AN EXCURSION INTO BOHEMIA.
What the term really means discussed after a visit to the haunts of the New York bohemians.
IN THE SUN TO-MORROW.

The Sun.

THE WEATHER FORECAST.
Cloudy, probably snow to-day; fair to-morrow.
Highest temperature yesterday, 26; lowest, 16.
Detailed weather, mail and marine reports on page 15.

VOL. LXXXIII.—NO. 158. ✦✦✦ NEW YORK, SATURDAY, FEBRUARY 5, 1916.—*Copyright, 1916, by the Sun Printing and Publishing Association.* PRICE TWO CENTS.

WAGE DEMANDS FAIR, TIME RIPE, MINERS ASSERT

United Workers Issue Reply to Statement of Anthracite Operators.

SAY THERE ARE NO BIG STORES OF COAL

Point to Invasions of Non-unionists and Increases in Living Costs.

Following the statement by the anthracite coal operators printed in yesterday morning's newspapers the United Mine Workers of America gave out a statement defending their new demands. At the same time the operators made it plain that their statement had been made simply to acquaint the public with the facts of the situation and was not a formal rejection of the demands of the miners. The statement of the mine workers is as follows:

"From all parts of the country, especially the great cities and distributing centres, come accounts of shortage of anthracite coal and of a consequent profitable market. It is only just that the miners should also have a share in the prosperity that their arduous and hazardous labor has made possible.

"Increases in the wages of miners in the anthracite regions have by no means kept pace with the rates in other industries. In the ten years following the award of the Anthracite Strike Commission, while the rates of wages of the anthracite miners remained practically stationary, the workers in other industries, including the miners in the bituminous fields, demanded and were granted wage increases, and the anthracite miners were forced to pay their share of the better wages for men of other crafts through the added costs of the commodities that formed the necessities of their living.

No Great Store on Hand.

"Reports indicate that there are no great stores of anthracite, but the miners' demands are not based upon the condition of the operators; they are fully justified by the necessities of the miners themselves.

"Their demand for direct recognition is the result of other experiences that have proved to them that even the rates ostensibly agreed upon often are elusive to the vanishing point under the present arrangement.

"The time is opportune, and fairness and justice demand that better wages and a comprehensive agreement should be granted the miners of the anthracite fields.

"The conferences of the miners and operators of the union fields are always eagerly watched by representatives of the non-union operators; they are very much interested in these conferences, especially so if they bid fair to end in a temporary disagreement.

"And they have every reason to be so interested. Large consumers of coal, operators of mills, factories, lighting and transportation industries must be assured of uninterrupted supplies of fuel or their industries must inevitably come to a halt. While the miners and operators of the union districts are seemingly hopelessly divided on questions of wages and working conditions, with the supposition that the miners will lay down their tools at the expiration of the contract period unless every detail of a new agreement has been determined upon, the non-union operators are busily at work feeding the fears of those who must depend upon their coal supply to keep their industries active, and are booking contracts that naturally belong to the union mines; also they have business acumen enough to make long time contracts a demand; one that is often conceded to by the panic stricken consumers.

Markets Often Invaded.

"And thus we often find when we finally reach our agreements that our markets have been invaded and at least in part lost for long periods.

"By the foregoing we do not mean to imply that union miners should forego any of their just demands, nor do we mean that they should not stand ready—as a last resort, however—to strike if necessary for the enforcement of such demands. We do mean to say, however, that suspensions of work while an agreement is still in the range of possibility have cost us more than we have gained thereby.

"We believe that among the operators to deal with the union there are some who, notwithstanding, we believe, consider it to their interest to delay settlement in the hope of boosting coal prices through fears of possible strikes or suspensions during the contract making period, while they fully intend ultimately to be parties to an equitable settlement. We believe that if the possibility of a suspension immediately upon the expiration of contracts, unless an agreement had been reached in the disputes, was made more distant it would have a tendency to bring earlier agreements.

"We cannot go behind facts and the facts are:

"That after each suspension because of differences, the solution of which is still possible, we have found that some of our business has gone to other fields, usually to non-union fields.

"That it is recognized as good policy on the part of non-union operators to attempt to delay agreements in the union districts.

"That there are still 350,000 coal miners outside of our organization.

"That periodical suspensions are too costly, both to the union miners and to the operators with whom they deal."

Conferences between the operators and representatives of the United Mine Workers of America will begin in this city on February 21 at the Hotel McAlpin. The present working agreement between the miners and the operators expires on April 1, but the miners have agreed not to strike pending negotiations for a new agreement.

