

ENGLISH SAYS SHIPS ARM FOR DEFENCE ALONE

Publishes Its Orders, Dated Oct. 20, 1915, Forbidding All Offensive.

DECLARES GERMANY INDORSED THIS RULE

Special Cable Despatch to The Sun. LONDON, March 2.—The instructions governing the actions of British merchantmen armed for defence were given out by the Admiralty through the Press Bureau to-night. The Press Bureau states that the publication is made "in view of the German memorandum on the treatment of armed merchantmen."

The instructions are dated October 20, 1915, and state that: "1. The right of the crew of a merchant vessel to forcibly resist an attack by night in self-defence is well recognized in international law and expressly admitted by the German prize regulations in an addendum issued in June, 1915, at a time when it was known that numerous merchant vessels were being armed for self-defence."

"2. Armament is supplied solely for the purpose of resisting attack by an armed enemy vessel, and is not to be used for any other purpose whatsoever. "3. An armed merchant vessel, therefore, must not in any circumstances interfere with or obstruct the free passage of any other merchant vessel or fishing craft, whether these are friendly, neutral or hostile."

"4. The status of a British armed merchant vessel cannot be changed upon the high seas. "5. Rules to be observed in the exercise of the right of self-defence: "6. The master of a vessel in command is responsible for opening and ceasing fire."

"7. Participation in armed resistance must be confined to persons acting under the orders of the master or the officer in command. "8. Before opening fire the British colors must be hoisted. "9. Fire must not be opened or continued from a vessel which has stopped, hauled down her flag or otherwise indicated her intention to surrender."

"10. The expression 'armed enemy vessel' includes not only cannon, but also rifles and machine guns in cases where these have been supplied. "11. The ammunition used in rifles and machine guns must conform to Article 23, Hague Convention, June 17, 1907; that is, bullets must be cased in nickel or other hard substance and must not be split or cut in section, and must not be expanded or set up on striking a man. The use of explosive bullets is forbidden."

"12. Circumstances under which armament should be employed: "13. The armament is supplied for the purpose of defence only. The object of the master should be to avoid action, whenever possible, with an armed enemy vessel. "14. Experience has shown that hostile submarines and aircraft have frequently attacked merchant vessels without warning. It is important, therefore, that in order to be allowed to approach to short range, at which a torpedo or bomb launched without notice would almost certainly be effective, British merchant vessels and aircraft have orders not to approach merchant vessels. Consequently it may be presumed that any submarine or aircraft which deliberately approaches a merchant vessel with a view to attacking it is hostile in intention. In such cases fire may be opened in self-defence in order to prevent the hostile craft from closing to a range at which a torpedo or bomb attack with bomb or torpedo would be impossible."

"15. An armed merchant vessel proceeding to render assistance to the crew of a vessel in distress must not take any action with any hostile craft, though if herself is attacked while doing so fire may be opened in self-defence. "16. Flag Not a Sure Guide. "17. It should be remembered that the use of neutral colors by a merchant vessel, a submarine and armed merchant vessels have frequently employed the British, allied or neutral colors to approach undetected. Though the use of such colors is a legitimate ruse de guerre, its adoption by defensively armed merchant ships may easily lead to misunderstanding. "18. It is, therefore, recommended to adopt any form of disguise which might cause them to be mistaken for neutral ships."

"19. Admiralty comment: "These instructions, which are those at present in force, are the latest issue. Successive issues have been made, not by reason of a change in policy, but by reason of the interpretation given by the German Government to portions, which they have taken to be of a hostile character, in the instructions. "20. It is because of the distorted interpretation given these instructions as a consequence of the German Government to portions, which they have taken to be of a hostile character, in the instructions, that any of them came within the classification of armed merchantmen, against which the revised sea warfare is to be aimed. In the opinion of many well informed persons, the German decree was aimed largely at deterring citizens of neutral countries, particularly Americans, from embarking on British vessels."

