

PASSENGER LINERS ARE ON HIGH SEAS NEAR DANGER ZONE OF SUBS OR MINES

Nine Vessels Flying Flags of Entente Allies Are Likely to Encounter Trouble at Any Moment; Rich Cargoes Aboard.

JSUAL SAILING COURSES ARE NOT BEING FOLLOWED

Owing to the German Raider Menace, Ships Are Deviating from the Usual Paths; Forbidden to Give Their Positions.

New York, Feb. 8.—The French and Spanish arrived here today with 67 passengers, including Americans, on the liner *La Touraine*, which left Bordeaux on January 28 and passed through the submarine zone before the new German naval policy was put into effect.

The vessel received two wireless messages from submarines and took zigzag courses for part of her regular route. A warning received yesterday that an enemy submarine was cruising off the Azores, far astern of the ship. The steamer *La Touraine* has arrived safely at Bordeaux, according to private advices received today. The vessel left New York on January 28.

Decision as to whether the American liner *St. Louis* would be arrested, as expected, is being announced by international maritime officials during the day. It was said the officials were already looking for gunners to man guns for the *St. Louis* and other American line ships.

Nine passenger liners flying flags of the entente allies, two ships of the American line and one of Holland are today on the high seas between New York and European ports. All are there, the American and Dutch ships bound east, are within possible range of submarines or mines.

In addition, three British passenger ships from New York are due to arrive but have not been reported. It is possible word of their arrival has been withheld in accordance with recent orders of the British authorities, nearly all have Americans on board.

List of Ships at Sea.
The ships at sea, several of them the largest now in transatlantic service and loaded with rich cargoes, are:

American liner New York from

Liverpool, February 7, and Kronland from Liverpool, January 31.

Ryndam (Dutch) from New York for Rotterdam, via Palmouth, January 28, and ordered back to this port yesterday when within fourteen hours of Palmouth.

White Star liners Baltic for Liverpool, January 29, Adriatic for Liverpool, February 2, and now 1,100 miles out; Crete for Naples, February 6.

French line steamship Rochambeau for Bordeaux February 4, about 1,900 miles on her way.

Carmania (British) for Liverpool, February 4, about 1,900 miles from this port.

Dante Alighieri (Italian) for Naples, January 24, now in the Mediterranean.

Saxonia (British) for London via Halifax, January 29.

Italia (British) New York for Genoa, January 29.

The Mistrala (Greek) for Greek ports January 28, now in Mediterranean waters.

Ships that should have arrived, but have not reported so far are the *orduna*, of the Canada line, which sailed January 21 for Liverpool; *Pannonia* (British) for Liverpool via Halifax, January 23, and *Torminia* (Italian) for Naples, January 20. An account of the submarine and raider menace commanding officers of British and allied ships have been taking unusual courses and avoiding the usual sea lanes thus lengthening voyages and making uncertain their date of arrival. Admiralty orders have also forbidden the use of wireless at sea to give positions.

Friendly to Punitive Expedition; Forfeits His Life, Is Report

El Paso, Feb. 8.—The civil chief of police of El Valle, Chihuahua, paid with his life for his friendship to the American expeditionary troops, according to a rancher who arrived here today from El Valle. He said the Villa forces under Rodrigo Quevedo's command arrested the police chief and executed him soon after. The American troops left there for the border.

Heavy Cable Business.

New York, Feb. 8.—The Commercial Cable company announces that owing to heavy fees and increasing delay, cablesgrams to the Philippines, China and Japan are only accepted subject to delay.

The Day in Congress

SENATE.
Met at 11 a. m.
Considered agricultural appropriation bill.

Senator McCumber introduced resolution calling on secretary of state for government's view of submarine limitations demanded of Germany.

HOUSE.
Met at 11 a. m.
Passed Cline bill for permanent regulation of Niagara falls water power.

Considered naval appropriation bill.

German-American National Alliance Endorses Action Of President and Pledges Loyalty to United States

Philadelphia, Feb. 8.—Resolutions endorsing the action of President Wilson in severing diplomatic relations with Germany and pledging its loyalty to the United States were adopted by the German-American national alliance at a meeting which continued in session here until early today. It was decided also, in case of hostilities, to form regiments of German-American and turn over to the American Red Cross funds which the alliance has been collecting for Germany war relief. The meeting was attended by delegates from twenty-eight states. The alliance is said to have a membership of 3,000,000.

At the conclusion of the session today Dr. Charles J. Haxman, president of the federation, issued the following statement:

3,000,000 Constituents.
"The German-American national alliance, representing 3,000,000 constituents, has passed a resolution backing President Wilson in handling passports to Ambassador von Bernstorff and recalling James W. Gerard from Berlin.