Daily Service to Augusta—Atlantic Coast Line. Leave 9:15 A. M. Through Standard Sleeper Daily. Compartment Car Tues., Thurs., Sat. Dining Car Service. 1198 B'way.—*Adv.*

Wilson Now to Use Lash on Congress for Defence

President Believes the People Will Force Passage of Preparedness Bills—No Great Outburst Yet, Pacifists Aver.

CHIEF EXECUTIVE MAY TOUR THE SOUTH SOON

WASHINGTON, Feb. 4.—President Wilson returned to Washington to-day from his stumping tour determined to complete the job of forcing his defence programme through Congress.

The President's assertions that the country had been deceived as to the attitude of the middle West on defence does not mean that he is certain of success at this stage of the fight. It was said authoritatively to-day. If possible President Wilson may renew his appeal to the people of the country before the end of the month, invading other sections of the country where the opposition to him is said to be strongest.

It is certain that the President will remain in Washington long enough to canvass the effect of his campaign and learn the outcome of the Lusitania controversy with Germany.

Leaders of all political factions agree that if a sudden crisis with Germany should be forced practically all obstacles will be removed from the path of the preparedness programme.

The President's friends realize that sufficient time has not elapsed since the deliverance of his messages to the country for the full influence of his campaign to be manifested in Congress. There was no surprise among Administration officials to-day on the President's return when they found that no important changes are noticeable yet in the defence lineup among the Democrats in Congress.

Voters Not Yet Aroused.

Many of the anti-preparedness Congressmen, including some from the territory where the President has been speaking, insist that they have not yet received any considerable number of letters or telegrams, or seen any other evidence of any decided change in the sentiment on the part of their constituents.

Most of these Congressmen frankly admitted they had expected and do expect some communications of this kind.

Few of the Congressmen who are opposed to the President attempt to minimize the force of his appeal to the country or to deny that the strength of his recommendations to Congress has been increased by the trip. The most conspicuous opponents of the programme, however, reiterated to-day their determination to stand steadfast in their opposition.

Especially were leaders of the opposition confident that the President will be unable to force acceptance of his continental army plan. The statement that fifty Democratic votes could be secured for the plan in the House made by one of the anti-preparedness leaders the day before the President took the stump was repeated to-day with almost equal confidence.

The opinion was expressed that even if the President should go into the South to argue his case, he will not succeed in overcoming the prejudice against the plan.

Willing to Aid Militia.

The anti-preparedness leaders are willing to work out some compromise with the Administration, however, based on a plan for strengthening the National Guard. They say measures can be formulated which will not only insure the recruiting of the National Guard to the strength of 500,000 men demanded by the President for the country's first line of defence, but the militia can be so trained and organized as to bring it not only within the spirit but the letter of the President's idea of a citizenry trained in arms, which he described in every one of his important stump speeches. There is no likelihood now of a compromise by the President along these lines.

The suggestions of possible compromise on the national defence programme are regarded by many as real evidences of a weakening by the opposition and one interpreted by the Administration as the most encouraging signs of the effect of the President's speeches.

Representative Hensley of Missouri said to-day there had been no demand from his constituents for adoption of the preparedness programme in response to the President's addresses. He admitted that letters of that character would be likely to appear later.

"It is still too early, Representatives say, to have communications from the middle West and Northwest on the subject.

Representative Mann, minority leader, one of the champions of the preparedness cause, did not count much on the effect of the President's speeches to turn the tide of popular opinion in favor of it.

It was evident, however, he added, that the public was awakening to the necessity for the adoption of defence measures.

Representative Saunders of Virginia, another pacifist, held that the President had not stated in his speeches that any emergencies had arisen calling for the adoption of his preparedness policy.

"So far as the President's statement that we should have the greatest navy in the world is concerned," said Mr. Saunders, "it will result in the abandonment of the $1,000,000,000 defence programme and the substitution of a $2,000,000,000 programme. Heretofore all the experts before our committee while mentioning England as a possible antagonist have insisted there is no occasion to develop a navy comparable to that of the United Kingdom.

"Why should our navy, therefore, be placed on a standing with that of Great Britain? The President's latest utterances on this subject, in my judgment, represent a decided advance over anything yet attempted in reference to the preparedness programme."

A letter from Judson Harmon in support of preparedness was read in the House to-day by Representative Allen of Ohio, to whom it was addressed.

"I hope," said Mr. Harmon, "the opposition to preparedness is subsiding. The more I think of it the more indignant I become that anybody with pretensions to the rank of patriot should oppose the President's policies in this respect."

SEE GAIN FOR WILSON.

St. Louis Newspapers Praise President for Plain Talk.

