

FRANK HARRIS IN THE SUN  
next Sunday attacks American false  
estimates of literary greatness.

The



Sun.

THE WEATHER FORECAST.  
Fair to-day and to-morrow; not much  
change in temperature.  
Detailed weather, mail and marine reports will  
be found on page 13.

VOL. LXXXII.—NO. 170.

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PRICE TWO CENTS.

### HOUSE PASSES SHIP BILL BY 215 TO 121

Minority Leader Mann's  
Tactics Delay Passage  
Many Hours.

### RULES COMMITTEE FIXES NEW GAG

WASHINGTON, Feb. 17 (Wednesday).—The Administration compromise ship purchase bill was passed by the House at this hour by 215 to 121. Seven members voted "present."  
Nineteen Democrats ignored the party caucus and the pressure of the White House and voted against the bill. The Republicans cast their vote solidly against the measure.  
The Democrats who left the party on this vote were: Borchers, Illinois; Callaway, Texas; Donohoe, Pennsylvania; Dies, Texas; Fitzgerald, New York; Gerry, Rhode Island; Gordon, Ohio; Jones, Virginia; Kindel, Colorado; Kitchin, North Carolina; Morrison and Moss, Indiana; Page, North Carolina; Saunders, Virginia; Slayden, Texas; Whitacre, Ohio; Witherspoon, Mississippi; White, Ohio, and Patrick, Ohio.  
Five Progressives joined with the Administration Democrats in voting for the bill. They were: Bryan, Washington; Kelly, Pennsylvania; Lafferty, Oregon; MacDonald, Michigan, and Murdock, Kansas.  
Of the nineteen Democrats who voted against the ship purchase bill twelve will return to the next House of Congress. The Democrats have a margin of only twenty-seven votes in the next House, and if these twelve should stand out against the bill in the event of a special session there would be considerable doubt as to the President's ability to force it through.

**Mann Starts Filibuster.**  
In spite of the gag rule under which the bill was rushed into the House an unprecedented speed Representative Mann, the Republican leader, opened in snatching the Democratic programme. Mr. Mann shocked the Democrats by disclosing to them that they had lost their "strategic" gag rule. He said such a way that he could insist upon a roll call for every one of the twenty sections of the bill. He proceeded to follow this course, there would be considerable delay in the passage of the bill. The Democrats were forced to summon the Rules Committee to order a special rule which would gag and hamstring Leader Mann and hasten a vote on the bill. The White House was insisting upon a special rule which would only thirteen and a half legislative days of the present Congress remaining.

The gag rule under which the bill was passed was adopted by a vote of 186 to 139. This demonstrated at the outset that the Administration was in complete control of the House, and that the opposition might delay action it could not possibly hope to defeat the bill.

The Democrats responded to the prodding of the Administration. Only a few Democrats blocked themselves off from the bill. The great majority voted in accordance with the wishes of the President.

**The Dissecting Democrats.**  
The twenty-nine Democrats who voted against the ship rule were Representatives Borchers of Illinois, Donohoe of Pennsylvania, Callaway of Texas, Massachusetts, Moss and Morrison of Indiana, Shackelford of Missouri, Sisson and Witherspoon of Mississippi, Kitchin of North Carolina, Slayden of Ohio, Brocken of Delaware, Broussard of Louisiana, Callaway, Dies and Slayden of Texas, Gerry of Rhode Island, Gordon of Ohio, and Jones of Virginia. Kindel of Colorado, Montague and Jones of Virginia, Murray and Davenport of Oklahoma, Page of North Carolina, Slayden of Ohio, and Witherspoon of Mississippi were the only Democrats who were not present.

The House began debating the bill at 11 o'clock in the morning and the House was kept busy until midnight. Effects on the part of the Republicans and Democrats were kept in mind by a rough debate in the House were unswerving. The plan of the Administration was to pass the bill in the House by a vote of 215 to 121.

It was a big day in the House. The galleries were packed and the House members were kept busy until midnight. The Administration was in complete control of the House, and that the opposition might delay action it could not possibly hope to defeat the bill.

**Republicans Combative.**  
The Republicans were in a combative mood. This is the last bill that President Wilson will have to sign before the opening of Congress. The Representative Hummer of Washington.

Mr. Hummer referred to "rumors" which have been circulating that there is a serious rift between the Administration and those who are supporting the bill.

Representative Metz of New York declared the bill.

Mr. Metz said that the bill is a "protection" measure.