The Admiralty announced to-day that British steamships and six sailing vessels, with a total tonnage of 26,924 tons, have been sunk by enemy war-

GERMAN'S CUT NEW DRIVE AT VERDUN

Continued from First Page. reports of our observers two fires were started, several trains caught fire and a locomotive exploded. In upper Alsace there was great artillery activity on both sides in the sector of Seppois. Last night one of our bombing squadrons dropped forty-four shells of all calibres upon the railway station of Chambley, which appeared to have suffered important damage. In spite of a lively cannonade our aeroplanes returned unharmed to our lines. Today's operations were limited to forty shells on the railway station of Bousdorf and nine projectiles on enemy establishments at Avricourt.

Fort Vaux Destroyed. In the official statement issued at Berlin to-day the only mention of the Verdun fighting is that the French made fruitless counter attacks yesterday against the Douaumont fort, where some Frenchburg troops are holding the position gained in the first German drive. The German heavy guns have destroyed Fort Vaux, just west of Douaumont, north of the Meuse according to unconfirmed German reports quoted in a Central News despatch from Amsterdam, but the Germans have been unable to occupy it because of the arrival of French artillery covering the approaches. The despatch says that the ruins of the fort have been abandoned by the French.

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The Paris correspondent of the Daily Mail quotes "a well known source" as saying that the only possible way to take Verdun is by an advance along the Meuse Heights.

The first serious check. "The battle of the heights," the officer continued, "was fought between February 20 and February 26, when the enemy was able to press forward on a line about under an old crater, the Bois de Poivre-Douaumont. There he met his first serious check, and has not advanced further. "The battle on the plain began on February 27, when the French withdrew from the Dieppe-Fronzoy line to the Damoupy-Elix-Manheules-Fresnes line. The French brought up their fighting troops from the exposed positions on the plain to the new line on the heights. The withdrawal was so cleverly made that the Germans did not discover it until midday on February 26. The real fighting on the plain began only on February 27, when the Germans made the German drive had been checked. M. Cotten said that the German advance north of the fort has not gained more than four kilometers (2 1/2 miles) at any point. "The evacuation of the Verdun civilian population was completed Friday night and Saturday morning. The only civilian left in the city Saturday was an employee of the city hall. City firemen and the withdrawal of the women and children."

The refugees were received in Paris with many demonstrations of sympathy. The city of shelter were provided for them. As in the case of the refugees from northern France earlier in the war, some discontent was expressed by the refugees when the custom officers examined the contents of the packages they were carrying. All appeared confident that they would soon be able to return to their homes. "The reason for the recent lull in the German drive against Verdun is that it was in preparation for a renewal of the offensive, by resting the troops and giving time to bring up more men and guns. Emphasis is, however, laid on the difficulties confronting a continuation of the drive against the fortress from the north, which the city will still be in this region at present, according to persons returning from this front, that the heavy guns could be moved forward only with the greatest difficulty, if at all."

Moreover, there are only four military roads across the plain and the French batteries on the Meuse heights, though the German drive has been checked, the Germans would have to advance. Both valleys leading to Verdun from the plain are blocked by forts; the valleys have been cut on either side of the Meuse heights, and the French army has fallen before the mitrailleuse and the bayonet. Millions of shells have been expended, all the night of German attacks, and the general tone of the reports of our observers is that a definite, positive victory there is so far no sign. The Germans have made prisoners, have seized line after line of French defenses, and the French position is in ruins, but of a positive strategic victory there is still no sign. The French line is unbroken as the French spirit remains unbroken. "Every hour increases the prospects of the maintenance of the present lines. The French are led by a man whose name was unknown at the beginning of the war, who is at the head of the front of the line, in Champagne and on the Somme."

"Thousands and thousands of the best troops in the world have been mowed down by the French artillery, thousands have fallen before the mitrailleuse and the bayonet. Millions of shells have been expended, all the night of German attacks, and the general tone of the reports of our observers is that a definite, positive victory there is so far no sign. The Germans have made prisoners, have seized line after line of French defenses, and the French position is in ruins, but of a positive strategic victory there is still no sign. The French line is unbroken as the French spirit remains unbroken. "Every hour increases the prospects of the maintenance of the present lines. The French are led by a man whose name was unknown at the beginning of the war, who is at the head of the front of the line, in Champagne and on the Somme."