ST. LOUIS, Feb. 4.—The comment of the morning newspapers on President Wilson's speeches here yesterday follows:

Globe-Democrat: "We are glad too that the President has taken this swing around the circle in the central West and has adopted the tone most likely to appeal to this people. That he has accomplished good for the cause we have no doubt. The chief opposition to it here and throughout the country comes from within his own party, and although he has addressed his appeal and his argument to the whole public it is the Democrats he has hoped to influence."

Post-Dispatch: "The President had a message for the country and has delivered it. Whatever other success is imputed to the trip, he at least has shifted from himself accountability for any unpleasant consequences flowing from a disregard of the safety first precautions he so solemnly enjoins."

The *Star:* "That President Wilson has won over the forces of opposition to national preparation for defence among the people cannot be questioned. If he has not in this way also won against the forces of opposition in Congress, then the voice of the people does not rule in Washington. But if it does not now, it will. Whatever party is responsible for a continuation of national weakness, if it should continue, will be repudiated by the people next November."

The *Republic:* "In his eyes the mere mechanics of the thing—the forms of organization, the conditions of training—yield in importance. The essential thing is the idea. American fighting efficiency from the very first has depended on the correlation of spiritual forces. It has resulted from the transformation of a peculiar and passionate devotion to a certain ideal of liberty and a certain intense preoccupation with the creative works of peace into the forces that train armies and win battles. Woodrow Wilson is clothing the most potent idea in American history in the new garments of a new day."

OHIO JOLT FOR WILSON.

He May Be Forced to Declare Himself as a Candidate.

COLUMBUS, Ohio, Feb. 4.—Action by Secretary of State Hildebrandt to-day may result in President Wilson being forced to declare himself as to his candidacy for reelection.

Hildebrandt ruled that unless candidates for delegate to the national Democratic convention name a first and second choice for President and unless the persons so named file with him written acceptances of such candidacy the names of delegates will be barred from the primary ballot in August. Candidates for President have until February 15 to file acceptances.

Democratic leaders had hoped Hildebrandt would so construe the law that President Wilson would be relieved of the embarrassment of making an open announcement of his candidacy. As Ohio Democrats apparently are a unit in favor of Mr. Wilson for reelection his failure to file an acceptance would result either in an effort to provide "dummy" candidates for President or else the selection of national delegates at the State convention, thus ignoring the primary law.

HUBER'S CASINO BURNS.

Pastime A. C. Also Destroyed—35 Trotting Horses Saved.

Huber's Casino, at Jerome avenue and 162d street, McComb's Dam Park, The Bronx, burned to the ground about 3 o'clock this morning.

The clubhouse of the Pastime Athletic Club, opposite the Pastime track and the Concourse Stables, in which were thirty-five thoroughbred trotting horses, were also burned. The horses were taken out by Police Sergeant Dender. The total loss was estimated at $10,000.

SCOTTI IN PNEUMONIA PERIL.

Metropolitan Barytone Ill and Doctor Fears Serious Complications.

Antonio Scotti, the Metropolitan's chief barytone, is threatened with pneumonia. He is confined to his apartments at the Hotel Knickerbocker under the care of Dr. Holbrook Curtis. It was said last night that Mr. Scotti was seriously ill and that every effort was being made to prevent complications.

For several weeks the singer has been absent from operas in which he was scheduled to appear and his place has been taken by Giuseppe De Luca. His present illness follows an attack of the grip, which he contracted while the epidemic was at its height not long ago in all parts of the city.

GEORGE M. REYNOLDS DYING.

Chicago Banker Stricken With Grip in Los Angeles.

LOS ANGELES, Feb. 4.—George M. Reynolds, president of the Continental, Commercial and National Bank, Chicago, is dying at his apartments in the Hotel Alexandria, according to an announcement made to-night by the attending physician.

So serious is Mr. Reynolds's condition that Mrs. Reynolds started from Chicago at 8 o'clock to-night on a special train.

Mr. Reynolds, who came to Los Angeles several days ago for a prolonged stay, was stricken last night with grip. This was followed by an attack of bronchitis. Later he suffered greatly with asthma and is not expected to survive the night.

BRANDEIS CASE UP TO-DAY.

Senate Committee to Consider Public Hearings.

WASHINGTON, Feb. 4.—The Senate sub-committee on judiciary will meet tomorrow at 11 o'clock to consider the nomination of Louis D. Brandeis for Associate Justice of the Supreme Court of the United States. One question to be decided is whether the hearings shall be open to the public. Many communications have come to the committee, scarcely half of which have yet been read.

