ZWIEDINEK TO GO; LANSING REJECTS PASSPORT PLEA

Letter Revealing Share in Attempted Frauds the Charge's Undoing.

BRITAIN'S COURSE HELD NO DEFENCE

Teuton Partisans Charge U. S. Insistence in Ancona Case Has Been Too Harsh.

[From The Tribune Bureau.]

Washington, Dec. 11.—Whether or not relations with Austria-Hungary are broken off as a result of the note sent to the Austrian government on the Ancona attack, it became apparent to-day that Baron Erich Zwiedinek, Chargé d'Affaires of the Dual Monarchy, is slated to follow Dr. Dumba into retirement.

The State Department has been furnished with a photographic copy of the letter written by Baron Zwiedinek and published in "The Providence Journal" this morning, in which his complicity in attempted passport frauds is demonstrated.

Baron Zwiedinek saw Secretary Lansing to-day and offered an explanation of the letter. His plea, it is understood, is that fraudulent use of passports was justified by Great Britain's disregard for international law in taking German reservists off neutral vessels bound for neutral European ports. This explanation is wholly unsatisfactory to the United States, and will not be considered in passing judgment on Baron Zwiedinek's case.

Ancona Note Out Monday.

The State Department announced today that the Ancona note would be given out for publication in the newspapers Monday morning. Until Austria's reply is received and the case settled, the department has no intention of proceeding against Baron Zwiedinek.

The communication is understood to ask disavowal of the act of the Austrian submarine which sank the liner, punishment of the submarine commander, and reparation for the American lives lost. It has been clearly indicated that the United States expects that these things be done promptly. There will be no long discussion of the principles involved, it is said, such as was conducted with Germany after the Lusitania tragedy.

Friends of the Germanic allies still insist that this government's dealings with Austria in the Ancona case were inexcusably harsh and will serve only to involve the United States more deeply than ever in difficulties with the belligerents. A break in relations with either or both of the Central Powers, they point out, will be barren of advantages for the United States and will result in a ruthless submarine war on merchant shipping, with consequent injury to American travellers, no matter what flag they sail under.

The United States, they believe, should have seen early in the war the utter futility of championing international law, which is being observed by none of the belligerents, but should have based its policy solely on expediency. This would have meant mutual concessions as between Germany and the United States after the Lusitania tragedy.

Expected American "Reciprocity."

Germany, it is stated, modified her submarine policy not because it was illegal, but because it was found inexpedient to continue attacking passenger vessels; the United States should have reciprocated by warning Americans to keep off belligerent ships, or by insisting that the Allied Powers instruct merchant vessels to stop in obedience to warning from a submarine.

The United States, however, in dealing with Austria has taken the position that its policy has been well defined and consistent from the beginning. It was stated to-day that Austria was officially informed of the progress of the controversy with Germany, and that the Embassy here had been given copies of all the American notes to Germany concerning submarine warfare.

This is attested by the knowledge that Secretary Bryan personally informed Ambassador Dumba that the Lusitania note was intended only for "home consumption"—a statement that was promptly disavowed. In view of this, it is held, the United States would have stultified itself by opening a controversy with Austria over the Ancona as if submarine attacks on passenger ships had not previously been the subject of strong protest by this government.

U. S. Departments Unite to Enforce Neutrality

Washington, Dec. 11.—A central organization to gather evidence of offences against the neutrality of the United States has been created as the first step to enforce more stringently this nation's neutrality, as outlined by President Wilson in his address to Congress.

The Postoffice, State, Justice and Treasury Departments will join in gathering information which will be assembled and acted on in the State Department under the direction of Counsellor Polk. This plan was decided on at a conference between Counsellor Polk, Chief Flynn of the Secret Service, Chief Postoffice Inspector Koons and Assistant Attorney General Warren, who handles neutrality cases in the Department of Justice.

Heretofore there has been no uniform action between the various agencies of the government having to do with suppression of conspiracies against the nation's neutrality. Each department has acted independently, and in some instances it is felt the results achieved have been curtailed by the lack of co-ordinated procedure. In some instances also lack of a central organization to handle the great quantity of evidence has resulted in difficult situations for other branches of the government.

Braun Explains Part as Von Nuber Messenger

Marcus Braun, editor of "Fair Play," who sailed for Bergen, Norway, on the Norwegian-American liner Bergensfjord with the deported Dr. Dernburg, sent a letter yesterday to Secretary Lansing explaining his connection with the carrying of documents to Vienna for Consul General von Nuber.