Losses enormous. 220 Trains of German Wounded Arrive at Aix-la-Chapelle. Special Cable Despatch to The Sun. AUSTRIAN, via London, March 2.—The wounded of the German army, who were taken to the rear, are being brought to Aix-la-Chapelle. "Two hundred and twenty hospital trains containing Germans wounded in the fighting before Verdun have arrived at Aix-la-Chapelle."

Yser Shelling fiercer. Rotterdam Report Says German Trenches Are Badly Hammered. Special Cable Despatch to The Sun. LONDON, March 2.—Reports from Rotterdam are to the effect that the tremendous artillery fire on the Yser front and in the neighborhood of the Ypres is becoming more and more furious. The shelling almost without ceasing for seventy-two hours.

Reports from the Belgian-Dutch front say that the German trenches are getting more and more untenable. Wind vibrations are felt at places more distant than on any previous occasion. "We were getting so low we expected the German 'Archies' to begin any moment," says the letter. "Then we got him. A lucky shot found its billet and the 'Kokker' pilot was no more." "The 'Kokker' pilot was no more." "The 'Kokker' pilot was no more."

Try to Kill Bulgarian Capt? Would-be Murderers Wound Him on Way From Vienna, Says Roman. Special Cable Despatch to The Sun. LONDON, March 2.—According to a despatch from Rome it is rumored that the Earl of Bessborough, suffering from a wound in the leg, was shot down on his way from Vienna to Rome by would-be murderers when he was returning recently from Vienna. It is known, the despatch says, that he is ill. In a Vienna despatch it is stated that Ferdinand is ill, and gives broadcast as the cause. He is confined to his bed at Coburg.

British Oil Ship Still Abashed. LONDON, March 2.—Despatches from Manchester state that the fire on the British oil ship, which started on Tuesday night, is still burning despite efforts to extinguish it. The fire, which started while the cargo of oil barrels was being unloaded, will be permitted to burn itself out.

Swedish Ship Sank Near Home. Stockholm, March 2.—The Swedish steamship Kungälv, was destroyed off the Swedish coast by a German submarine. The vessel was carrying a cargo of iron ore and was bound for Stockholm. The ship was sunk by a torpedo fired from a German submarine. The crew was rescued and the cargo was salvaged.

Rose to Torpedo Liner. Expert Thinks Provence's Destroyer Hid Before Attack. PARIS, March 2.—The sound of the liner's propellers was the guide of the submarine that sank the French auxiliary cruiser and former passenger liner La Provence in the Mediterranean. According to the theory advanced by the naval expert of the Petit Parisien, the Ministry of Marine received official reports to-day regarding the loss of the liner, and the expert thought that the destroyer hid before the attack.

German Critic Thinks Political Complications Will Be Avoided. Special Cable Despatch to The Sun. GÖTTINGEN, via London, March 2.—The Berliner Zeitung publishes an article by a naval expert warning of political complications which will be avoided. "No real change can be executed in the first month or so," says the writer, "and the German Government is permitted recklessly to sink every merchantman within the war zone. It will require extraordinary caution to avoid fresh political complications, and such a policy will necessarily hamper the initiative of the submarine warriors."

Obtain American's Release. LONDON, March 2.—Hrig Parker, an American citizen of Brownsville, Tex., who has been under detention in England for the past nine months, is to be released through the efforts of the State Department at Washington. Parker was mate of the schooner Gypsum Empire. He had no credentials to prove his nationality when he was taken from the schooner.

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FRANKFURT REEFS FAULT AT VERDUN

Swiss See Reflection of Pessimistic Views in Slump in Market. STIRRED BY BIG LOSSES. Special Cable Despatch to The Sun. LONDON, March 3.—Despatches from Basle quote Swiss newspaper comment to the effect that the slump on the Frankfurt exchange following a week of great buoyancy, reflects the financial opinion of Germany regarding the situation at Verdun.

The Daily Mail's Bern correspondent quotes the Basle National Zeitung as saying that the Verdun battle is the fiercest and most costly in the entire war. During the present pause, the paper says, the Germans are replacing losses in the ranks, advancing gun positions and constructing foundations for the heaviest artillery. German officers say, according to the Zeitung, that assaults on the fortifications in the northern and eastern sectors will be made simultaneously.