It was learned to-day that several lawyers in New York have evinced a willingness to appear before the committee and give evidence on the case if subpoenaed, but they appear unwilling to volunteer testimony. The names were not given out. Senator Lodge received the information.

APPAM CAPTOR ONE OF 9 NEW RAIDERS

Others to Try to Slip by British Fleet, Say Germans.

380 "CAPTIVES" HERE

Mrs. F. C. Fuller Tells Startling Story of Menace to English Ships.

Three hundred and eighty former prisoners on the captured British liner Appam arrived in New York from Norfolk last night on the Old Dominion steamship Jefferson. Earlier in the day the English officials, including Sir Edward Merewether, came in by train. Many will sail for England Monday on the Noordam.

Two mysterious commerce raiders, one of which sank seven merchantmen and captured the Appam, ran the British blockade and are now at large on the high seas, is the report Mrs. Francis C. Fuller says German seamen told her on the way to the American port.

Nine new raiders in all have been built and the others are awaiting a chance to slip past the English fleet and start on a career of depredations on the Atlantic, she adds.

Details of a plot to seize Lieut. Berg and recapture the Appam was brought by a number of the freed voyagers—only the threat of the commander to sink the liner deterred them.

Despite Great Britain's demand for the release of the liner the State Department is inclined to permit Lieut. Berg to retain possession while the ship is interned as a prize of war.

At Newport News the German commander and forty-three men remain on board and the Lieutenant declares he will not give up the "fairly captured" steamship.

CAPTIVES SAW PONGA ON PLATES OF VESSEL

Merry Band of Ex-Prisoners of War Eager to Sail.

Two German commerce raiders—the mysterious converted freighter which sank seven British merchantmen and captured the big liner Appam and another of similar type—broke through the British blockade in the North Sea and escaped to harry British trade on the Atlantic.

This statement was made by Mrs. Francis C. Fuller, wife of the Commissioner-General of Ashanti, who, with her husband, was among the 380 persons released from the Appam at Norfolk and brought to this city last night by the old Dominion steamship Jefferson. Mrs. Fuller had the story from German seamen who were members of the prize crew under Lieut. Hans Berg, who brought the Appam to Norfolk.

"They told me," said Mrs. Fuller, "that nine commerce destroyers have been equipped at Kiel by the German naval authorities and that two of these have slipped through the British lines and are now searching the steamship lanes for British prizes. They boasted that the others would soon be able to find a way to the Atlantic, because the Germans knew of tricks to fool the blockaders."

Left Base on New Year's.

Mrs. Fuller said that several German seamen of the Appam prize crew gave identically the same information to English sailors with whom they became friendly, adding that the raider which, as is known, destroyed seven ships and captured one left her German base on New Year's Day.

Several of the Englishmen and English women who arrived here last night on the Jefferson told rather startling stories of the tense days which followed the capture of the Appam on January 15. M. C. Watson, on his way from Sierra Leone to London and who volunteered to act as third officer of the Appam because of a shortage of regular officers, declared that a plot to recapture the ship actually was formed and that the details of the plan to overpower the German prize crew were well worked out.

"We met secretly, under the noses of the German guards, and rigged up a scheme to throttle the thirty-five German guards," said Watson, "but for a reason which I am not at liberty to give the plot couldn't be carried out."

"Do you mean that there was a leak?" he was asked.

"I must not say," he replied. "But I am preparing a report which I shall hand to the British Consul-General here."

Plot to Seize Captors.

Alfred Osborne of Plymouth, a Gold Coast miner, who had made a stake and was on his way to England to enjoy it, corroborated Mr. Watson.

"We were all ready to jump the beggars," said Osborne, "and I believe we could have succeeded in recouquering the ship, but the chance that the Germans would have time enough to touch off the bombs with which they had mined the Appam was the thing that paralyzed us. After a good deal of talk we decided to take our medicine, fearing otherwise that Berg would blow the ship to pieces and kill the women and children, with the rest of us. That's the fact of the business."

There was no doubt at all, according to Mrs. Fuller and other women who talked to Lieut. Berg, that he would have blown up the Appam if a mutiny too big for his small crew to handle had developed or if a British cruiser had hove in sight.

"He told me so flatly," asserted Mrs. Fuller. "I said to him one day, partly in jest, 'Captain, what would you do if one of his Majesty's cruisers sighted us?'

"'Madam,' he replied, 'I tell you frankly that if one of your warships sights us I would first warn its commander that we have aboard 536 Englishmen and Englishwomen and that we desired to proceed without molestation. If he paid no heed and insisted on surrender I would blow up the ship. I shall never surrender this prize!'