Mr. Sherman of Illinois wears one in the Senate.

WASHINGTON, Feb. 17.—Having answered out of his turn through deafness on a number of rollcalls in the last few days, Senator Sherman of Illinois appeared this afternoon wearing a dictaphone.



Mrs. Louis H. Wetmore.

### Miss Eugenie Philbin Weds L. H. Wetmore

### Ceremony at Church of St. Paul the Apostle Surprise to Friends.

Louis H. Wetmore of 12 West Fifty-fifth street called up THE SUN late last night to say that he and Miss Eugenie A. Philbin, daughter of Supreme Court Justice Eugene A. Philbin and Mrs. Philbin of 62 West Fifty-second street, had been married. He said that the ceremony had been performed by the Rev. Father John J. Burke of the Church of St. Paul the Apostle at Columbus avenue and Fifty-ninth street. The announcement will be a surprise to their friends, as no notice of the wedding or even of the engagement had been made publicly. At the home of Miss Philbin it was said that the marriage had taken place at 7 o'clock last evening and that the arrangements had been made quietly because of the illness of the bride's mother.

On June 3 last announcement was made that the engagement of Miss Philbin to Arthur Russell Jones, son of Mr. and Mrs. W. Strother Jones, had been broken. No explanation was made as to the reason for this announcement. Miss Philbin is the only daughter of Justice and Mrs. Philbin. She made her debut in society three seasons ago.

Mr. Wetmore is the son by a former marriage of Mrs. James W. Markoe, wife of Dr. Markoe of 12 West Fifty-fifth street.

### WHEAT SOLUTION SUGGESTED.

### Let the Government Buy Staple, Hint an Australian.

CHICAGO, Feb. 16.—"You Americans certainly are a queer sort," exclaimed P. E. Quinn, Deputy Trade Commissioner of Australia, who arrived in Chicago today.  
"Here you have the greatest wheat resources in the world and your people are paying an exorbitant price for the main necessity of life."  
"How different you are from New South Wales. With the outbreak of the war the Government bought up all the wheat at \$1.20 a bushel. And it has remained at that price ever since."

### U. S. Posse Rides to Fight Plutes

### Battle With Indian Outlaws Expected in Utah Within Forty-eight Hours.

DENVER, Col., Feb. 16.—An Indian battle between Plutes and United States deputies, led by Marshal Moberg of Salt Lake City, is expected in southwestern Utah, just over the Colorado line, within forty-eight hours.  
Marshal Moberg, with fifty pluted men, all well mounted and armed with rifles, will start from Cortez, Col., on a ninety-mile ride at daybreak to-morrow, their destination being a point in the mountains a few miles out of Bluff, Utah. There the Na Gat, a young Plute, under indictment for murder, is preparing for the attack. With him is his father, Old Polk, a mankiller; Manceo Jim, another noted Indian outlaw, and about fifty more Plutes.  
For nearly a year the Na Gat, or Hatch, as he is known, has been resisting arrest for the murder of an Indian in the Utah reservation. Efforts at attempts to capture him have failed. United States deputies and possees being repulsed.

### PARADE WITH ONE MAN IN IT.

### The Rev. J. W. Van Kirk, Peace Champion, to March Alone.

The Police Department yesterday issued a permit for a one man parade to assemble at Battery Park, proceed up Broadway and disband at Columbus Circle. The parade is to be held to-day. It will consist of the Rev. J. W. Van Kirk of Youngstown, Ohio, a small bell known as the "bell of fraternity" and the peace flag, which Mr. Van Kirk designed and which he says was accepted by the International Peace Conference at The Hague in August, 1913.

Before the parade Mr. Van Kirk will speak along Broadway at all squares from Columbus Circle to the Statue of Liberty. He is making his third tour of the world in the interests of universal peace.

### DICTAPHONE FOR SENATOR.

WASHINGTON, Feb. 17.—Having answered out of his turn through deafness on a number of rollcalls in the last few days, Senator Sherman of Illinois appeared this afternoon wearing a dictaphone.

### FORTY WARSHIPS RAIN BOMBS ON GERMAN FORTS

Heavy Damage Wrought on  
Belgian Coast by Allied  
Fliers.

### AVIATION PARK OF THE ENEMY ATTACKED

SUMMARY OF THE MILITARY OPERATIONS.  
Thirty-two British and eight French seaplanes and aeroplanes made the greatest air raid in history yesterday against German positions in Ostend, Zebrugge, Ghistel, Middelkerke and other Belgian towns, doing heavy damage. The British fliers are the same who took part in the raid last Friday from Dover. The French War Office reports success in infantry engagements in the Argonne, near Ypres, in Champagne and near Rheims.

