

Weather Forecast:  
Rain This Afternoon;  
Cloudy Tonight

# The Washington Times

HOME  
EDITION

NUMBER 8455. WASHINGTON, WEDNESDAY EVENING, FEBRUARY 24, 1915. PRICE ONE CENT.

## CAPT. HARDING, MARINE CORPS, KILLS HIMSELF IN PHILA. CLUB

Former White House Aide and Popular Member of Washington Society Leaves No Note Explaining His Deed.

He Was Ordered to League Island Yard Three Weeks Ago From Cruise—Married Since Leaving the Capital.

Capt. Arthur E. Harding, of the Marine Corps, former aid at the White House and a popular member of Washington society, shot and killed himself early today at the Racquet Club, in Philadelphia. Military circles here were shocked to learn of the marine officer's suicide.

He left no note explaining the reason for his deed, and friends with whom he had been associating since he took up his residence at the Philadelphia club several days ago declare that he showed no signs of despondency and gave no intimation of being tired of life.

Captain Harding was a member of the Metropolitan, Chevy Chase, and Army and Navy clubs of this city. He was attached to the office of the Judge Advocate General of the Navy until the American occupation of Vera Cruz, when he was assigned to duty in Mexico.

**Married Since Leaving Here.**  
Later he was assigned to duty aboard the gunboat Hancock, which has been cruising in Southern waters about three weeks ago. Captain Harding was ordered to duty at the League Island Navy Yard, at Philadelphia.

Since removing from this city Captain Harding married. His brother officer of the Marine Corps, who was his assistant while he was stationed here, declared today that he did not know Mrs. Harding was prior to her marriage to Captain Harding, and that they had never met her.

**Liked in Social Circles.**  
Captain Harding while here lived at the Metropolitan and the Army and Navy clubs. He was a general disposition and for that reason was much in demand at social functions. Only meager reports of his marriage were received by his friends here, which, it is said, occurred several months ago. None of the marine officers queried this morning remembered just where the ceremony was performed or the exact date. Captain Harding was in Washington for several days the latter part of last week and left here to go to his post in Philadelphia. He was an army-navy member of the Racquet Club and such had the privilege of living at the club house. He conversed with other members of the club last night and retired, apparently, in an entirely normal stage of mind.

**Found By Valet.**  
When he did not arise at his usual time this morning his valet went to his room to call him. He found the captain lying across the bed with a bullet wound through his temple. The weapon with which the deed had evidently been committed was lying by the side of the body.

Captain Harding had a brilliant record as a marine officer. He was in the front of the American marines at the battle of Tientsin, China, during the Boxer troubles, and was breveted for gallantry in that action.  
He was born April 15, 1873, in Adams county, Ill. He entered the Spanish-American war as captain in the Fifth Illinois Volunteer Regiment, and on July 1, 1899, was appointed a first lieutenant in the Marine Corps.  
He was sent to the Philippines shortly after entering the service. He put in most of his time as a marine officer, with the exception of that spent in this city, in foreign service. Mrs. Thomas Harding, the dead officer's mother, is living in Quincy, Mass. She has been notified of his death, and is understood to be on her way to Philadelphia to take charge of the funeral. The Philadelphia police have also communicated with the dead man's wife, and she, too, is en route to Philadelphia to make arrangements for the funeral.

**Accused of Hold-Up,  
Two Men Are Released**

Benjamin Maddox and Clarence Curran, who have been held to answer charges of having held up two clerks in the Washington Railway and Electric car barn offices and stealing \$1,586.25, were released by Judge Mullenbach, in Police Court today, when they were given a preliminary hearing, the court holding that there was insufficient evidence to send the case to the grand jury.

## Excise Board Ignored Law In Many Cases, "Drys" Tell Probers



—Photo by Edmonston.  
A. E. SHOEMAKER.

### POSSE UNABLE TO OVERPOWER PIUTES

Son-in-Law of Old Polk Shot  
During the Night—Marshal  
Takes No Chances.

**CORTEZ, Col., Feb. 24.**—Although shots were being exchanged at intervals and another Indian was probably fatally wounded during the night, the posse engaged with the Piutes at Bluff today was no nearer being able to overpower the renegades than on Sunday, when they first arrived.