The Rotterdam correspondent of the Daily Mail telegraphs that the German newspapers have ceased to be jubilant over the campaign against Verdun. The Koelische Zeitung of March 1, under the heading "The Verdun Situation," was content to give optimistic extracts from the French papers. The Frankfurter Zeitung confines itself to replying to articles in the French and press, thereby preparing its readers for failure. Practically all the German papers, while declaring that the French are hiding their fear under optimistic reports, print consoling accounts from their own correspondents in neutral countries purporting to show the excellent position of the German army. The later papers ignore Verdun and turn their attention to conscription in Great Britain and the German war loans.

The Copenhagen correspondent of the Daily Mail says: "Reports reaching Berlin of great losses at Verdun notwithstanding the attacks of the newspapers to be cheerful, have caused general dejection, especially among women. On the night of February 23 10,000 women marched through the streets of the city crying 'Bread and Peace.' The police dispersed the manifestations."

Cost of Gain Terrific. Germans Launched 26 Infantry Attacks Since Feb. 21. Special Cable Despatch to The Sun. LONDON, March 2.—The correspondent of the Times says that comparative quiet prevails around Verdun, but that it is not expected that this will be prolonged. The correspondent states that the heavy guns have fallen into the enemy's hands, which are considerably fewer than those which the French captured in Champagne. It is estimated that the German army has killed, wounded and prisoners are five times as great as the French.

The same correspondent, telegraphing yesterday, gave the results of the first phase of the drive: "The Germans undoubtedly have accomplished much and have gained a considerable stretch of territory in the north, which they won by lightning, and to the east, where the French voluntarily withdrew. But to achieve a result which must be maintained in the north, the Germans have launched twenty-six infantry attacks, each of which consisted of several lines of assault, since February 21, and has made them lose more men and material than they have gained. The statement is made repeatedly that so far only the local reserves have been expended, all the night of German attacks, and the general tone of the reports of our observers is that a definite, positive victory there is so far no sign. The Germans have made prisoners, have seized line after line of French defenses, and the French position is in ruins, but of a positive strategic victory there is still no sign. The French line is unbroken as the French spirit remains unbroken. "Every hour increases the prospects of the maintenance of the present lines. The French are led by a man whose name was unknown at the beginning of the war, who is at the head of the front of the line, in Champagne and on the Somme."

Word reached New York yesterday that the British destroyer Viking had been blown up. All of the officers and crew were rescued. The news of the vessel's loss came in a letter to relatives of Commander Thomas Christopher Williams, who went down with his ship. "The Viking, according to the letter that the commander's relatives here received, was blown up by a mine. No positive information that disaster had overtaken the destroyer has come from the war zone, and to the rigid British censorship is attributed the fact that the naval loss has not been made known publicly."

The date of the Viking's sinking is not known, but it is believed to have occurred on January 28, 1916, in the English Channel. The date that date appeared notice of the death of Commander Williams in the Persian Gulf, in connection with which announcement it was stated in the London Times that Commander Williams was a former commander of the Styen, a British cruiser, and had received a Victoria Cross for his bravery and daring last October.

Under date of February 2 came the letter to the commander's relatives saying: "You will be very much grieved to know that your Uncle Tom's destroyer has struck a mine and been blown up. If you know the name of his new destroyer, don't tell any one outside the family." — is heartbroken. Relations are with her seeing after her affairs, which will be all right as far as money goes—double pension for her and baby. Baby doesn't know yet of her loss. "Do not mind bombs or anything now in Plymouth, though air raids are frequent. They say the worst has happened."

The Viking was a destroyer of the F class, built in 1908, of 1,000 tons and carrying a complement of about seventy officers and men. She had armament of four 4 inch guns and two 18 inch torpedo tubes and was formerly known as an "ice-berging destroyer."

Big Gun Duels in Russia. German Artillery Shells Detachments of Troops. BRANIS, via London, March 2.—Lively artillery duels on the Russian coast are issued to-day. It says: "On the northern part of the eastern front there were very spirited attacks on the 20th and 21st inst. The Russian field guns were successful at the expense of the German troops. Northwest of Mitau a Russian aircraft was shot down in a certain number of the occupants of the aircraft were captured. German airmen successfully attacked the Molechchno Railroad."