The German War Office declares that attacks upon the great squadron of the British air force have been repulsed. In the eastern theatre of war the Germans have captured Plock and Bielsk in Poland, north of the Vistula. The pursuit of the Russians from East Prussia continues.

Turkey delays making reparations for results to the Greek naval attacks at Constantinople, as promised, and Greece is concentrating 20,000 troops at Salonica.

### AVIATORS OF ALLIES MAKE GREAT RAID

### Forty Machines Drop Hundreds of Bombs in Belgium.

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—The greatest air raid in history, exceeding even the expedition from Dover last Friday, against German strongholds in Belgium, was made today by British and French seaplanes and aeroplanes, which did great damage to German positions in Ostend, Middelkerke, Zebrugge and Ghistel. Forty machines took part in the exploit, many of the fliers having been in last week's attack in which Lieut. John Cyril Porte and Claude Grahame-White figured.

Thirty-two British airmen and eight Frenchmen made up the great squadron today. The French dropped their bombs on the aerodrome at Ghistel, upon which they showered 240 bombs, while the British flung explosives upon Zebrugge, Ostend and Middelkerke, as well as a fleet of German trawlers along the coast.

Special instructions had been given to spare the residential sections of the various towns. The British Admiralty's report of the aerial naval wing in the Bruges, Ostend and Zebrugge districts was continued. Forty aeroplanes and seaplanes, heavily armed, were in the air. Bombs were dropped on heavy batteries at Ostend and Zebrugge, and on the beach damaged in former attacks on the locks at Zebrugge and on barges on the Scheldt. The British trawlers lying outside of Zebrugge. Eight French aeroplanes assisted our naval machines in making a raid on the aerodrome in Ghistel, and also in preventing German aircraft from cutting off our machines.

It is reported that good results were obtained. Instructions are always issued to confine attacks to points of military importance. The raid on the port is made by the flying officers to avoid dropping bombs on any residential portion of towns.

### FRENCH REPORT GAINS ALL ALONG LINE

### New Air Raid Made by Allied Aviators on Belgian Coast.

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—The official communiqué issued to-night by the French War Office contains more cheering news than any statement for more than a week. It tells of successful operations by the Allies along the entire front, with the exception of Alsace, where quiet continues, and puts especial emphasis on another great air raid by British and French aeroplanes against German strongholds in Belgium.

The French section of the aerial fleet directed its attention to the German aviation park at Ghistel, on the railway between Ostend and Ypres, while the British showered bombs on the German positions at Ostend. A joint detachment of fliers also went further to the north and attacked Zebrugge, which suffered severely in the British expedition of February 12.

The size of the raiding fleet is indicated by the announcement from a French source that the British and French aeroplanes alone flung 240 bombs on Ghistel. Like the previous attack, which suffered severely in the Ghistel district, the raid was carried out without loss or material damage to the Allies.

### Successful on Land.

In the land operations the Allies were successful to-day and yesterday at a number of points. South of Ypres, at St. Etienne, the British troops, with back trenches that had previously been taken from them by the Germans and from which they had been fighting for two days without rest.

In the Argonne successful infantry attacks are being carried out west of Douaumont, and northwest of Pont-aux-Francais, in the hotly contested district of La Perthe wood, several German blockhouses have been seized. The night communiqué, which also tells of an artillery combat in Belgium, follows:

On the entire front the operations to-day have been favorable to us. In Belgium there was an artillery

### FEARS FOR BIG LINER OSCAR II. IN NORTH SEA

Last Spoken Off the Coast  
of Scotland Four Days  
Ago.

### LEFT HERE FEB. 4 WITH 400 PASSENGERS

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—A Copenhagen despatch to the Daily News says that great fears are held there for the safety of the Scandinavian-American liner Oscar II., which, after being signaled on February 12 410 miles off the west coast of Scotland, has not been reported since.

The Oscar II. left New York on February 4 for Christiania, Copenhagen and Stockholm. Under ordinary sailing conditions she would have covered the 410 miles in a little over twenty-four hours and would have been spoken at several points before reaching the North Sea.

The prevalence of mines and submarines in the region in which she was last spoken, together with the excitement over the German war zone decree has aroused the greatest apprehension as to her safety.