The Piutes are declared to have slipped from Dolores, according to reports from Dolores, that Marshal Sobleker acted as a real commanding general up to Monday night. He directed Sunday's fight over long-distance telephone from Grayson.

As a consequence, considerable feeling was aroused among Dolores when the body of Joe Akip was brought back, that the marshal did not take chances with his men in attacking the Indians. The Indian shot during the night was Havane, son-in-law of Old Polk. He surrendered Sunday, but slipped his shackles during the night and made a dash for liberty. Two shots brought him down. The people of Bluff are becoming more wrought up over the fighting about town, fearing the Indians will attempt a raid upon them.

The establishment of an aeronautic division of the naval militia of the District is suggested in a letter received from the Navy Department. The letter was referred to Commander Joseph A. Dempf, of the Naval Battalion. It is the plan of the Navy Department to establish in the District a reserve body, which can be called upon to re-form the Aeronautic Corps in cases of necessity, it was stated today.

## District Is Ordered To Give Back \$750,000

General Deficiency Bill Reported to House Upholds  
Chairman Johnson's Fight for Bond Refund to  
Federal Government.

The general deficiency appropriation bill, carrying deficiency appropriations for all Government departments and embodying legislation requiring the transfer of \$750,000 from the District to the Federal Treasury, was reported to the House today.

The legislation digging into the till of the District is in pursuance of decisions recently rendered by the Comptroller of the Treasury that the District was liable for a refund of the interest paid on its bonds by the Federal Government in the fiscal years of 1877 and 1878, before the half-and-half law was enacted, and must pay Uncle Sam \$158,437.50 on account of the rental the District has collected from the Washington Market Company from 1879 to 1914. The bond payment refund amounts to \$586,067.23. Language directing the payments is carried below.

### RESPONSIBLE FOR AGITATION.

Congressman Ben Johnson, chairman of the District Committee, was largely responsible for the agitation resulting in decisions concerning refund of the amount the Government sold toward the interest on the bonds of the District and a repayment of a part of the amount the District collected as rental on the market. The hearings show that

## JITNEY BUSES PERMITTED TO OPERATE BY D. C. RULERS

Decision Reached by Commissioners Following Conference With Promoters of New Service.

License Fee of \$6 for Vehicles  
Over Regular Route, and \$9  
for Public Hacks Provided.

Jitney buses will be allowed to operate in the District under two sections of the license law, one providing for an annual license fee of \$6 for vehicles "operating over a route sufficiently defined to enable the public to ascertain the streets and avenues on which vehicles can be found en route," and the other providing a license fee of \$9 for public hacks.

This decision was reached by the Commissioners today, following a conference with representatives of the jitney bus companies concerning their plan of operation.

Those present were W. D. Davidge, representing Barry Buckley and Frank F. Parsons, Fancitell, sales manager of the Miller Brothers, agents for the Ford car; Andrew I. Hickey, representing the Washington Jitney Bus Association, and L. B. Schloss, general manager of Glen B. (Continued on Second Page.)

## WEEK'S DONATIONS NEARING \$3,000 MARK

Business Men's Committee in  
Session to Distribute Sacrifice  
Week Fund.

With \$25.17 more turned in today, the grand total of the District Donation week was brought to \$2,925.36 by noon, and more boxes from New York and from several other suburbs, are yet to be reported. By tonight it is hoped that the full returns for the six days' work will be brought to \$3,000.

At 1:30 o'clock this afternoon the business men's committee assembled at the Raleigh to arrange the distribution of the funds. H. B. F. Macfarland is chairman of this committee, and Dr. Abram Simon its secretary.

Not more than \$1,000 of the funds were designated to particular charities so that the remainder is left for distribution among those organizations dealing with immediate relief among the poor and unemployed.

Workers were elated today with the success of the campaign. Except for the check in Miss Janet Richards' box on the first day not more than ten contributions exceeded \$10.