War Captives Escape Rind Death. Rome, March 2.—After enduring terrible hardships several Russian prisoners held in Austrian detention camps succeeded in making their way to the Italian lines, according to despatches received here to-day. One of the men was drowned in an Alpine stream, but the others, almost dead from exposure, managed to make their way through the Austrian lines.

Alumnumn From U. S. Seized. LONDON, March 2.—Fifty tons of alumnumn shipped from America to Russia by Eschsch & Co. was seized and detained to-day by the British prize court. The judge decided that the shipment, which was seized from a vessel off the Greek Islands, was destined for Germany.

Turkish Flight Continues. Russian Take More Positions in Armenian Drive. PETERSBURG, March 2.—The advance of the Russian forces in Armenia continues without great resistance by the Turkish forces, according to an official announcement to-day. The report says: "In the direction of Erzerum the Turkish continue their retreat. Our cavalry has found four guns abandoned by them. "In the direction of Bitlis the enemy continues his retreat under the pressure of our troops. We have captured the town of Bitlis. The Turkish army, seven miles northeast of Bitlis. "Artillery actions and aeroplanes are taking place along the Taurus front, and in the night the Germans were twice driven back when they attempted to charge the Russian trenches. "On the eastern front on Lake Karabagh the Germans bombarded the Russian positions with heavy guns. The Germans bombarded the Russian positions with heavy guns. The Germans bombarded the Russian positions with heavy guns."

Italians Escaped Under Fire. Embarked at Durazzo While Cruisers Sifted Austrian Guns. Special Cable Despatch to The Sun. ROME, March 2.—Parties of the Italian execution of Durazzo were learned today by The Sun's correspondent. "Two Austrian divisions threatened to surround Italian brigades and to prevent the embarkation of the troops on transports. Failing to check the Italian troops, the Austrians bombarded the Italian positions with heavy guns. The Austrians were driven back and the Italian troops were safely embarked. "Six Italian cruisers shelled the Austrian batteries and shelled the roads leading to Durazzo, which the Austrians had endeavored to occupy until the troops had embarked safely."

Mrs. Corriani's Memory Honored. Memorial services were held in St. Paul's Cathedral, London, on the 28th inst. after the death of Mrs. Margaret Holmes Stone Corriani, wife of the late Joseph Corriani. Mrs. Corriani was born in London on January 23, 1847. She was graduated from Barnard College, class of 1894.

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CARMEN SYLVA, ROYAL POETESS, DIES, AGED 73

Queen Mother of Rumania Is Victim of Pneumonia. WIDELY KNOWN WRITER. Special Cable Despatch to The Sun. BERLIN, via London, March 2.—Queen Mother Elizabeth of Rumania, widely known by her pen name, Carmen Sylva, died to-day of pneumonia, according to a Bucharest despatch. The Queen Mother had been in poor health for some time and her advanced age, 73 years, made her recovery doubtful to physicians from the first. Early this morning she suffered a turn for the worse and six physicians who were called to attend her said her condition was hopeless.

During her long life she suffered from many illnesses and within recent years had trouble with her eyes. Within the last five years she underwent three operations for cataracts. Much of her time of late years was devoted to efforts to make life pleasant for the blind of Rumania. She founded the first "city for the blind," calling it the Vatra Luinoasa.

Elizabeth Dowager Queen of Rumania, known universally by her pen name, Carmen Sylva, was one of the most gifted of Europe's royal women and a great writer. Her novels, aphorisms and court recollections have been translated into all the European languages and into Armenian. She wrote with facility in German, Italian, French, English and Rumanian. She was an organist and singer, and was skilled as a painter and illuminator. She was beloved because of her good works, notably her efforts for the blind.