Mr. Braun informed the Secretary that he had taken for the consul general a package of old bills, vouchers and accounts, weighing about thirty pounds. It was a large bundle, he said, and he had made no effort to conceal it. The package had been left in his room aboard the ship and he had been instructed to forward it to the auditor of the Foreign Office, in Vienna, from the first European port at which he chanced to arrive. When the vessel was searched at Kirkwall, Mr. Braun explained, the package disappeared. Mr. Braun declared that he did not examine the contents of the bundle intrusted to his care by von Nuber.

He called the attention of the Secretary to the fact that he had performed similar service for the State Department in Washington by bringing packages and letters from abroad and delivering them here. He performed like favors for American correspondents abroad.

FIRE NO. 2 LOOTS WAR SUGAR SHIP

Twenty Thousand Bags Intended for Allies, Lost on Tyninghame.

Fire was discovered in the cargo of sugar on the British freight steamer Tyninghame when she was half way down Ambrose Channel yesterday morning on her way to Queenstown. With smoke pouring from her afterhold, the ship put about and steamed back past Quarantine at full speed, flying signals for help. The fire boat Seth Low, lying at St. George, went to the Tyninghame's aid, and drowned out the fire by flooding Hold No. 4, where it started. The freighter anchored between Liberty Statue and Staten Island.

This latest mysterious blaze on a ship bound for Europe with supplies for one of the Allied powers is under investigation by the New York police. It is the second fire discovered on the Tyninghame in little more than a week. The first one, which was believed to be of incendiary origin, did $2,000 damage to the vessel and her cargo while she was loading at Erie Basin. An inspection of the hold afterward disclosed fragments of bottles which contained chemicals, according to Captain David Jones, the Tyninghame's commander.

Representatives of Bowring & Co., local agents for the steamer, went to the Tyninghame with Captain Tunney and Lieutenant Busby of the "bomb squad" as soon as the fire was under control.

Captain Tunney said, after making a careful investigation, that, although the fire was of a mysterious origin, it did not appear to be the work of German propagandists. He explained that after the first fire the hold was not cleared out, but instead boards were put over the burned sugar bags and the hold filled. It was possible, Captain Tunney said, that yesterday's fire might have been a fresh outbreak of the original blaze.

Captain Tunney admitted that the bomb squad have been watching several men who have been seen loitering around the ships loading at Erie Basin.

Bowring & Co. announced that about 20,000 bags of sugar were destroyed by the fire and water, but they did not estimate the financial loss. The Tyninghame will be taken to a berth in Erie Basin to-morrow morning. After repairs are made the hold will be loaded once more and the ship will head for Queenstown.

PASSPORT THEFT REVEALS FLIGHT OF GERMAN SPY

U. S. Official Unable to Sail Because of Escapes After Plant Fires.

FUGITIVE OVERTAKEN BY BRITISH WARSHIP

Professor Green, on Way to Brazil, Finds Papers He Had Three Days Ago Missing.

Professor E. C. Green, of the Department of Agriculture, bound for Rio de Janeiro on business for this government, was suddenly halted at the hour set for his departure yesterday on the Lamport and Holt liner Verdi by the discovery that his passport was missing. Whether he mislaid it or whether it was stolen from him by German plotters was a matter of conjecture. The ship sailed without him.

After a complete search of his clothing and baggage, Professor Green offered to telephone to the State Department in Washington. He was told that telephone or telegraphic communication vouching for his identity would not enable him to sail.

His detention revealed the fact that the purloining of passports and the procuring of such credentials by fraudulent means are still in practice by agents of the German government and that the British steamship lines are taking no chances in transporting passengers without papers.

Never has there been such strict enforcement of the passport order as was observed yesterday with the departure of the Verdi.

Contrary to custom, no visitors were allowed to board the vessel with passengers. No one was permitted to ascend the gangplank unless he or she had a passport, and then only after the paper had received the closest scrutiny.

German Fire Plotter Escapes.

The reason for this extraordinary precaution is that a German army officer, believed to have had charge of the work of starting fires in munition plants in this country, slipped through the fingers of the Federal authorities and sailed for Buenos Ayres on November 13 by the steamship Vauban, a sister ship of the Verdi.

