in Paterson to join the I. W. W. by holding meetings in every part of the city next week. This will be followed by the organization of the 29,000 silk workers in an industrial union. After that the question of a general strike in Paterson will be entirely upon the stand taken by the employers relative to the I. W. W. demands. If the employers want a fight they will get it.

"We are going to send our best organizers to Paterson. These will include Miss Flynn, Joe Ettor, William Shafoff and myself."

Chief John Himson of the Paterson police has not changed his mind about Miss Flynn and free speech. "She will not be permitted to speak here," he said last night, "until the written orders signed by Mayor Robert Fordyce and the police commissioner forbidding her to speak are revoked."

Henry Marelli, the Paterson lawyer who defended Miss Flynn in her recent trial, came here yesterday to confer with Mrs. William Sloan and Rose Pastor Stokes about plans to seek a pardon for Pat Quinlan, the I. W. W. agitator, sentenced to prison on evidence similar to that which acquitted Miss Flynn.

CITY SEEKS SNOW RECRUITS
Fetherston Fears He Will Be Short of Shovelers if Storm Comes Soon.
If we should have snow, what could be done with it? This is the question that is bothering Commissioner Fetherston of the Street-Cleaning Department. Early enlistments in the army of snow fighters have been so few that the Commissioner is fearful there will not be recruits enough from the army of unemployed to do the work.

"The way things look now," said Mr. Fetherston yesterday, "leads me to think we are going to be short of snow fighters if a big storm comes early in the winter. We didn't have a surplus of men last winter—and in some cases there was a shortage—and yet we enrolled over 34,000 emergency men during the first thirteen days of registration. This winter the enrollment has been only 8,000 in the first two weeks."

In an effort to increase the enrollment of men and other subordinate officials of the Street-Cleaning Department are in their spare time, canvassing for men.

TAFT IN ERROR, SAYS GARRISON, CITING RECORDS
Ex-President's 1908 Report "Almost Identical with Jones Bill Preamble."
RULE CALLED LESS PARTISAN
Fewer Removals in Philippines by Harrison than Under Republicans, Says Secretary.

Washington, Dec. 1.—Secretary Garrison replied to-day to ex-President Taft's strictures on the administration's Philippine policy in a statement which, while it avoids the "vehement and unmeasured" language of his attack on Mr. Taft last Monday, lacks nothing of emphasis. The statement seeks to demonstrate by reference to War Department records that Mr. Taft is entirely in error as to facts, and that in criticizing the policies of the Wilson administration he is attacking the Republican party, which originated them.

In attacking the Jones bill, the Secretary says, Mr. Taft is striving to create the impression that it contemplated a change of policy from that initiated by previous administrations. To demonstrate that this is not the case, Mr. Garrison quotes from a report by "William H. Taft, Secretary of War," in 1908, and points out that Mr. Taft's language is almost identical with that of the preamble of the Jones bill.

The Secretary takes up Mr. Taft's charges one by one, quoting liberally from the records to disprove them. He opens with a reference to Mr. Taft's endorsement of a pamphlet by O. Garfield Jones attacking the administration. Mr. Taft admitted in a recent statement that Mr. Jones is now a "disreputable" man. Mr. Garrison's statement, in part, follows:

"Mr. Taft seeks to convey the impression that he is viewing the whole matter in a detached spirit of patriotic interest in this country and in the Philippines, and yet we find him referring to what he says was the declaration of Governor General Harrison in the press of his own country as 'Republican.' When this slander was first circulated Governor General Harrison denied that he ever used any language conveying such meaning."

"With respect to the matter of civil service, the records of the department show that the Director of Civil Service, an official who was appointed under a former administration, reports that Governor General Harrison in his appointments has observed the civil service rules in letter and spirit, and the records are all at Mr. Taft's disposal if he wishes to dispute this."

"Upon the general question as to whether competency has been eliminated in the records show that the present heads of all of the responsible bureaus and departments have averaged as long or longer periods of service in the Philippines than under any previous administration."

"Under no other administration were so few persons taken from the United States and placed in responsible positions in the Philippine Islands; and no other administration has been puritanism injected. So much for the generalizations indulged in by Mr. Taft."

"Mr. Taft's first specific complaint is with respect to what he terms 'disreputable' men. He introduced in October, 1913, a bill which involved the separation of Governor General Forbes and all the Commissioners and the substitution of men with no Philippine experience whatsoever."

"The Governor General of the Philippine Islands holds a position in that government similar to that of President in our government, and the various commissioners are similar to the Cabinet in this country. This administration, upon sending a Governor General of its own selection, surrounded him with a Cabinet of its own selection, exactly in the same manner as Presidents of this country surround themselves with Cabinets selected by themselves."

"Mr. Taft's next charge is that 'the Governor General Harrison) discharged at once upon his arrival McCoy, Collector of Customs; Sleeper, Director of Public Lands; Wilson, Assistant Director of Public Lands; Leach, Director of Printing; Parsons, Consulting Architect; Welch, Assistant Executive Secretary; Hogsette, Assistant Director of Printing; and the Director of the Bureau of Navigation; Harding, Chief of Manila Police; Scott, Captain of Police."

