GIRLS DRILLED AS DEFENDERS OF NATION
Battalion at Ogontz school for women perfectly trained under regular army regulations. Their pictures and story *IN NEXT SUNDAY'S SUN.*

The Sun.

THE WEATHER FORE
Cloudy and warmer to-day; rain or snow to-morrow.
Highest temperature yesterday, 3
Detailed weather, mail and marine reports, page 13.

VOL. LXXXIII.—NO. 142. NEW YORK, THURSDAY, JANUARY 20, 1916.—*Copyright, 1916, by the Sun Printing and Publishing Association.* PRICE TWO CENTS.

FLETCHER REPORT, GIVEN OUT, A RASPING INDICTMENT OF OUR NAVAL WEAKNESSES

Increase of 40 Per Cent. in Officers Most Vital Need Now.

FLEET HANDICAPPED ALSO BY LACK OF MEN

Not Enough Experience and Too Many Transfers for Efficiency.

NEW TYPES OF SHIPS AND SPEED DEMANDED

Daniels Issues Statement Shifting Blame on His Predecessors.

WASHINGTON, Jan. 19.—THE SUN'S publication to-day of an accurate summary of the confidential report which Rear Admiral Fletcher, commander in chief of the Atlantic fleet, made to Secretary Daniels on the shortcomings of the fleet led to the making public of that important document. Senator Tillman soon after the Senate came together arose and called attention to the fact that the principal features of the report, which the Senate had voted confidential, had been published and he recommended that the seal of secrecy be removed from the document.

In this communication the commander in chief of the Atlantic fleet gives the most impressive indictment of the weakness of the American navy that has yet appeared from any official. The report is expected to figure prominently in the future national defence arguments. It will be cited as an answer to the statements of Secretary Daniels and others praising the condition of the navy.

Secretary Daniels himself issued a statement to-day denying that he was responsible for conditions disclosed by the report and asserting that he already had done much to remedy the weaknesses complained of by Admiral Fletcher.

The Confidential Report.

The report says in part:

"The most vital weakness in the Atlantic fleet is the shortage of officers. It takes approximately ten years to educate and train an officer, and no amount of legislation can provide officers when trouble is imminent. Expansion of the navy is limited by the number of officers available. The fleet is handicapped not alone by the shortage of officers but by the inexperience of the large number of young officers that have been added to the navy in the last few years. This condition, coupled with the shortage of officers, has resulted in officers being ordered to duties beyond their capacities and for which their experience and judgment do not fit them.

"In January, 1915, I reported that every battleship of the Atlantic fleet should have the number of officers increased approximately 40 per cent. to enable the vessels to attain their greatest efficiency. This shortage of officers still continues and exists in the other divisions of the fleet, though more pronounced in the battleship squadrons. Owing to short enlistments our men require continuous training and any shortage of officers is certain to result in a lessening of efficiency."

Here Admiral Fletcher compared the present system of officering dreadnoughts of the American navy with the systems used by Great Britain and Germany.

Compared With Other Navies.

As told in THE SUN this morning, the Admiral showed that the United States dreadnought Delaware had a total of thirty-five officers, compared with fifty-three on the British dreadnought Bellerophon and fifty-four on the German dreadnought Helgoland. Admiral Fletcher adds:

"A personnel board appointed on the Delaware in 1914 stated that the complement of officers necessary was fifty-five. A similar board working independently on the sister ship North Dakota reported that their complement should be fifty-three.

"In officers of experience the Delaware has only half as many as the Bellerophon and one-third as many as the Helgoland. In the total number of officers the complements of both the Bellerophon and the Helgoland exceed that of the Delaware by more than 60 per cent.

"The shortage of officers is not confined to battleships, but exists in all types of ships. For instance, assigned to the important duty of guarding the approaches to the Panama Canal there is a division of five submarines in each of which there is but one officer, and in four of these five submarines the officer is of the rank of ensign but recently graduated from Annapolis.

Quotes Report on Utah.

"In the recently completed battle efficiency inspection of the Second Division of battleships the division commander makes the following comments:

"At general quarters in the U. S. S. Utah a chief petty officer is in charge of one turret and an ensign graduated in 1914 is in charge of another. There are no officers for handling rooms and no officers available for the after range finder. The torpedo room is in charge of a chief petty officer and the torpedo officer stationed in the conning tower is of the class of 1914. In the plotting room a pay clerk and a yeoman are performing work which requires commissioned officers of the line.

"The following shortages exist:

Continued on Third Page.

ADMIRAL FLETCHER SUMS UP WEAKNESS AND NEEDS OF NAVY

ADMIRAL FLETCHER summarizes the principal weaknesses and requirements of the fleet as follows:

WEAKNESSES.