Through the detention of Professor Green yesterday the story of the German fugitive and his fraudulent passport became known.

It was learned that twenty-four hours after the $4,000,000 fire broke out in the Bethlehem Steel Company's plant at South Bethlehem, November 10, the officials of the company communicated with the Department of Justice and two men from the department of the Southern District of New York were hurried to South Bethlehem, where they were joined by secret service men from Pittsburgh.

Working on the theory that the fire in Machine Shop 4 had been started by a German or an Austrian spy, the detectives started their investigation at South Bethlehem and soon found that they were on the trail of a German army officer who they believed had been directing practically all big munition plant fires east of the Mississippi.

The suspected man, who used several names, was traced to Philadelphia, where it was learned that he had bought a ticket at the local office of Thomas Cook & Sons for the steamship Vauban, which sailed from New York at 2 p. m. on November 13. This was three days after the Bethlehem fire and two days after fires occurred in the plants of the Baldwin Locomotive Works, at Eddystone, Penn., and the Roebling Steel Wire Works, at Trenton, N. J.

A Passport Fraud Traced.

Confident that their man had departed on the Vauban on a genuine American passport, issued since Secretary Lansing assumed command of the State Department, the officer from the Department of Justice reported to Washington. The name under which the German officer sailed was kept secret, and it is believed the persons responsible for the procuring of his passport by fraudulent means are known to Attorney General Gregory.

On November 27 the Vauban made her first stop at Bahia, Brazil, departing for Rio de Janeiro the same day. It is not known whether cable advices had been forwarded to Captain Byrne, but the skipper, it is said, made no effort to arrest the German officer, who had a ticket for Buenos Ayres.

The run from Bahia to Rio is three days, and midway between these ports the Vauban was overhauled by a British cruiser, which sent an inspection party aboard. After a rigorous examination the German officer was removed to the cruiser, where he was made a prisoner. Then the warship steamed in a northeasterly direction. It is thought the German was landed at Trinidad.

When the Vauban arrived at Buenos Ayres it was reported that, inasmuch as the prisoner was one of high rank who was wanted in England he was probably transferred to a Royal Mail steamship bound direct for Southampton.

Professor Green, who did not know of the Vauban incident, expressed regret that he was unable to depart, but explained that as he was "a regular Brazilian nut" in favor of the Entente, he was willing to be the victim of British scrutiny.

About three months ago Professor Green returned to this country on leave, having been for two years in Brazil as a representative of the United States instructing the Brazilians in the proper methods of cultivating cotton. He is an authority on cotton raising, and his work took him to remote parts of the republic.

"I was on my way back," he said, "and really should be in Brazil now, planting my experimental cotton, but as I was unable to find my passport today, I shall have to wait now for two weeks, until the next sailing, when I hope to have a new passport."

According to the cotton expert, he had his passport in Washington several days ago, and recalls having put it into one of the nine pieces of hand baggage that he had searched on the pier. He knew it was not in the two trunks that had been put into the ship's hold.

The Verdi, which had to sail promptly at 1 p. m. on the tide, went to an anchorage off the Statue of Liberty, where Professor Green's trunks were put aboard a tug and brought back to the city.

Issued when Mr. Bryan was Secretary of State, at the time when no photographs were required, the lost passport is just the sort that could be easily used by persons other than the owner. Professor Green also was unable to find other credentials which he knew he had when in Washington, three days ago.

CALLS FORD TASK BEYOND MORTALS

Lord Rosebery Hopes "Passengers May Enjoy Themselves and Do No Mischief."

Edinburgh, Dec. 11.—"At this moment there is coming over a vessel fraught with peace," said the Earl of Rosebery, the ex-Prime Minister, in a speech here to-night. "It is propelled, apparently, by a gentleman named Ford, who makes, I think, perambulators. He is coming over to pour oil on troubled waters at the inspiration of a Dr. Aked, of whom we know something here, and who, by voice more potent than that of any mortal heard in this world, is going to call the soldiers from the trenches and bid the waves be still.

"The expedition will fail, but that the eighty passengers receiving free passages may enjoy themselves and do no mischief is our earnest solicitation."

The Hague, Dec. 11.—Neither encouragement, recognition nor support in any shape or form will be offered to the Ford peace party by the Netherlands government, according to information from official sources given to The Associated Press. No opposition will, however, be placed in the way of the party's landing, but should the activities of its members become embarrassing while here they will, in all probability, be requested to transfer their headquarters to other territory.