"And I believe he meant every word of it," added Mrs. Fuller. "Many of us had been literally praying for a glimpse of a British warship. But after that we

Continued on Third Page.

WOODFIELD'S GUN HELD U BOAT OFF

Although Hopelessly Outranged British Fought for Three Hours.

CAPTAIN TELLS STORY

Says That He Hoped to Reach Gibraltar, but Had to Abandon Ship.

Special Cable Despatch to THE SUN.

LONDON, Feb. 4.—Capt. Hughes of the British steamer Woodfield, which made a game three hours fight against a German submarine in the Mediterranean Sea before it finally surrendered with eight killed and fourteen wounded, was seen by the correspondent of THE SUN at Plymouth to-day and told the story of his fight.

The struggle was not a hand to hand one on the decks of the steamer, as first reported by some of the survivors of the crew, but a running fight, in which the single gun of the Woodfield was hopelessly outranged, carried on while the Woodfield was making a desperate attempt to reach Gibraltar.

The Woodfield was voyaging from Avonmouth to the Levant under sealed orders. She carried an army service corps besides her crew and a Government cargo. The steamer was sunk forty miles east of Gibraltar.

Submarine Finds Range.

"About 7 in the morning," said the captain, who was himself wounded in the fight, "a German submarine appeared, powerfully armed and not showing any number. She opened fire. Her first shot fell short. Her second went over us. Then she found the range, and a succession of shells struck us. Our gun was manned, but it was entirely outranged, and the submarine kept clear, although if she had come nearer we could have sunk her.

"This unequal fight continued for three hours, the submarine all the time keeping out of range, while we tried to make Gibraltar. We found it impossible to maintain full speed, as the Arab firemen quit the stokehold and rushed to the decks, adding to the difficulties.

"After three hours I realized that escape was hopeless. Already eight were killed and fourteen wounded, seven of the dead and eight of the injured being soldiers. Once in the struggle too the British ensign had been shot away. It was quickly replaced by the sailors.

"When I found that the shells had made a number of bad holes in the ship and she was sinking fast I ordered the boats to be lowered. All the survivors got away in four boats, with the exception of two gunners and myself. We left the Woodfield last on a small raft. Finding that this would not support us and one gunner being badly wounded, I jumped off to swim to one of the lifeboats. It was then for the first time that I felt my wounds.

Pirates Capture Survivors.

"Once we got away the submarine rapidly closed in on the Woodfield and torpedoed and sunk her. She went down about 10 in the morning. Fourteen hours later the captain's and third mate's boats reached Penon de la Gomera off the Moroccan coast. Another boat reached Alhucemas and the other, containing nine soldiers and three sailors, was captured by Moorish pirates.

"The sailors escaped by a French fishing boat and reached Oran. The seamen there were much surprised to hear them say 'Parlez-vous,' which was the only French they knew. The soldiers were ransomed later at a thousand dollars each. Others of the crew were interned at Malaga and escaped by stowing away in the steamer Eastland."

Penon de la Gomera is 100 miles southeast of Gibraltar. Alhucemas, another island off the Moroccan coast, is thirty miles further to the east, and Oran, which next to Algiers is the principal seaport of Algeria, is 200 miles to the east.

U BOAT HAD 2 FLAGS.

Ready to Fly Either German or Austrian Colors, British Say.

LONDON, Feb. 4.—A British official statement was issued to-day telling of the use of two flags, the German and Austrian, by a submarine which attacked the British steamship Commodore in the Mediterranean. The report draws the conclusion from the incident that the submarine had the two flags ready to fly either according to the nationality of the ship attacked.

The statement says:

"The master of the Harrison Line steamship Commodore, sunk by an enemy submarine in the Mediterranean on December 2, interviewed by naval authorities, states:

"The ship was fired on without any colors being shown by the submarine, and after the ship was abandoned the submarine approached the boats with two flags rolled up at the flagstaff and inquired if the ship was British. Being answered in the affirmative, they unrolled one of the flags, which was the German ensign."

GEN. HAIG TO SEE KING ALBERT

He and Earl Curzon Sent by Britain on Mission to Belgian Ruler.

Special Cable Despatch to THE SUN.

LONDON, Feb. 4.—The official press bureau announced to-night that Earl Curzon and Gen. Sir Douglas Haig have been deputed by the Government to proceed on a special mission to the King of the Belgians.

Lord Curzon already has left England on the mission.

It was reported a few days ago that Germany had offered separate peace to Belgium, with the restoration of that country's independent sovereignty, provided the Belgian Government would observe neutrality, thus ranging Belgium on the side of Germany should the Allies seek to invade the latter through Belgium.