Shortage of officers.
Shortage of men.
Lack of fast armored ships and fast light cruisers.
Lack of aircraft.
Limitations of mobility and seagoing qualities of submarines.
Lack of radio direction finder.
Too frequent overhaul of battleships.

NEEDS.

Full complements in active ships of the fleet.
Additional mining and sweeping vessels.
Desirability of mobilizing ships in reserve annually with the active fleet.
Battle target practice at long ranges.
Increased facilities at fleet rendezvous.
Provision for division commanders, for mining division and auxiliary division.
Provision for more speed in design of fighting craft intended to operate with the fleet.
Anti-aircraft guns.

BOLD AUTO THIEVES PICK COSTLY CARS

New Wave of Theft Differs From Last Year's, When Cheap Ones Were Taken.

One of the most daring of the many recent thefts of expensive automobiles was committed shortly before midnight Tuesday night when a new $3,500 Stearns limousine was stolen from Stanley A. Cohen, president of the Consolidated Card Company, who lives at 63 West Seventy-third street. Mr. Cohen had purchased the machine a day or so after New Year's.

About 11:30 o'clock Mr. Cohen left his machine standing at Sixty-sixth street and Broadway while he went into a nearby building. He was gone only a short time, but when he returned the car was gone.

This year the wave of automobile thefts has reached proportions never before known, according to automobile men and insurance firms. In the early part of 1914 a similar flood of thefts was reported. But at that time, the insurance companies' books show, most of the cars were of moderate priced makes. The present operators apparently pay no attention to such machines, for of the great number that have been stolen so far this winter practically all have been expensive ones.

New York city has been the scene of most of the crimes, but Asbury Park and other nearby resorts have been visited frequently and several wealthy men have been robbed of their cars when left alone for only a few minutes. One of the most daring of the robberies was done a few days ago when a prominent business man, whose name was not given out by the insurance agents looking for the car, went to Albany to renew his license. He left his machine, a Cadillac eight cylinder, standing at the curb while he went into the office of the Secretary of State to renew his license. When he emerged with the document the car was gone.

WIDOW OF A DAY A SUICIDE.

Kills Herself Two Hours After Gen. Glasgow's Funeral.

WASHINGTON, Jan. 19.—Two hours after returning from the funeral services of her husband, Brig.-Gen. Samuel L. Glasgow, U. S. A., retired, at Arlington Cemetery this afternoon, Mrs. Glasgow, 45 years old, committed suicide by shooting.

Ten years ago as Miss Winona Schlechter of Burlington, Ia., she was married to Gen. Glasgow in Chicago and had since lived in Washington.

Her husband's body was cremated. At the services she fainted, necessitating a postponement of the actual burial until to-morrow afternoon. She was taken to her apartments in the Falkstone Court by her sister, Mrs. Charles W. Dietz, and a brother, Charles Schlechter of Burlington, who came here for the funeral. While they were out for dinner Mrs. Glasgow shot herself. She left a note saying:

"I am lonesome and unhappy without the General. Death is better than this bitter solitude. Cremate my body and to-morrow lay the ashes alongside those of the man I love better than life."

LINER LEAKING IN MIDSEA.

Wireless Reports Pallentina in Distress—Aid on Way.

HALIFAX, N. S., Jan. 19.—Wireless distress calls from the British steamer Pallentina, in the mid-Atlantic, were relayed here to-day.

The Allan liner Siberian, 150 miles away, got a flash from the Pallentina that she was leaking badly and that her pumps were unable to keep the inrushing water in check. Her position is given as 46.42 north, 35.04 west, about seventy miles from Cape Race.

The Italian liner Giuseppi Verdi has altered her course and is under full steam to relieve the Pallentina.

No vessel by the name of Pallentina is recorded in Lloyd's, nor is mention made of such a boat in sailing lists from Liverpool. Shipping authorities believe that the vessel either has been recently renamed, or her name as reported is an error.

FATALLY HURT BY AUTO

Woman Run Down After Leaving Car in Central Park West.

Miss Frieda Felder of 72 Columbia street was injured, probably fatally, last night in Central Park West near Ninety-eighth street. She had just left an Eighth avenue car when she was hit by an automobile that did not stop and the number of which no one seems to have taken.

Miss Felder was on her way to take her aunt, Mrs. Gussie Waltman, to the theatre. When first picked up there was nothing by which she could be identified, but she rallied for a few moments in the Park Hospital and told her name and address. Her skull is fractured and the doctors say she cannot recover.

GREAT BEAR SPRING WATER. 80c. the case of six glass stoppered bottles —*Adv.*

COURT ORDERS SALE OF HATTERS' HOMES

Foreclosure Motion Granted Against 140 Danbury Workers.