Christiania, Dec. 12.—A wireless message received from the Ford peace party on board the Oscar II requests that hotel accommodations for 168 persons be arranged. A private Norwegian travelling bureau will undertake to find accommodations for the party. Neither the American Minister, Albert G. Schmedeman, nor Consul General E. Haldeman Dennison has heard anything from the party, and will only receive Henry Ford as a private citizen. The Oscar II is due here on December 14. The Ford party will receive a friendly welcome from the press and the public, but nobody seems inclined to support Mr. Ford's peace propaganda.

ARMY AND NAVY ORDERS; MOVEMENTS OF WARSHIPS

[From The Tribune Bureau.]

Washington, Dec. 11.

ARMY.

Col. WILLOUGHBY WALKE, C. A., relieved as C. O., coast defences of Savannah, and assigned as C. O., coast defences of Long Island Sound.

Name of Capt. CONSTANT CORDIER, 4th Inf., placed on list of officers detached from their proper commands, to take effect Jan. 12, 1916, and name of Capt. ODE C. NICHOLS, Inf., removed therefrom, to take effect Jan. 11, 1916.

Capt. GEORGE M. EDWARDS, Med. Corps, now in Washington, relieved from further duty with Field Hospital No. 1, Ft. Sam Houston; report to Governor of Soldiers' Home, Washington, for duty.

Capt. DOUGLAS POTTS, 16th Inf., to recruiting service, Ft. McDowell, Jan. 22, 1916, vice Capt. ODE C. NICHOLS, Inf.

Capt. CLYFFARD GAME, Q. M. C., to Philadelphia, as assistant to Depot Q. M.

Capt. LESLEY J. M'NAIR, 4th F. A., from School of Fire for Field Artillery, Ft. Sill, May 16, 1916, to his regt.

Capt. CHARLES H. ERRINGTON, 13th Inf., detailed to fill vacancy Q. M. C., to take effect Jan. 16, vice Capt. JAMES HANSON, Q. M. C., relieved from detail in that corps, to take effect Jan. 15.

Capt. DANIEL P. CARD, Med. Corps, now on leave of absence in New York City, report to surgeon in that city for duty as assistant for two months.

First Lieut. JOHN C. WATERMAN, 7th Inf., detailed Inspector-Instructor, Organized Militia of Vermont, to Burlington.

Second Lieut. JOHN C. P. BARTHOLF, 5th Inf., to Ft. Slocum for examination to determine fitness for detail in aviation section, Sig. Corps.

Second Lieut. JOHN C. M'DONNELL, 11th Cav., attached aviation section of Sig. Corps as an aviation student to Sig. Corps Aviation School, San Diego.

Acting Dental Surg. J. CRAIG KING from Ft. Myer, Feb. 1, to San Juan, P. R., for temporary duty for three months, thence to Canal Zone and report to Commanding General U. S. troops for assignment.

Leaves of absence: First Lieut. LLOYD E. TEFFT, Med. Corps, 20 days; First Lieut. EPHRAIM F. GRAHAM, Cav., leave extended 1 mo; Col. JOHN L. PHILLIPS, Med. Corps, 4 mos.; Second Lieut. KENNA G. EASTHAM, 2d Cav., 2 mos. and 4 days from Dec. 22, then report to Commanding General, Western Dept., San Francisco, for temporary duty pending sailing of transport about Mar. 5; First Lieut. JOSEPH W. ROMBAUGH, 26 F. A., 2 mos. upon relief from duty in Philippines; Capt. FREDERICK B. SHAW, 36th Inf., leave extended 15 days, then proceed to Walter Reed General Hospital, D. C.

NAVY.

Lieut. Commander ADOLPHUS ANDREWS, detached Utah; to connection fitting out Oklahoma and duty on board when commissioned.

Lieut. Commander F. R. NAILE, detached works New York Shipbuilding Co., Camden; to Utah.

Lieut. Commander ARTHUR CRENSHAW, detached Bureau of Steam Eng., Navy Dept., Jan. 15; to naval station, Honolulu.

Lieut. ERNEST FRIEDRICK, to navy yard, N. Y., Jan. 5.

Lieut. JOHN RODGERS, detached Paducah; to home and wait orders.

Lieut. E. C. OAK, resignation accepted.