She was a daughter of Prince Herman of Neuwied and his wife, Princess Helen, who she met Prince Charles of Rumania, where, she said in after years, her poetic talent was "fostered by the voices of the woods." She was a pupil of Franz Liszt, and dedicated to her one of her finest compositions, "The Sultanite." After the death of her father her mother took her to the Berlin court, where she met Prince Charles of Rumania in 1881. While a First Lieutenant in the Potsdam Regiment Prince Charles was chosen to rule Rumania by a plebiscite of the people of the country in 1880. The future queen was married to Prince Charles in 1889 at Neuwied.

A daughter was born to her. The child's death at the age of 7 saddened Carmen Sylva's whole life. For a long time she was ill. Recovering, she devoted herself to literary work and to the care of the Rumanian school. When the Russo-Turkish war, in which Rumania was involved, came she spent her days in the hospitals. The grateful army subscribed for a memorial group portrait of the queen in her military dress offering a drink of water to a wounded soldier. With the return of peace she returned to music, poetry and painting, and to the betterment of the life of Rumanian women. She organized benevolent associations, clubs and schools of higher education, and at the same time put into literary form the results of her observations. The Rumanians elevated Prince Charles in 1881 to the rank of King. He built for his queen a beautiful residence, Castel Pelesca, in the Carpathians, surrounded by gorges, which "Carmen Sylva" used in stories she wrote for Rumanian children. She also went on a tour of the Rumanian provinces, and appeared at the door of a peasant child in the costume of the Rumanian peasant women. She and the King were also known to join in the dances which also saddened by death of child.

Carmen Sylva's earliest publications were two poems, "Sappho" and "Hammerstein," which appeared in 1880. In 1888 she received the Prix Botta from the French Academy for her prose volume, "The Thoughts of a Queen," published in 1882. The Queen also wrote "The Witch," "A Prayer," "A Life of Sorrows," which were printed in German, and "Edleen Vaughn, or the Paths of Peril," and the poems "Sweet Hours," written in English.

Several works published between 1881 and 1888 were written in collaboration with one of her maids of honor, Mite Kremnitz, some of them under the pseudonyms, Dito of Idem. Among these were the novels "Anna zuel Welten," "Anna Boleyn," "In der Irre," and a collection of short stories. The Queen was also the author of many translations. Among her later original writings were "The Fairy Book" and the reminiscences "From Memory's Shrine."

Carmen Sylva wrote the libretto for the opera "Martouk," which made her sensation when produced in Vienna June 6, 1914. The libretto, in German rhyme, is adapted from a Rumanian fairy tale.

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REPORT CAPTURE OF GERMAN RAIDER

Intercepted Wireless Says British Warships Took Her to Trinidad. MAY BE MOEWIE OR ROON. BUNOS AYRES, March 2.—According to press despatches from Montevideo, a wireless message stating that the German raider that has been harrying the commerce of the Allies unchecked for months has been captured by British cruisers was intercepted by a steamer on her way from Europe to Montevideo. The vessel has been taken to Trinidad. The reports say: "It is not known definitely what the name of the captured vessel is, one report stating that she is the German auxiliary cruiser Moewie and another that she is the cruiser Roon."

The arrival on February 1 of the British steamship Appam at Hampton Roads with a small German prize crew and many prisoners, the passengers and crew of the Appam, was the first news that a mysterious German raider was preying on the commerce of the allied nations. The German raider was said to have taken its way to the raider when she stopped the Appam. "Very little more light was thrown on the identity of the raider, although it was believed by many to have been the Moewie, when another German prize crew brought into the Canary Islands the British vessel Westburn with the crew of seven officers and 100 men. Some of these prisoners stated that the raider was engaged in sinking allied vessels off the coast of Brazil. "Ever since the Appam was brought to port British and French cruisers have been scouring the seas for the raider, but with no success. A report afterward that the German raider had been captured by the British cruiser Drake near Bermuda.

RAIDERS TEUTONS' HOPE. To Be Used More Than 1 Boats in New Sea War, Says Berlin Critic. AMSTERDAM, via London, March 2.—German raiders rather than submarines will be used in the new sea war, according to a Berlin critic. The "Thoughts of a Queen," published in 1882. The Queen also wrote "The Witch," "A Prayer," "A Life of Sorrows," which were printed in German, and "Edleen Vaughn, or the Paths of Peril," and the poems "Sweet Hours," written in English.

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