DANBURY, Conn., Jan. 19.—The last and what may be the most momentous chapter in the history of the famous Danbury Hatters case, in which D. E. Loewe & Co. of this city sued more than 200 members of the United Hatters of North America for boycott, under the provisions of the Sherman anti-trust law, and recovered $252,000 damages and costs after ten years of litigation, was opened in the United States District Court in New Haven to-day, when Judge Edwin S. Thomas granted a motion of foreclosure made by attorneys for Loewe & Co.

The order is directed against 140 of the defendants and the foreclosure proceedings run against 140 separate pieces of property in Danbury and thirty in Bethel and Norwalk. In nearly every instance the home of a defendant is involved.

At the request of W. F. Tammany of Norwalk, counsel for the defendants, Judge Thomas ruled that the property shall be foreclosed by decree of sale, instead of by strict foreclosure. The lawyers will agree upon a master in chancery to arrange the details of the sale. Appraisals, notices of sale and other preliminaries will occupy several weeks.

The men whose property is in danger of foreclosure express confidence that their union brothers throughout the country will rally to their aid and save them from the loss of their homes. If this aid should fail the plight in which many of the older men will be left will be pitiful. The American Federation of Labor has asked its entire membership to contribute on January 27 the equivalent of one hour's work to aid the hatters. This is the first time such a call has been made and the result will be watched with great interest.

JOHNSON NOT SELECTED YET.

Wilson Gets Another Batch of Protests From N. Y.

WASHINGTON, Jan. 19.—The nomination of Joseph Johnson for Postmaster of New York was not sent to the Senate to-day, and again the announcement was made that the selection of a man for this important post is still open.

The publication of the fact that the President and the Postmaster-General had agreed upon Johnson brought another big batch of protests from New York this morning, and the White House announced that the President still has the matter under advisement.

Persons who are on the inside, however, insist that Johnson will be the man; that Senator O'Gorman is standing firmly behind him and that the Administration has decided that it will not antagonize Mr. O'Gorman on this appointment.

Many believe that the President is holding off on making an announcement in order to give some of the protesting New Yorkers a chance to be heard. Mayor Mitchel and others are due here to-morrow at a national defence meeting, but so far as is known the President has no appointment to see the Mayor.

MURPHY IN CONVENTION FOUR.

Albany Report Names Also Mack, Dix and Ehret.

From Albany came the report yesterday that Democratic leaders here have decided that the delegates at large from this State to the national convention in St. Louis are to be National Committeeman Norman E. Mack of Buffalo, Charles F. Murphy, the Tammany Hall leader; former Governor John A. Dix and George Ehret, the New York brewer. The report was not taken very seriously here, although certain persons usually informed as to what is transpiring in the inner circles professed to believe that such a slate might go through.

Those who would talk about it at all wanted to know what had become of Senator O'Gorman, former Governor Glynn, Alton B. Parker, John B. Stanchfield, State Chairman Osborn, Herbert P. Bissell, William E. Kelly and John J. Fitzgerald, all of whom have been mentioned as possibilities. Some thought that the presence of Mr. Ehret in the delegation would be a warning to William Jennings Bryan that he needn't try to work any prohibition planks into the Democratic platform and that it also would be a warning to the Germanophobes.

Again it was suggested that this slate had been made public at this time as a warning to President Wilson that if he didn't appoint Joe Johnson postmaster he could expect a New York delegation against him in the national convention. The general opinion of the slate was that it was "bunk."

PALM BEACH & MIAMI. Via Atlantic Coast Line. Leave 2:12 P. M. 3 other All Steel Ltd. Trains Daily. Dining Car Service. Office, B'way & 29th St.—*Adv.*

WE NEED ARMY OF 210,000 MEN NOW, SAYS WOOD

Urges Officer Reserve of 45,000 to Lead 2,000,000 if War Comes.

ASSAILS VOLUNTEER AND MILITIA PLANS

WASHINGTON, Jan. 19.—Major-Gen. Leonard Wood, former Chief of Staff of the army, portrayed before the Senate Military Affairs Committee to-day the helpless plight in which the United States would find itself if confronted by war. Gen. Wood's testimony was the most impressive that has yet been given, and the fact that he is regarded as the best qualified expert in the United States added to the interest with which his opinions were received.

He likened the task of raising an army to the predicament of a man led up to a forest and told to build a glass house. He declared the militia system to be vicious and the volunteer system little better. He reiterated that with the country's present equipment for coast defence it would be possible for a modern battleship to draw up off Rockaway and drop shells in Seventeenth street in New York city without running the risk of being touched by shore batteries.