Lieut. (J. G.) J. F. MEIGS, detached naval torpedo sta., Newport; to connection fitting out Wainwright and duty on board when commissioned.

Lieut. (J. G.) P. V. H. WEEMS, detached Leonidas; to connection fitting out Nevada and duty on board when commissioned.

Lieut. (J. G.) G. L. DICKSON, to works New London Ship and Eng. Co., Groton, Conn.

Lieut. (J. G.) OSCAR SMITH, detached Naval Proving Ground, Indian Head; to Bethlehem Steel Works, South Bethlehem.

Lieut. (J. G.) W. F. CALLAWAY, detached Leonidas; to Ozark.

Lieut. (J. G.) O. M. REED, detached Leonidas; to Tallahassee.

Ens. MICHAEL HUDSON, detached Hannibal, Dec. 18, to Leonidas.

Ens. SWIFT R. RICHET, to Kansas.

Surg. W. F. S. DEEM, detached New Hampshire; to home and wait orders.

P. A. Surg. H. A. MAY, to Marine Barracks, Port Royal, Jan. 3.

P. A. Surg. H. E. JENKINS, detached Marine Barracks, Port Royal, Jan. 3; to New Hampshire.

P. A. Surg. J. J. O'MALLEY, detached navy yard, Norfolk; to Solace.

P. A. Surg. H. L. BROWN, to navy recruiting station, Buffalo, Jan. 15.

A. A. D. Surg. H. D. JOHNSON, detached navy yard, Puget Sound, Jan. 25; to Guam.

Ch. Boatswain H. G. JACKLIN, detached Atlantic reserve fleet; to Wisconsin.

Boatswain JOHN HIPP, detached Wisconsin; to connection fitting out Pennsylvania and duty on board when commissioned.

Ch. Gun. J. H. LOHMAN, detached Rhode Island; to navy yard, Norfolk.

Gun. J. H. MURPHY, detached receiving ship at Philadelphia; to Delaware.

Gun. A. T. BRILL, detached Delaware; to Naval Academy.

Gun. J. J. WEILCH, detached Louisiana, Dec. 27; to navy yard, Boston.

Ch. Mach. E. G. AFFLECK, detached works Newport News shipbuilding Co.; to connection fitting out Pennsylvania and duty on board when commissioned.

Mach. F. R. KING, detached navy yard, Puget Sound, to temporary duty, Atlantic reserve fleet.

Pay Clerk H. H. REYNOLDS, warranted.

MOVEMENTS.

ARRIVED.

Dec. 10—Aylwin, at Newport; Nanshan and Buffalo, at San Francisco; Celtic, at Guayacanayabo Bay; Louisiana and Minnesota, at Hampton Roads; New York, Texas, Wyoming and Arkansas, at Tompkinsville; Raleigh, at Topolobampo; Winslow, at Rosebank.

SAILED.

Dec. 10—Buffalo and Nanshan, from Tiburon for San Francisco; Buffalo, from San Francisco for San Diego; Celtic, from Guayacanayabo Bay for Mexican waters; Neuras, from Honolulu for San Francisco; New Orleans, from Mazatlan for San Blas; Vulcan, from Guantanamo for Port-au-Prince; Winslow, from Newport for Rosebank, N. Y.

Active vessels of torpedo flotilla, Atlantic fleet, will be assigned as follows:

Fifth division: O'Brien, Fanning, Jenkins, Jarvis, Patterson and Paulding.

Sixth division: Wadsworth, Cassin, Cummings, McDougal, Winslow and Ericsson.

Seventh division: Balch, Benham, Parker, Aylwin, Nicholson and Cushing.

Following destroyers will be placed in reserve and assigned to third and fourth divisions, reserve torpedo flotilla, based on navy yard, Philadelphia:

Third division: Drayton, Warrington, McCall and Henley.

Fourth division: Trippe, Ammen, Burrows, Beale and Jouett.

Dixie ordered placed in reserve upon arrival at Philadelphia yard, about Dec. 20. Dixie will be assigned as flagship and tender of the third and fourth divisions.

Vessels of third and fourth divisions will be assigned to carry out neutrality duty at Boston and New York, two vessels being required for Boston and three for New York. These vessels will be assigned to this duty at once. Vessels of these divisions not assigned to neutrality duty will proceed about Jan. 3 to navy yard, Philadelphia.

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