Sleeper Had Been Under Inquiry.
"So far from this being a correct statement, the fact is that Governor General Harrison neither at once nor at any other time discharged Wilson, Parsons or Heim. He did discharge within five days after his arrival McCoy, because he was acting, while the head of the Customs Service, as the National Republican Committeeman from the Philippine Islands. He similarly discharged Sleeper, whose conduct of the Bureau of Public Lands had been the subject of investigation by a committee of the House of Representatives while Mr. Harrison was a member of that body, and whose administration of that bureau, as thus disclosed, did not meet with Mr. Harrison's approval."

"Mr. Taft next says: 'The official record shows that between October, 1913, when Governor General Harrison landed, and January 1, 1914, 193 Americans were separated from office, and that by July 14, 1914, the number separated had increased to 476.'"

"Without stopping to verify these figures, it is the fact that no implication of improper conduct on the part of the Governor General or any other official should arise from this statement. The period covered, from October, 1913, to July 14, 1914, is nine months, and the total number of separations from the service for nine months under Governor General Harrison was, as stated by Mr. Taft, 476. At this rate the average annual rate would be about 600."

"This is just about the average annual rate as far back as the records go—namely, 1903. Those records show that during the ten years from 1903 to 1913, the beginning of the Harrison administration, there was an average number of American separations under the Governor General of 500. Under Governor General Harrison has been slightly less than this."

"Mr. Taft's next charge is that 'By transferring the office of Public Lands from Sleeper, an expert, who was rapidly making certain the creation of a sinking fund to meet the \$7,000,000 friar land bonds, to a Filipino insurrecto general named Tinio, who had no experience of any kind, this important achievement is made very doubtful. The arrangements in collec-

tions from leases of friar lands are said to have exceeded 800,000 pesos, due to inefficiency.'

"The facts with respect to this charge are that under Mr. Sleeper, the director of the Bureau of Lands, the situation, as disclosed by the head of the department, Secretary Worcester, Secretary of the Interior, on September 15, 1915, was: 'Estimated delinquency in instalments outstanding, 800,000 pesos; estimated interest on instalments outstanding, 200,000 pesos, or a total of 1,000,000 pesos.'"

"If this was due to inefficiency, as Mr. Taft says, it was inefficiency which had developed to its fullest extent under Messrs. Worcester and Sleeper, as recorded in the former's report dated September 15, 1913, before Governor General Harrison reached the Philippine Islands."

Tinio Appointed Six Years Before.
"With respect to Mr. Taft's statement that this department was transferred from Mr. Sleeper to a Filipino insurrecto general named Tinio, who had no experience of any kind, the facts are that Tinio was a Filipino who was appointed six years before that time in the Philippine service by the then authorities of the islands, who were, of course, acting under a Republican administration."

"I think it is sufficiently clear that the above statement of fact, as taken from the records, demonstrates that Mr. Taft has indulged in incorrect statements, in unfair implications and inferences, and in partisan considerations of these matters. I do not propose to continue a mere exchange of statements over matters that are of record. I have correctly set forth above what the records show concerning these matters, and there the subject must be left so far as I am concerned."

VANDERLIP RAPS WAR PROSPERITY

Continued from page 1

tantly to the United States. This is the richest country in the world in liquid wealth and in the equipment for the production of everything the world wants, either in war or peace. It has the instinct and the experience of growth. Our industries have practically doubled their outputs in ten years, and now there ought not to be a side man in the country for years to come. If we could have a good organization and understanding with ourselves there would not be a man out of work.

"The war has brought us to a standstill, and for the time we are the only country that can contribute toward its progress. From every quarter appeals come to the United States for help. It is a new position and a new experience for us. We have been supplicants ourselves in the past, and we ought to know from our own history what an opportunity the undeveloped countries now offer us."

"Our neighbors, the other countries of the Americas, have great stores of natural wealth and raw materials which our factories can use, and they need capital, not in the form of money, but in the form of machinery, tools and supplies of every kind, the making of which would help to keep our factories busy for years to come."

In concluding his address Mr. Vanderlip said: "The position, the prosperity, the influence of the United States for the next twenty-five years will be tremendously influenced and, indeed, almost determined, by the course we take in the next twenty-five months. To an unusual degree there will flow from the political, business and individual decisions that we make in the next two months consequences that will for many more years affect our destiny. There was seldom, if ever, needed in our political councils calmer minds, more far-seeing statesmanship and more business life. In the conduct of business there has seldom, if ever, been greater need for broader vision, for a fresh imagination, that will deal soundly and effectively with new opportunities of vast import."

"That there are tremendous opportunities ahead of us if we are equal to grasping them and equal to discharging the responsibilities that go with them there can be no doubt."