He characterized the theory that the nations of Europe will be exhausted after the war and unable to launch a campaign against the United States as a theorist's dream.

The European war, he said, had demonstrated that a large army, far outnumbering the entire standing army of the country, could be landed in a single expedition unless the navy succeeded in affording protection.

"And the navy of the United States," he added, "is now in fourth place."

Gen. Wood made the startling statement that Great Britain alone has launched more capital ships since the beginning of the present war than the United States possesses.

Must Stiffen Gold With Iron.

"After the war we may have all the gold," said Gen. Wood, "but we need to stiffen it with a little iron if we are to protect ourselves."

In reply to questions from the Senate committee Gen. Wood advised that the following steps be taken immediately to improve national defences:

The modification of the enlistment act to provide for a short term of service with the colors and service with the reserve corps.

All the increase possible in the regular army, especially in infantry and artillery.

Authority and money for the formation of an officers' corps of 45,000 men, a matter of imperative necessity.

The accumulation of a reserve of material.

The plan proposed by Gen. Wood to meet the problem of preparedness followed in general outline the measure introduced by Senator Chamberlain, chairman of the Military Affairs Committee, and differed materially from the Hay bill and the bill proposed by the Secretary of War for the establishment of a continental army.

Wants Army of 210,000.

Gen. Wood suggested increasing the army to 210,000 men within the United States and its colonial possessions, advocated the enactment of an enlistment law which would pave the way for the establishment of a trained reserve of twice that number of men and proposed as a basis for future action a system of universal military service for all citizens in one capacity or another.

"With suffrage," he said, "goes the obligation for service. We cannot afford to go on the volunteer system any longer. The voluntary system as such has been a dismal failure in any war we have been engaged in. It is a rotten system. We did not even fill our regiments during the Spanish war.

"Universal service is the one suggestion that has been most approved. All men need not necessarily carry a rifle, but they must do something for which they are best fitted. If the proposition was put to one thousand bankers in New York that with suffrage goes the obligation for service it would be accepted. If democracy is to prevail we must act on that principle."

Gen. Wood condemned unreservedly the militia system on which Representative Hay, chairman of the House Committee on Military Affairs, has built plans for increasing the military forces of the United States.

No Fault With the Men.

The witness said the volunteer system was preferable to the militia system. In the latter no fault is to be found with the officers and men. They are both good, but are cursed by the system under which they are organized. It is like having forty-eight little armies, he said, advocating the absorption of the militia system or cutting off all payments for it.

"To keep the militia and build up a continental army," he said, "is like saying to your butler, 'You have failed to do your duty, but I am going to keep you and hire another man to do your work.' The continental army and militia would be constantly fighting each other, striving to secure money and recruits, particularly money."

The Australian system, Gen. Wood said, affords the best pattern for universal service for the United States. If this were applied the country would be able to draw from its population at least 500,000 men a year and in time an army of 3,500,000 men could be trained for war.

"If we have war," said Gen. Wood, "we must have at least 2,000,000 men. It is perfect folly to dicker with any system that provides less."

Reserve of 45,000 Officers.

The most imperative step to be taken by the United States, said Gen. Wood, is the establishment of a reserve of officers numbering 45,000 men. To accomplish this he suggested the utilization of the land grant colleges and military colleges of the country. At Harvard, Princeton and other colleges officers'

Continued on Second Page.

Pinehurst, N. C., centre of outdoor sports. Hotel Carolina, Molly Inn, Berkshire. Now open.—*Adv.*

VON PAPEN LIST SHOWS 20 NEW MEN IN HIS PAY

Check Stubs Reveal Captain Acted for German Secret Service.

HAD OTTAWA AGENT: BOUGHT PICRIC ACID

A chronological list of the most important payments made by Capt. Franz von Papen, the recalled German Military Attache, to various persons in this country and Canada after the outbreak of the European war was obtained yesterday by THE SUN from London. The statement was made up by the British authorities from the stubs of Capt. von Papen's check books taken from his baggage at Falmouth and turned over to the American Ambassador in London.

This list not only reveals about twenty new names of persons, one of them a woman, receiving money from him in addition to those already mentioned in cable messages, but it shows that Capt. von Papen expended money for "War Intelligence" services; that he was acting here for the secret service of the German Empire; that he paid money for photographs "for war intelligence office."

The list dates from September 8, 1914, to October 28 last. It shows that Capt. von Papen had a man named "de Caserta" in Ottawa, Canada, who apparently was working for him, for the attache paid him $500 in all. The check stubs show that he handed to Paul Koenig about $2,000 for "secret service work," that he bought picric acid, that he paid legal bills, that he sent men out on various journeys, paying their expenses and rewarding them afterward for work performed.