The suggestion is made that the mission of the Lord Privy Seal and the British commander on the western front may have to do with the presentation to King Albert of the British views on the reported proposal.

Western North Carolina—"The Land of the Sky." Reached in through sleeping cars New York to Asheville via SOUTHERN RAILWAY. Delightful climate. Elegant hotels. N. Y. Office, 264 Fifth Ave.—*Adv.*

Zeppelin L-19 Missing, German Admiralty Admits

Berlin Has No Word of Raider Reported Lost in the North Sea—Captain of Ship That Sighted Aircraft Says He Feared to Take Crew Aboard.

MEN BEGGED FOR MERCY AS AIRSHIP SANK

Special Cable Despatch to THE SUN.

LONDON, Feb. 4.—An Amsterdam despatch giving the text of an official statement issued by the German Admiralty to-night to the effect that the Zeppelin cruiser L-19 failed to return from a reconnoitring flight tends to confirm yesterday's report that the Zeppelin which a British trawler had seen in a sinking condition in the North Sea on Tuesday was lost together with its occupants. The Berlin statement was as follows:

"The Minister of Marine announces that the airship L-19 has not returned from a reconnoitring flight. Inquiries have been made, but without result.

"The L-19 is supposed to be the same airship which sank the collier Franz Fisher and was fired at by the Dutch coast guard on the island of Ameland on Wednesday. Despatches from London say that British warcraft made a thorough search for the Zeppelin in the region where it was seen last, but could find no trace of it.

"Nothing further has been learned about the L-19. It is assumed that the airship was sunk in a gale which raised a big sea yesterday and which, it is believed, would have made it impossible to tow the Zeppelin into harbor, even if the Germans had found it.

Capt. Martin's Story.

Capt. Martin of the trawler King Stephen, who, according to his own report yesterday, refused to rescue the Zeppelin's crew for fear they would later overpower him and his men, told the following story to-day:

"We left Grimsby on January 29 for a ten days fishing cruise. I had on board a crew of nine men. My trawler carried no guns or other weapons. At dawn on February 2 we had seventy or eighty boxes of fish and our trawls down.

"It was a beautiful morning. We were sailing at the rate of fifteen miles an hour. There was no wind and the sea was table smooth. Suddenly we saw what looked like a white cloud away off. We knew it could not be a cloud in such weather.

"We hauled up our gear and put on full steam to see whether the thing might be wreckage worth towing into port. As we got nearer we saw it was a Zeppelin. I could not mistake her. I had seen too many Zeppelins to have any doubt. Only about 120 feet of the airship's forepart was showing, rising about forty feet out of the water.

Offer Reward for Rescue.

"We could see about fifteen men on top of the hamper. Some of their hands and knees were slithering about. Anyhow, there were others in the ring, with their heads sticking through the compartmentway and arms clinging to the side of it. They looked as if they had come from the north pole. They wore fur jackets and caps.

"I shouted, 'What is the matter?'

"'Send us a boat, and I'll give you five pounds,' came the answer from one of the men on the Zeppelin. Saying so, he took off his coat and showed his brass buttons.

"I knew at once he was a naval officer, the captain of the airship. He looked like our own naval officers, was a youngish fellow, perhaps 30 years old, with a thinnish and weathered face and a way of ordering men about.

"When one or two of his crew who spoke English tried to butt in he shut them up pretty smart. He was a gentleman and behaved as one. He was polite and spoke good English. I could hear hammering in the Zeppelin. By and by other heads cropped up until there were about thirty altogether.

"I thought a bit and then said:

"'Well, if there wasn't so many of you I would take you off, but there's too many!'

Germans Argue for Lives.

"The officer straightened himself and said: 'There is nothing in that.'

"I thought again and said:

"'But supposing we take you and you sling us overboard and navigate the trawler to Germany? That would be another decoration for you, but it won't be much for us!'

"He said: 'I pledge you my word that we will not do anything of the kind.'

"He took a dying oath that he would not interfere with us and that I could have plenty of money if I saved them. Well, I took another thought. 'They are thirty,' I said to myself, 'and we are nine; they are armed and we are not. We haven't got as much as a pistol on board.'

"I would not take the risk. If there had been another ship standing by I could have taken a chance, but there was nothing in sight. Besides I remembered what the Germans have done and what they might do again. I could see three iron crosses painted on the Zeppelin, two on one side and one underneath its wooden nose, which was tilted up.

Wouldn't Trust Germans.

"I supposed that these crosses were given them for some daring deeds and I did not want me and my crew to be part of the fourth.