The Oscar II. should have reached Christiania on Monday or early yesterday, the agents of the line here said last night. They cannot account for her non-appearance. Her course lies north of Scotland and then across the mine straits north of the British coast. The Oscar II. carries a full cargo of general merchandise. She has on board about 400 passengers.

The Oscar II. is commanded by Capt. Hougel. She was built by A. Stephens & Son at Glasgow in 1901. She is of steel construction, of about 10,000 tons, 500 feet long, 58 feet beam and 29 feet draught.

### U-12 MAY HAVE BEEN LOST.

### Life Buoy Bearing Name of Submarine Is Picked Up.

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—A Dundee despatch to the Daily Mail says a life buoy bearing the inscription "U-12" has been found on the seashore at Zuydcoote. It is thought to indicate that the submarine U-12, which took part in the sinking of British vessels in the Irish Sea recently, was lost.

### DECLARATIONS NOT BINDING!

### That Is One Implication of Churchill's Speech, It Report.

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—The Daily Mail representative in the lobby of the House of Commons understands one of the implications made by Winston Churchill, First Lord of the Admiralty, yesterday to be that owing to Germany's alleged disregard of international law the British declaration of Paris, the Hague Convention and the Declaration of London have no binding force on combatants.

### CONTRADICTS CHURCHILL.

### Naval Expert Says England Has Lost 155 Ships.

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 17.—Thomas Gibson Bowles, the writer on naval affairs, takes exception to the statement in the House of Commons by William Spencer Churchill that Great Britain has lost only sixty-three ships since the beginning of the war. He cites newspaper and other statements to prove that 155 ships have been captured, detained in hostile ports or destroyed.

### Auto Leaves Bridge; Two Swim Half Mile

### New York Doctor and Wife Reach Shore After Plunge With Car.

ROCKY MOUNT, N. C., Feb. 16.—Dr. J. R. Watson and wife of Birmingham, N. Y., had narrow escapes from death at 12:04, the British troops, with back trenches that had previously been taken from them by the Germans and from which they had been fighting for two days without rest.

### HIS JAG EXCUSABLE.

### Man Who Gave Blood to Patient Excused for Getting Drunk.

WASHINGTON, Feb. 16.—John J. Manley, a mechanic, was arrested in the police court here to-day on a charge of being drunk on the streets. He told Judge Pugh that he got drunk because he was nervous after having had his blood transfused to a woman patient at a hospital who was said to be dying. "The loss of the blood made me very weak and nervous," he said, "and so I took to drink." A judge I took to much.

## GERMAN ADMITS FAMINE PERIL; BLOCKADE IN FORCE TO-MORROW; NEUTRALS TO MAKE FRESH PROTEST

### BRITISH PRIZE CREW BOARDS THE WILHELMINA AT FALMOUTH

SPECIAL CABLE DISPATCH TO THE SUN.  
LONDON, Feb. 16.—The case of the American foodship Wilhelmina, now at Falmouth, reached a definite stage to-day, when a prize crew, consisting of three naval officers and sixteen men, was placed aboard the vessel by order of the Foreign Office. Her fires were drawn and her boilers sealed.

The Wilhelmina, an American steamship, was chartered by the L. S. Green Commission, Company of St. Louis to carry foodstuffs to the civilian population of Germany. The announcement of her mission caused complications, the status of the cargo being in doubt because of the taking over of all foodstuffs by the German Government, which, Great Britain asserted, made it impossible that the Wilhelmina's cargo would not eventually reach the military or naval forces of Germany.

The case was in dispute when the ship, which left New York for Hamburg on January 22, appeared unexpectedly in Falmouth after a round voyage, which forced her to the nearest port. For twenty-four hours the ship was not seized by the British, although the Foreign office had announced that such procedure would be taken. It had also been reported that the trouble would be settled by having the American Committee for Relief in Belgium purchase the cargo and thus international complications would be averted.

On February 10 the Wilhelmina was seized, but a prize crew was not sent aboard. On February 11 the State Department at Washington asked Great Britain to begin prize court proceedings pending further negotiations. It was announced that the vessel herself would be freed and that her owners would be recompensed for the seizure of the cargo.

The Wilhelmina case is expected to admit formal the exact position of the British Government in regard to the sending of food supplies for German non-combatants from neutral nations. Germany claims her seizure of foodstuffs does not affect food brought in from the outside, but only the supplies already in Germany.