Capt. von Papen's List.

Here are payments made by Capt. von Papen from September, 1914, to October 28, 1915, as revealed by the stubs in his check book:

Date.	PAYEE AND OBJECTS.	Sum.
1914.		
Sept. 8—	Knauth, Nachod & Kuhne (Caserta, Ottawa)	$300
Sept. 16—	Knauth, Nachod & Kuhne (For Taylor Ryan, Buffalo)	200
Sept. 21—	George von Skal, New York	84
Sept. 22—	Knauth, Nachod & Kuhne (For Ryan, Buffalo)	200
Oct. 10—	Knauth, Nachod & Kuhne (Mr. de Caserta)	200
Oct. 14—	Knauth, Nachod & Kuhne (For Fritzen & Busse, Buffalo)	49
Oct. 26—	G. Amsinck & Co. (For one and War Int. Office)	200
Nov. 21—	G. Amsinck & Co. (For A. von Wedell, $300)	400
Nov. 21—	Tauscher, New York (A small Browning for Burch)	11.65
Nov. 24—	G. Amsinck & Co. (For Wedell, $240, for Gonzales, $150)	400
Nov. 27—	G. Amsinck & Co. (For Weiler, $500)	500
Nov. 30—	G. Amsinck & Co. (For Wedell, $500, for me $100)	600
Dec. 3—	G. Amsinck & Co. (For Herr von Wedell)	500
Dec. 8—	G. Amsinck & Co. (Journey money for Von Weidell)	200
Dec. 9—	G. Amsinck & Co. ($240 for Hurcede)	400
Dec. 17—	G. von Skal (Photographs War Int. Office & ...)	96.32
Dec. 18—	H. Tauscher (For Glaser, Bridgeport)	157.56
Dec. 22—	G. Amsinck & Co. (Frau von Wedell)	800
1915.		
Jan. 6—	G. Amsinck & Co. (For Oberwager)	$2,000
Jan. 9—	Deutscher Verein (Von Weidell's bill, Nov.)	28.05
Jan. 14—	G. Amsinck & Co. (Kaepferle $100)	200
Jan. 15—	G. Amsinck & Co. (For Schurz)	500
Jan. 18—	G. Amsinck & Co. (For Horn)	200
Feb. 17—	Max von Heezen (New Haven for dumdum number; Dumdum Unterstutzung)	19.10
Feb. 20—	German Consulate, New Orleans. (For Reinwold)	100
Mar. 1—	Mr. Albert (His salary)	120
Mar. 1—	H. F. Albert (Expenses to Franz Moreau)	60
Mar. 10—	Heinrich Ban (Room at New Orleans, Police reserves and salary for March)	100
Mar. 10—	Buro check	15,000
	Check to Albert	15,000
(Note—The sums apparently cancelling one another, it would seem as if Albert on this occasion received $15,000.)		
Mar. 22—	Carl L. Schurz (Lawyers bill for Schurz, Pratt, Oberwager)	$2,600.00
Mar. 27—	W. von Igel (For A. Kaltschmidt, Detroit)	1,000.00
Mar. 29—	Paul Koenig (Secret service draft bill)	509.10
Apr. 18—	Paul Koenig (Secret service bill)	80.94
Apr. 24—	Otto Mahlow (In Washington for me)	100.00
May 11—	Paul Koenig (Secret service)	66.71
May 11—	German Consulate, Seattle (For Schalenberg)	500.00
July 1—	Chevy Chase Club (Breakfast for Secretary Breckinridge and the Austrian Ambassador)	28.02
July 17—	G. Amsinck & Co. (For G. Kaltschmidt)	1,976.00
July 10—	German Consulate, New Orleans. (For support of (?) reservists)	10.00
July 10—	H. Tauscher. (Preleuthner's bill for "res picric acid")	88.00
July 16—	P. Koenig. Compensation for T. J. Busse)	150.00
July 16—	H. Tauscher. (For Stearns Co. "Automobile")	750.00
July 19—	Clifford C. Marye. (For production of the "Submarine" S. S.)	162.00
Aug. 4—	Paul Koenig. (Five bills in secret service)	118.62
Aug. 26—	Paul Koenig. (Various cases in secret service; 50 cents deducted):	
	Items	$126.12
	(For Embassy)	91.10
		6.20
		13.63
		10.69
		$247.74
Sept. 4—	Self. ("Permit (?) for B")	247.24
Sept. 8—	German Consulate-General (Journey money of Ohlhmer and Riedlegen)	1,000.00
Oct. 4—	Dr. A. W. Klessling. (Expenses on journey to Etna)	200.00
Oct. 11—	Paul Koenig. (Four bills secret service Sept.)	46.50
Oct. 11—	H. Tauscher. (Expenses Igel's accident, $130.36 and Preleuthner, $50.00)	186.47
Oct. 15—	Bearer. (G. Amsinck & Co. for Berg Fuse Factory, Zunderfabrik)	240.36
Oct. 21—	Bearer. (G. Amsinck, F. and R. Solpher)	600.00
Oct. 28—	J. E. Schroeder. (Journey money Wone ?)	1,000.00
		100.00

Careful study of the list of Von Papen's expenditures shows that Paul Koenig submitted in September last "four bills in secret service," the month that Koenig and three others went to Buffalo to develop the alleged plot to

Continued on Third Page.