"We feel that this money came from those persons who most economize themselves, and who feel a real sympathy for those in need," said Mrs. Ellis Logan. "Our one handicap was a shortage of workers during the latter part of the week. So many of the women had worked valiantly for other causes and they did not feel they could give the time for the entire week to this crusade."

A collection at Keith's Theater marked the wind-up of the campaign last night. Mrs. Kate Walter Barrett, who has been speaking at Keith's and (Continued on Fifth Page.)

### REVEALS ROMANCE



MRS. LAWRENCE ROBERTS.

## ELOPED ON DEC. 26; SECRET IS JUST OUT

Plaza Commission Clerk Breaks  
News That She Is Bride.  
Played Joke on Friends.

Miss Margaret McClain, of 1466 Rhode Island avenue northwest, clerk to President Wilson's plaza commission, eloped to Alexandria December 26 and became the bride of Lawrence Roberts, of 923 Rhode Island avenue northwest.

The young woman broke the news of her marriage today when Guy Mason, member of the commission, went to her desk to ask: "Miss Margaret, have you time to take a little dictation?"

"Mrs. Roberts, not Miss Margaret, if you please," the young bride responded. Then she explained that she and Mr. Roberts went to Alexandria to be married the day after Christmas, and as no one found it out she thought it would be a good joke on her friends and her associates to personally inspect many of the places where the league asserted violations existed.

Those present were W. D. Davidge, representing Barry Buckley and Frank F. Parsons, Fancitell, sales manager of the Miller Brothers, agents for the Ford car; Andrew I. Hickey, representing the Washington Jitney Bus Association, and L. B. Schloss, general manager of Glen B. (Continued on Second Page.)

## BODY OF LAWYER IS FOUND IN RIVER

British Armed Merchant  
Cruiser Believed Lost

LONDON, Feb. 24.—The British admiralty announced this afternoon that the Clan MacNaughton, an armed merchant cruiser, has been missing since February 3 and it is feared she has been lost.

The vessel is under command of Robert Joffrys.

Major Cosby's Paris Bill  
For Heat and Gas Pruned

A decision of the Comptroller of the Treasury today pruned light, heat, and gas account of Major Spencer Cosby, U. S. A., attached to the American embassy at Paris, from \$72.93 to \$47.52.

## THIRD VESSEL IN DAY SUNK; 500 FROM U. S. ARE MAROONED

German Submarine Torpedoes  
Merchant Ship as British  
Cabinet Prepares Drastic  
Measure of Reprisal.

Two Liners Withdraw From Atlantic Service to Transport  
British Troops to the Continental Army.

AMSTERDAM, Feb. 24.—The Holland-American liner Noonderdyk has gone ashore near Poortershaven, according to a dispatch from the Hook of Holland. Tugs have gone to her assistance. Rumors are current here that the vessel struck a mine and had to be beached.

LONDON, Feb. 24.—Within a few miles of the British coast, German submarines have torpedoed three vessels within twenty-four hours.

It is officially admitted that the British steamer Oakby, of West H. teepool, was torpedoed and sunk by a German under-sea raider in the English Channel a few miles off Folkestone.

More than 500 Americans are marooned in London because the government today took over the Atlantic Transport Company's liners Minnewaska and Minneapolis as transports to carry British troops to France.

The liners were scheduled to sail for the United States today. The Oakby's survivors were landed at Ramsgate, northeast of Dover, today. They said that the steamer was struck without warning.

The submarine shot a torpedo against the port side of the vessel. The explosion was so terrific that the Oakby's main masts were blown off and the binnacle thrown into the air.

The boats were lowered at once. Before the crew left the Oakby's deck, it was awash and she was clearly in a sinking condition. Ten minutes after they pulled away from her side, the survivors said, she plunged beneath the waves.

A fishing smack rescued part of the crew. According to the crew of the smack she was four miles from the Oakby when the torpedo struck, but the explosion was so severe that the fishing craft was herself rocked.

A second fishing vessel picked up the remainder of the crew and landed them at Dover. This led to the reports that two vessels had been sunk off Folkestone, but the Admiralty was certain this afternoon that the original report of the sinking of two steamers was an error.

The captain of the Oakby smashed one of his fingers, but this was the only injury suffered by any one. After the crew entered the boats, one of them was awamped, but its occupants were pulled into a fishing smack.