### U. S. Can Find No Way to Avoid Big Trade Loss

### Advices From London and Berlin Are Discouraging and Cabinet Views Situation With Anxiety—Text of Germany's Reply Expected To-day.

The crisis caused by the German proclamation of a maritime war zone about the British Isles will reach an acute stage to-morrow, when the new German policy of destroying mercantile shipping within the stipulated area will be put into effect.

The United States Government feels that it has done everything possible to meet the situation. It will wait to see how far the belligerents are willing to go in observing the wishes and rights of the United States. A Cabinet meeting was held in Washington yesterday to review the situation, which is regarded with "concern."

The German Ministry of Marine has given to the United States Embassy in Berlin a statement embodying the crux of Germany's position in regard to the maritime war zone. The statement says that if Great Britain will abide by the Declaration of Paris or the Declaration of London, unless the passage of food to the civil population of a belligerent is guaranteed, Germany will drop the question of a submarine blockade. It is suggested that American warships convoy American merchant vessels through the danger zone.

The British Foreign Office placed a prize crew aboard the American foodship Wilhelmina yesterday. Germany has announced that her warfare against mercantile shipping would be pressed unrelentingly unless Great Britain indicated by her treatment of the Wilhelmina that she would permit the entry of foodstuffs for German civilians.

It is expected that England will decide today to begin at once a food war of retaliation against Germany.

The Scandinavian nations have agreed to make identical representations to Great Britain and Germany regarding the use of neutral flags by British ships and the proclamation of a maritime war zone by Germany. Spain has proposed to the United States to join with this country in protests to Germany and Great Britain, and has been informed that the Washington Government will act alone.

### GERMANY SAYS LACK OF FOOD FORCED DECREE

BERLIN, via wireless to Sayville, L. I., Feb. 16.—Admiral Bencke of the Marine Department has made a statement to Lieutenant-Commander (third grade) of the United States Naval Attaché, which is given out as an official explanation of Germany's declaration of the waters around the British Isles as a war zone. The statement follows: "In spite of the great effort the Admiralty staff feel in bringing the war to a rapid close, the Admiralty do not wish to put it into effect, to the detriment of neutral commerce and the rights of nations on the high seas. They have, therefore, decided to declare a maritime war zone only in the event of a failure of the diplomatic channels."

"This proposal has been transmitted through diplomatic channels. If accepted, even the most far-reaching and provocative of treaties between the United States and Germany."

Admiral Bencke called Commander Oberdahl's attention to the fact that Great Britain, when she proclaimed a maritime war zone, closed the North Sea, did not give free passage to American ships bound for the eastern coast of Holland, but compelled the ships to pass through certain channels, take an English pilot aboard and undergo a search by British warships. "The whole matter will be in the hands of officers of British warships."

Suggests U. S. Convoy.

Admiral Bencke said Germany was prepared to suggest to the United States that even if the war zone was proclaimed for American ships bound for England through the Channel or to English ports, ships should have the right of passage through the Channel and when communicated with by wireless by American ships, one of them should proceed to the place indicated and convey the merchandise through that portion of the sea which Germany had declared to be dangerous.

"Of course," said the Admiral, "ships under convoy, by the rules of international law, are not subject to search, but the country to which they belong is, and it is their duty to search them, and to accept the implied word of honor of the United States that the ships carry no contraband of war."

### HOLLAND TO IGNORE.

### Ships Will Continue to Use Channel Route.

SPECIAL CABLE DISPATCH TO THE SUN.  
THE HAGUE, Feb. 16.—At a joint conference to-day of the Minister of Foreign Affairs, the Minister of Marine and representatives of leading Dutch shipping companies it was decided that after to-morrow, when the German blockade order goes into effect, Dutch ships will continue to follow the ordinary course through the Channel to the Atlantic.

### MINISTER CANCELS PASSAGE AT VERA CRUZ AS CUBA DEPARTS.

SPECIAL CABLE DISPATCH TO THE SUN.  
VERA CRUZ, Feb. 17.—The steamer Maria Cristina sailed from here this afternoon, having on board Jose Carranza, Spanish Minister to Mexico, who was ordered by Carranza to leave the country.

### GERMAN ENVOY FEARED TO GO.

SPECIAL CABLE DISPATCH TO THE SUN.  
MEXICO CITY, Feb. 17.—The German Minister to Mexico, who recently arrived here from Washington, intended to board the Spanish liner, but cancelled his passage at the last moment, fearing he would be captured by air officers of the French battleship Conde, said to be at Havana.

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