For nourishing diet in grippe or sore throat use Horlick's Malted Milk. Avoid substitutes. —*Adv.*

NEW GERMAN WARPLANE FLIES 180 MILES AN HOUR

Two Hundred Horse-power Fokkers Are Proving Superior to Allied Aircraft—London Fears They Will Be Used to Raid City.

Special Cable Despatch to THE SUN.

LONDON, Jan. 19.—The performances of the new German Fokker aeroplane, to which the recent increase in German air successes is ascribed, is attracting great attention here.

In regard to the situation the *Daily Mail* prints the following:

"The finest flying men in the world—the British—are being outengined and outpowered by the deadly German Fokker battleplane. The French authorities believe that the latest type of Fokker machine, which is a monoplane, is fitted with a 200 horse-power, water cooled Mercedes engine. The machine is probably more powerful than even the latest French Nieuport or Morane. Its immense engine power gives it extraordinary speed and climbing capacity.

"The Germans well know the importance of this engine superiority. Witness the constant references in their communiqués from headquarters since December 16. These communiqués, unlike the wireless, rarely lie. They record the destruction in air fights of thirteen British and two French machines as against two Fokkers brought down by the French.

"The matter is one of the greatest importance not only at the front but here, for the Fokkers will doubtless come over to drop bombs."

One of the British correspondents at army headquarters in a despatch dated yesterday reports that the greatest feat of its kind on record is to be credited to one of the best known British airmen, who in the course of a single flight shot down two Fokkers and chased an Albatross and forced it to descend.

"How great the feat was," he telegraphs, "can be understood only by those who know the power of the Fokker. It is thought to be capable of 180 miles an hour and is equipped with a device whereby it is enabled to shoot directly in front, a great advantage in air fighting. The machine is also in some degree protected.

"Scarcely any Taubes are now used. The new birds of prey were first seen in force shortly after the last German gas attack, when several flew over the position that had been attacked and were greatly admired."

The Government, it is understood, will shortly be called upon to answer questions in the House of Commons as to whether the British aeroplanes now at the front can equal the efficiency of the Fokkers.

SHELL GRAFT CHARGES MADE AGAIN IN CANADA

Member of Parliament Accuses Old Committee of Getting Big Profits.

OTTAWA, Ont., Jan. 19.—Speaking in the House of Commons again to-day the Hon. William Pugsley dealt further with alleged graft in connection with shell contracts.

He said that while the Government knew extortionate prices were being charged it made no attempt to deal with the situation. He said most of the profits from overcharges went into the pockets of members of the old shell committee and their friends, and reiterated that Gen. Bertram, chairman of the committee, was the vice-president of a company that got enormous contracts.

Mr. Pugsley wanted to know why the Government had got rid of Gen. Bertram by giving him a knighthood.

He charged that the Government had promised D. A. Thomas, Lloyd George's envoy, that it would take over the big Grand Trunk Pacific shops near Winnipeg to make shells for the Allies at cost, but had broken their promise and leased the shops to a private company organized by a Conservative member of Parliament, which company was now manufacturing shells at extortionate prices. He did not name the member.

He did not blame the manufacturers, as excessive prices were fixed by the shell committee. He instanced the case of the Canada Cement Company tendering at a lower price and being refused a contract until Sir Robert Borden interfered on its behalf. He concluded by demanding a Parliamentary committee to investigate his charges.

There was no reply from the Government benches. Oliver Wilcox, Conservative, declared Mr. Pugsley was animated solely by political considerations.

Sir Thomas White, Minister of Finance, will reply for the Government to-morrow. It is understood the Government will refuse an investigation by Parliament on the ground that the charges are not sufficiently specific.

AGAINST NEW CANADIAN ARMY.

Senator Says Dominion Should Send No More Men or Money.

OTTAWA, Jan. 19.—Strong opposition to Canada sending more men and money to aid in the war was voiced in the Senate to-night by Senator Choquette of Quebec. Senator Choquette said that England was partly responsible for the war. He defended Henri Bourassa, the French Canadian leader, criticised the doctrine that when England is at war Canada is at war, and said that with the United States as a powerful and friendly neighbor Canada had no danger from Germany. He said that the most that could happen in the case of a German victory was the independence of Canada.