Other speakers at the meeting were Dr. J. Merritt Matthews, who discussed the dyestuffs problem, and John P. Wood, president of the National Association of Woolen Manufacturers.

Officers selected were Robert T. Francis, president; George B. Hetzel, first vice-president; George B. Sanford, second vice-president, and J. J. Nevins, secretary and treasurer. A dinner at the Waldorf last night ended the ninth annual convention of the association.

FREIGHT DELAY CALLED A TRICK

Railroads "Trying to Put Something Over," Merchants Declare.

STORAGE TIME CUT FIRMLY PROTESTED

Lines' Officials Say That 40,000 Cars Bumping at City's Back Door Are Big Puzzle.

While transportation officials at a meeting of their own were figuring out ways and means of breaking the freight jam at New York's back door, speakers at a gathering of members of the Merchants' Association of New York yesterday peppered the railroads with verbal buckshot.

Charges were made at the merchants' meeting that the roads, in cutting the time of free storage in terminals and on piers from thirty days to fifteen, were trying to "put something over." It was denied there was anything in present conditions to warrant such a reduction, and those present went on record unanimously as opposed to the plan.

The merchants' meeting was presided over by J. C. Lincoln, manager of the traffic bureau of the association, who led a discussion in which the freight congestion was discussed from every angle. Various of the speakers intimated that the congestion is not due entirely to the war and the attendant jump in American export trade, but that the inadequacy of the yards has more to do with conditions. This inadequacy, it was said, has been demonstrated in ordinary times.

Nor was the railroad explanation of lack of lighterage completely credited. One speaker asserted the great trouble is the inability of the roads to get cars out of the congested yards and to the docks. Another said he had missed 813 stowmen because a certain railroad hasn't been able to get his car from the yard to the dock. Still another, corroborating him, said a car containing his product had missed two boats and almost missed a third for the same reason.

Free Storage Cut Protested.
C. F. Gregory, of the International Harvester Company, told his fellow merchants that the railroads long had been trying to reduce the time of free storage in yards and terminals, and were taking advantage of the present situation to "put something over." J. W. Hart, of the International Steam Pump Company, recommended that exporters and shippers make an attempt to get together with the railroads.

In view of the present congestion the railroads would work a hardship on shippers by cutting the free storage period," he said. "Instead of reducing the time from thirty days to fifteen, it should be increased to sixty days."

The merchants were of the general impression that the railroads, which already have filed the proposed new regulation with the Interstate Commerce Commission, intended to start the fifteen-day day after January 1. With only a month in which to act, it was agreed that the association should take immediate steps to ascertain the attitude of the railroads and thus have time to prepare evidence for a protest to the commission.

It is understood that the roads could request a suspension of the tariff, despite the fact that it already has been filed. To persuade the roads to make such a request to the commission the merchants appointed a committee of five. In case an agreement cannot be reached with the railroads the committee was empowered to request the Interstate Commerce Commission, through the Merchants' Association, for a suspension of the rule pending a hearing at which shippers might present their side of the case. Those on the committee are Mr. Hart, Frank Oliver, of Oliver Brothers; C. R. Gier, of Greig & Co.; W. D. Bating, of John H. Graham & Co., and C. A. Richards, of Bowring & Co.

Railroads Make Defence.
The railroad meeting, at which were traffic and operating officials of all the big Eastern roads, was presided over

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Crouch & Fitzgerald

Cambridge, Mass., Dec. 1.—General Leonard Wood notified Wells Blanchard, chairman of the Harvard undergraduate committee on national preparedness, to-day that he would try to have a special officer detailed to drill a Harvard battalion and to have equipment supplied by the War Department, provided the committee could show him a membership roll of 400 by Friday evening.

The committee got busy immediately and blue books were distributed for volunteer signatures. Archie Roosevelt, who is a member of the committee, was the first to sign as a member of the battalion, and he obtained fifty other volunteers. Quentin Roosevelt was a signer of the main book, and his name preceded that of C. Huntington Jacobs, who wrote "Gott Mit Uns," the anti-German poem which so disturbed Professor Kuno Meyer. Four hundred names were obtained before 6 o'clock this evening, with the prospect of as many more before the books are closed on Friday.

Among the signers were Sam Felton, manager of the varsity crew; Jimmy Lowell, a cousin of President Lowell; Don Watson, quarterback on the eleven, and these New Yorkers: C. McVaugh, Jr., W. Burr, Jr., L. A. Morgan, J. C.

Pastor Ends 45 Years in Past.
Whitehouse, N. J., Dec. 1.—The forty-five years' preaching of the Rev. William E. Davis, who for four years has been pastor of the Reformed Church at Knox, N. Y., will retire to-day. Mr. Davis is well known in this section. For twenty-two years he was pastor of the Lebanon Reformed Church.

President Lowell is opposed to the students' drill, he said to-night.
He favors the single hour of weekly lecture, but opposes the two hours given weekly over to drill. If General Wood approves of the Harvard men's plans it is thought that the President will be won over.

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