## U. S. LIKELY TO ASK GREY FOR FACTS ON LOSS OF SHIPS

Carib and Evelyn Both Sunk While Off  
Course Prescribed By Germany and  
Possibly Because of British  
Officers' Advice.

### NOTES GO TO LONDON AND BERLIN

Government Seeks Way to Protect American  
Lives and Vessels—War Risk Bureau  
May Increase Rates, as All  
Earnings Are Lost.

Grave consideration is being given by officials today to coincidences reported in connection with the destruction of the American steamers Carib and Evelyn by mines in the North Sea.

Because of the almost exactly similar circumstances surrounding the sinking of the two vessels, official opinion is not quite so ready to believe that the disasters were the result of accident or the willful disregard by both captains of instructions given them as to the course they should follow through the danger zone.

While it is realized that the greatest delicacy will have to be used in any steps taken by the United States in the way of a more thorough investigation, it is thought not at all unlikely that Great Britain may be called upon for some pertinent information.

In the first place, it is pointed out that both vessels were bound for Germany, and both laden with cotton. While England has not officially proclaimed cotton to be contraband, it is a commodity sorely needed in Germany. For that reason, it is accepted as a fact that Germany herself would have every reason to deplore the sinking of the ships.

**AWAIT ANXIOUSLY FOR FACTS.**  
On the other hand, according to the meager information thus far obtained in official dispatches, both vessels were destroyed in the German mine area and the German government for the gathering of neutral ships bound for Germany ports. And in the third place, officials recalled that in the first official advice received here regarding the destruction of the Evelyn, her captain stated that he had taken the fatal course at the suggestion of a British naval officer.

Where this advice was given, if at all, and under what circumstances, officials of the American Government would very much like to know. In the meantime, Administration officials are awaiting with some anxiety for news concerning the missing lifeboat from the Evelyn. It is realized that if either "accident" was accompanied by a loss of life the situation of the United States in the war zone would be very serious.

Information obtained today from authoritative sources was to the effect that in order to manifest to Germany the good faith of the United States in her insistence upon immunity for American ships passing through the war zone, the State Department had seized upon the suggestion in the German note of reply to the war zone protest that the United States had consented to the distribution of the civil population of Germany.

**Makes Suggestion To Britain.**  
Germany offered this as a means of persuading England to abandon her policy of starting out Germany, as a result of which policy, the Kaiser's government could not be forced to establish the war zone and undertake submarine attacks on commerce in English waters generally.

While Administration officials generally have not much hope that England will accept the suggestion, and while the United States is admittedly not in a position to insist upon its acceptance, this country has informally laid the matter before Downing street for what it is worth, and has so informed Germany.

**British Press Bolder.**  
In the meantime the British press is becoming bolder in its demands for aggressive action by England. The Globe says: "The Germans have shown us that their blockade threat is not merely bluff and there is not a shred of excuse any longer for delaying the establishment of a strict blockade over the enemy's coast. Let him feel the pressure against which he is perpetually protesting, but

carried her submarine was too far to permit England to change her retaliation plans concerning which the foreign office is now communicating with Petrograd and Paris.

## Leo. M. Frank's Own Story

In the State of Georgia there still exists common law that gives a man accused of a crime the right to tell his own story without taking the oath. The prisoner makes his statement in his own way, without interruption or subsequent cross-examination.

Under these conditions Leo M. Frank took the stand near the close of his trial. His story was almost as dramatic as that told by Jim Conley, his accuser. The statement as he made it will be printed

Next Sunday, February 28th

—IN—  
THE WASHINGTON TIMES

## TO COURT-MARTIAL FIVE FOR EXPLOSION

Court-martial of five officials of the United States armored cruiser San Diego to see responsibility for a recent explosion in which several lives were lost, was recommended by Admiral Howard to the Navy Department today. Secretary Daniels will approve the recommendation.

Admiral Howard advised that the following be court-martialed: Lieutenant Hill, Chief Machinist O'Donnell, Chief Water Tender W. I. Appleby, and W. B. Redmon and A. Priddy, water tenders.