He concluded that he would oppose the increase in the Canadian army unless the Government had a mandate from the people.

SAYS SHE'S T. R.'S NIECE.

American Girl Held in London for Examination Into Sanity.

LONDON, Jan. 19.—A young woman from New York, who says her name is Miss Ethlyn Lalande and asserts she is a niece of Theodore Roosevelt, is detained here by the police for examination as to her sanity. It is said that if her relatives in America will send for her she will be sent home immediately without proceedings for commitment to an asylum being instituted. She came here on war relief work.

Is of New Orleans Family.

NEW ORLEANS, Jan. 19.—Miss Ethlyn Lalande is a member of one of the oldest and most prominent Creole families in New Orleans. She is a daughter of the late John Lalande, a wealthy cotton broker. There are three sisters. The eldest, Juanita, christened the battleship Louisiana and later went on the stage. Ethlyn and the third sister, Ruby, went to Paris to live several years ago.

FALL FROM FLYING BOAT.

Lady Auckland and Son in Florida Accident.

WEST PALM BEACH, Fla., Jan. 19.—The Hon. Frederick C. G. Eden and his mother, Lady Auckland of the Isle of Wight, fell with a Curtiss flying boat to-day into the ocean.

Lady Auckland, when rescued by her son, who swam ashore and got a boat, was slightly cut and bruised.

Eden had gone as far as Delray, a distance of fourteen miles, when he encountered a strong northeast wind and his engine began giving trouble. He was unable to control the aeroplane and it floundered into the sea.

MISHAP TO RYNDAM GROWS IN MYSTERY

None Allowed to Quit Liner, Now Grounded—No Night Lights Permitted.

LONDON, Jan. 19.—The Holland-America liner Ryndam, which came up the Thames yesterday down by the bow and listing badly, has grounded on a shoal about five miles below Gravesend. Great secrecy is preserved as to the accident which caused the death of three stokers and the injury of four more.

The passengers are kept on board by Government order, and the officers of the liner are not permitted to come ashore except to consult officials of the line. No lights are permitted on her deck at night. She will probably not be floated for several days. The passengers will be transferred to another vessel bound for Holland.

The American Consul has announced that after an investigation he is satisfied that none of the men killed in the accident was an American.

The first word of the Ryndam's accident came yesterday when the liner was reported off Southend, proceeding slowly under her own steam. No statement as to the nature of her accident was given out, but it was supposed to be a boiler explosion. There were rumors that she had hit a mine, and even that she had been attacked by a submarine, but they lacked confirmation.

FRANCE TO GROUP U. S. AIRMEN.

Plan Announced When Thaw, Cowdin and Prince Are Thanked.

Special Cable Despatch to THE SUN.

PARIS, Jan. 19.—William Thaw and Elliott C. Cowdin of New York and Norman Prince of Boston, who have just returned from an eight days leave at their homes in the United States, are spending a few days in Paris before returning to the front.

They have been presented to the Foreign Office and the Ministry of Aviation. At the latter office M. Besnard, under secretary in charge of aviation, thanked them warmly for their services to France. M. Besnard added that he intends to group all the American aviators in the French army, about twenty in number, in a special American squadron.

TEUTON ALLIES SEEK MONEY.

Vienna Conference to Discuss Needs of Turks and Bulgars.

LONDON, Jan. 19.—To meet certain financial problems the Finance Ministers of Germany, Austria-Hungary, Turkey and Bulgaria will meet in Vienna next week, according to reports received here.

It is said that the financial situation in Turkey is particularly grave. She has been in continual need of money, which has been lent her by Germany. Bulgaria is also supposed to be seeking financial assistance from the German Government.

The Exchange Telegraph Company's Amsterdam correspondent reports the purpose of the conference as "the discussion of the financial position of the Teutonic allies and the adoption of measures to meet certain contingencies."

GUARD SLAIN IN STRIKE RIOT.

Strikers Attack Police in East Chicago Battle.

CHICAGO, Jan. 19.—One man was killed and five were wounded in a battle between strike breakers, strikers, the police and armed guards employed by the Edward Valve and Manufacturing Company in East Chicago, Ind., this afternoon.

The trouble started when a party of strike breakers were met by guards detailed to escort them to the plant. Each party mistook the other for strikers and opened fire.

The strikers and police then became involved and nearly a hundred shots were exchanged.

To-night crowds of strikers and strike sympathizers, aroused over the wounding of three of their number, swarmed to the city hall and marched through the streets, while twenty-five special policemen and detectives were thrown out as a dragnet to round up the armed strike breakers who have hid themselves in the town.