"So I steamed away from the Zeppelin about 9:30 o'clock. The captain said: 'We are sinking now. Look here.'

"I said as the last word, 'You will come here and take charge of me?'

"'No,' he said, and pledged his word again. We drew away. Some of the German crew at first shouted 'Mercy! Mercy! Save us!' And then they shook their fists at us.

"I saw there was no use. I would have done it except for the reason I have told you. I went away to find a gunboat or a patrol vessel that was better provided than we were for looking after an enemy crew.

"In peace time, of course, I would have had all the Germans aboard in two ticks."

A member of the King Stephen's crew, confirming Capt. Martin's story, added the following:

"We cruised round and round the wreck for a while. The skipper asked us what we thought best. We all said, 'Let's get away. If they come aboard they'll slaughter us.' So we went, and then a wind got up."

RAID DAMAGE HEAVY.

Germans Say Anti-Aircraft Guns Hit English Onlookers.

BERLIN, via London, Feb. 4.—A semi-official statement issued by the Berlin Overseas News Agency this afternoon gave what purports to be a more or less detailed account of the damage caused by the Zeppelin squadron which last Monday night raided six counties of England. It is asserted that important military damage was caused, reports concerning which, the agency adds, are concealed by the British authorities. The report is based upon information which reached Berlin through Amsterdam, and says that the raid caused a panic among the people of Manchester, Nottingham and Sheffield, adding that the population of these important industrial centres had ignored the official warnings in the belief that the raiders could not penetrate that far.

The statement says, in part:

"An incendiary bomb dropped into an ammunition factory in Nottingham created a panic and caused the work to be stopped. Two sheds used for military purposes were burned down in Sheffield.

"The anti-aircraft batteries on the Humber caused extensive damage and many persons were injured, shells dropping on groups of workingmen who were watching the Zeppelins.

"The worst damage was done on the Humber. At all places where bombs were dropped the public was not admitted, and all reports regarding the damage done were forbidden circulation."

DENY GERMAN REPORT.

British Say Air Raiders Did Little Damage to Munition Works.

Special Cable Despatch to THE SUN.

LONDON, Feb. 4.—In reply to the German Admiralty's statement that last Monday's air raid caused damage among the industrial and commercial establishments the War Office to-night issued the following statement:

Serious damage was done to three breweries, three railway sheds, one engine shed, one tube factory, one lamp factory and one blacksmith shop. Minor damage, such as shattering of doors and glass, occurred in a munition factory in iron works at two places, in a cane factory, a harness factory, a railway, a grain shed, a colliery and some pumping stations.

No docks, granaries, munition factories or industrial establishments of any sort other than those mentioned were damaged. Fifteen workingmen's houses were demolished, a large number of small shops and dwelling houses were injured, some seriously and many slightly.

The latest casualty returns are:

Killed—26 men, 26 women, 7 children.

Injured—48 men, 46 women and 7 children.

It is not proposed in the future to issue any details of this character, as it is not advisable to inform the enemy of the results of air attacks. On the occasion of this raid, when the largest number of airships so far employed participated in the attack, this statement is given in order to show how unfounded is the claim that the economic life of Great Britain or its military preparations can appreciably be affected by the promiscuous dropping of bombs from airships wandering over the country in the dark.

In a total of twenty-nine raids, great and small, 133 men, of whom seventeen were soldiers, and ninety women and forty-three children, have been killed, but when it is remembered that with the Lusitania alone 1,198 persons were drowned, the Zeppelins as a means of murdering innocent civilians must be comparatively disappointing to their promoters.

Lord Charles Beresford, former First Lord of the Admiralty, has come out in favor of three British air raids on Germany for every German raid here.

Viscount Bryce in a speech at Bedford to-day deprecated reprisals.

"There is no reason to think," he said, "that our recourse to any inhuman practices shocking to philosophy and morality which the enemy has adopted would in the slightest affect him or in any way promote our military success.

"We should not gain, but should certainly lose, because nothing has won us more approval and sympathy and all that is best from neutral nations than the fact that we have championed the cause of humanity and justice."

TEUTON PRESS JOYFUL.

Zeppelins' Raids Called Masterpiece of German Genius.

Special Cable Despatch to THE SUN.

LONDON, Feb. 4.—German newspapers of February 2 which reached England to-day are marked by triumphant headlines and stories commenting on the recent Zeppelin raids. The *Koelnische Zeitung* says:

"German airships flew over Paris, Manchester, Liverpool and Salonica, all within seventy-two hours. What else could so graphically illustrate the colossal ramifications of the wild war or more triumphantly illuminate the enormous military strength revealed by Germany?