Olaf H. Oleson, president of the Valve company, which has large contracts for manufacturing 4 inch shells for the Allies, said he would appeal personally to the Governor for better protection for his workmen.

Four of the company's guards, including the captain, and eleven strikers were arrested.

The man who was killed was John Meehan, a former Gary saloon keeper who was employed as a guard two weeks ago and had been promoted to chief.

SEABOARD FLORIDA LIMITED 2:16 P. M. De Luxe Compartment Car Train to Florida Quickest. Best. Seaboard Air Line Ry. 1184 B way —*Adv.*

BRITISH WILL RUSH ACTION ON BLOCKADE

Parliament to Take Matter Up at Once—Strong Stand Urged.

EXPECT U. S. PROTEST ON MAIL SEIZURES

Washington Likely to Join With the Other Neutral Nations Affected.

FEELING IN SWEDEN GROWS MORE BITTER

Press Hints at Advisability of Drastic Steps Being Taken.

Special Cable Despatch to THE SUN.

LONDON, Jan. 19.—It may be taken as certain that the question of repealing the Orders in Council and establishing by declaration an actual blockade of Germany and Austria is now under consideration.

The Government probably will give facilities for a debate in the House of Commons on the projected blockade of Germany and Austria before the prorogation of Parliament the first of next week. The declaration of the Government policy is anxiously awaited.

Seven Unionist members gave notice to-day of their intention to move the following resolution:

That this House has noted the volume of imports into neutral countries bordering on enemy territory of goods essential to the enemy for the prosecution of the war and urges the Government to enforce as effective a blockade as possible without interfering with the normal requirements of these neutral countries for internal consumption.

Admiralty Wants Free Hand.

The contention of the Foreign Office is that the limitation of imports to Germany is now effective. The Admiralty, on the other hand, would like to have a free hand to exercise its power. Control of the Baltic is undoubtedly the crux of the situation. Sweden is at present convoying steamships by warships, but this undoubtedly will shortly be regulated and the legality of the blockade established, not only by proclamation but by de facto interference.

The question of interference with the mails continues to occupy the attention of the American Embassy. While the report that the proposal has been advanced for a coalition of the United States, Holland, Sweden and the other Scandinavian countries to protest against the action of Great Britain in stopping the mails is untrue so far as the embassy here is concerned, it is believed here that there is a likelihood that such action might be taken by Washington.

The contention of the British Government so far in regard to the parcel post seems to be, so far as the correspondent of THE SUN is able to learn, well grounded, but the interference with first class mail matter is resented by all neutrals.

Mail Seizures Resented.

That England has a right to subject letters to municipal censorship is definitely disputed, and her blockade of the English straits, forcing neutral steamers within the territorial limit and then exercising the right of search, probably will form the basis of a strong protest.

It is suggested in certain quarters that the rise in freight rates may be possibly be due to the activities of Germany in the United States who chartered ships for periods of three years and then subchartered them to neutrals. There is a strong suspicion here that the extent of such transactions is enormous.

Reports from Stockholm and Copenhagen indicate that Swedish feeling against England is now running so high as to cause considerable anxiety in the Scandinavian countries. The controversies over the detention of mails and the seizure of provisions from the Swedish American liner Stockholm have particularly incited resentment, and King Gustav's speech from the throne at the opening of the Riksdag Monday has not helped to allay the general concern.

It is pointed out as significant that while delivering his warning against a usurpation of power by belligerents the King entirely omitted the customary references to the country's good relations with foreign Powers.

The *Politiken* of Copenhagen, according to the Exchange Telegraph correspondent there, states that the speech has created a great deal of uneasiness in Stockholm. He further adds a word of the strong protests to be heard there against England's action in the case of the Stockholm.

Swedish Press Bitter.

This action is also criticised rather bitterly by the Swedish newspapers, which assume the opinion that the seizure of the goods seized from the Swedish liner can hardly be regarded as anything like an adequate quid pro quo for the effect of the incident in relations between Great Britain and Sweden. Some of the papers even go so far as to say that such an incident is worse than an open rupture.

The *Social Demokraten* quotes Hjalmar Branting, the Socialist leader of the second Swedish Chamber, who has recently returned from a visit to the allied front in Flanders, as saying that in order to save Sweden from complications he prefers decisive action to delay, tardy rather than a day too late.

Several interpellations on foreign affairs are considered almost a certainty during the present session of Parliament in Stockholm.

The controversy over the detention of mails has become a deadlock. England is taking Swedish mail from every Scandinavian liner that is brought into Kirkwall, and Sweden in retaliation is holding a great quantity of English mail