"If the French, who are not altogether without reason, and who have always been so proud of their flying achievements, could do nothing against the airships, the English were almost entirely powerless against this masterpiece of German inventive genius and technique. There is no real protection against attacks by airships."

To Reward Zeppelin Destroyers.

PARIS, Feb. 4.—The French newspapers have announced an offer of 25,000 francs ($5,000) to any aviator who brings down a Zeppelin within the French lines. An offer of 10,000 francs ($2,000) has been made for any gunner in an anti-aircraft battery who accomplishes the same result with shells.

Mardi Gras—New Orleans. March 2 to 7th. SOUTHERN RAILWAY office, 264 Fifth Ave., will furnish information about schedules, fares, etc.—*Adv.*

GERMAN REPLY 'A WORD SHORT' OF SURRENDER

It Does Not Quite Meet the American Demands, but Makes Concessions.

LUSITANIA SINKING STILL HELD LEGAL

No German Synonym for "Disavowal" Complicates the Situation.

REAL DANGER LIES IN THE VIEWPOINTS

Berlin Insists Language to Be Used Must Not Be Humiliating.

WASHINGTON, Feb. 4.—Germany's answer to the demands of the United States for a settlement of the Lusitania controversy was presented this afternoon to Secretary Lansing by Count von Bernstorff, the German Ambassador.

The reply falls short of the demands. It does not contain the exact form of disavowal called for by the United States. It does not in words acknowledge that the attack on the Lusitania was illegal.

But the reply does contain important concessions and comes nearer to meeting the demands of this Government than any other communication from Germany.

Whether these new concessions are sufficient to bring about an amicable settlement or whether the United States will feel obliged to make a final demand with a direct threat of break off diplomatic relations remains to be decided by the President.

State Department authorities decline to assume responsibility for expressing an opinion beyond the assumption that to-day's conference between Secretary Lansing and Ambassador von Bernstorff had not made the situation any graver than it has been.

German Confidence Stronger.

At the German Embassy, on the other hand, confidence was stronger than ever that the Lusitania case would be settled without any diplomatic break.

The common sense view taken in Washington generally was that the two Governments, having come to a point where they were debating the meaning of a word or two and with Germany having gradually made one concession after another, would not now let the situation go to the extent of an actual diplomatic rupture, that there would be at least further discussion.

The issue between the United States and Germany has resolved itself concretely into the question whether or not a reprisal is illegal, Germany contending that it is not and Secretary Lansing asserting that it is. The belief expressed in many quarters here tonight is that Germany has proposed that this question be submitted to arbitration. The United States up to this time has refused to arbitrate any phase of the Lusitania case, insisting that it involves national honor.

The decision of the Administration in regard to the German reply will be reached certainly by next Tuesday and probably before. On Tuesday morning the Cabinet will meet and discuss the matter, but it is probable that the President will have made up his mind before then.

Meantime officials of the State Department are merely marking time and saying that the situation is unchanged from what it was several days ago when it was described as critical.

The German memorandum was laid before the Secretary by the Ambassador at 4 o'clock in the afternoon. The interview lasted just fifteen minutes. Both the Secretary and the Ambassador were noncommittal following the conference. It is understood, however, that Mr. Lansing told the Ambassador after reading the memorandum that he would like four and perhaps five days to analyze its contents, and that he indicated that he would have to confer with the President.

A Significant Feature.

It is regarded as significant in official quarters that the informal negotiations have not been terminated. In German Embassy quarters it was asserted tonight that all danger of a break in diplomatic relations has passed. Though it is admitted that the memorandum may not have gone to the full extent demanded by the United States, the additional concessions made are of such a character, it was intimated, as to make it difficult for the United States to reject them.

These concessions relate to the language to be employed by Germany in meeting the demand for a disavowal. Germany does not consent to admit that the attack on the Lusitania was illegal. Nor does the word "disavowal" occur.

In the German language, the Ambassador has explained to Mr. Lansing, there is no word which corresponds in meaning with "disavowal." The French word "désavouer," which has been adopted by the Germans and approaches nearest to the English word, does not exactly correspond in meaning.

The use of the French term, the Ambassador has explained to the Secretary, would imply that the submarine commander acted contrary to his orders, which he did not do, whereas what the United States wishes Germany to do is to disavow the act as illegal.

Nor, Germany still insists, can she admit that the attack itself, a matter of reprisal against Great Britain, was illegal for the reason she insists that international law recognizes reprisals as legal. Mr. Lansing, however, has taken the stand that international law holds reprisals to be illegal but liable to justification.

The memorandum received does not