"We have also adopted resolutions pledging our services to the government of the United States in case of war. We will fight under the command of President Wilson as our commander in chief, as loyally as German-Americans fought under Commander in Chief Abraham Lincoln in the civil war for the preservation of the Union.

"We will organize German-American regiments and in case of a call for volunteers we mean to show the American people with what readiness and patriotism we will answer a call to arms for the defense of the flag and the country.

Will Turn Over Funds.
"We have been collecting funds for the German Red Cross and for the German widows and orphans. In view of the present break of relations between the United States and Germany, we have resolved to disband all such organizations and to turn over all of our money to the American Red Cross and German widows and orphans for the benefit of widows and orphans of our boys who have

died in the war. We mean to show the American people with what readiness and patriotism we will answer a call to arms for the defense of the flag and the country.

Widow Trials to Show Up Dies.
New York, Feb. 8.—A bill repealing the law which provides for the trial of widows of soldiers who were killed in the war, was introduced today in the House of Representatives.

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American Negro Fireman On British Steamer Turino Loses His Life When Vessel Is Sunk By German Submarine

Washington, Feb. 8.—President Wilson was in the executive offices when the news of the submarine attack on the *Turino*, with the killing of an American negro, was communicated to him. He immediately issued instructions that all the facts be gathered as promptly as possible.

Immediately after receipt of the word of the sinking of the *Turino*, President Wilson went to the state war and navy building.

President Wilson went to the office of Secretary Daniels but it was said that he had planned to make the visit before receipt of the word of the killing of Washington.

After spending 15 minutes with Secretary Daniels, President Wilson went to the office of Secretary Baker.

Queenstown, Feb. 8.—The British *Turino* has been sunk by a submarine. Her crew has been landed.

The *Turino* was a vessel of 2,912 tons net. She sailed from Norfolk January 19 for Liverpool.

London, Feb. 8 (5:41 p. m.)—An American negro fireman on the *Turino* George Washington, was killed, according to a report received today by the American embassy.

One of the survivors is Calvin B. Baker, an American citizen of Fillmore, Utah.

Washington was one of the three firemen who were killed. According to the information received by the embassy, his wife is now in Liverpool. An effort is being made by the embassy to find her.

Several of the crew are reported missing—the others had been saved. "But the wife and baby," he pleaded "can't you give me a word of hope?" No one dared reply. Tears swelled from Little's eyes. The bustling activity stopped and heads were bowed. Straightening himself with an effort Little squared his shoulders and walked away, the tears still streaming down his face.

Not a word was said as the work of the busy office was resumed.

PATHEPIC SCENES AT QUAY WHEN THE SURVIVORS LAND.
London, Feb. 8.—The Central News says the California sank nine minutes after she was torpedoed.

According to the Exchange Telegraph company, nearly fifty passengers or members of the crew are reported missing. The Central News says 28 of the missing are members of the crew. The purser is reported to have been killed.

The Central News says the California's lifeboats on the port side were launched and that some of the passengers and crew were able to get away on them.

A few who fell into the water were rescued. There was no panic and although a number of passengers were injured all acted in a calm and courageous manner. After being in the boat a short time they were picked up by a steamship and landed last evening. The purser's body was brought to land.

The California was armed for defense, but did not have an opportunity to use her guns, as no submarine was seen.

There were pathetic scenes at the quay side where the survivors were landed. Many were only scantily clad for such severe weather. Nurses and doctors were waiting to care for those injured, who are removed to hotels or hospitals.

The injured among the California's passengers and crew are all doing well. The Anchor Line has arranged for sending home the survivors, all of whom have been provided with clothing. The information received by the embassy, his wife is now in Liverpool. An effort is being made by the embassy to find her.

Three women and two children are reported to have been among those lost on the California. Surgeon Algor and Assistant Purser Radde also were lost.

Alfred Knox, a cabin passenger on the California, said that for an instant the vessel seemed to be virtually lifted out of the water but that she soon began to settle by the stern. The captain had taken the precaution to ensuring all passengers to particular lifeboats.

Mr. Knox went below to distribute lifeboats among the passengers. When he returned to the deck the stern was almost awash. He climbed into a boat which picked up several persons who had fallen into the water. Three of four bodies were floating about.

The explosion, he said, must have killed several persons in the after part of the vessel.

A particularly sad case was that of Mrs. Little, who with four children, was traveling to Scotland. She and two of the children were lost. The other children were taken in charge by the Red Cross.

An officer of the California said the vessel was torpedoed without warning. A wireless call brought assistance quickly. The explosion was terrific and the lifeboat was swamped. Those who lost their lives were drowned by the upsetting of this boat or killed by the explosion.

GERARD DETAINED IN GERMANY UNTIL VON BERNSTORFF SAILS

Washington, Feb. 8.—Ambassador Gerard, American emissary and the American sailors brought in on the prize ship *Yacowdale*, are being held in Germany until assurances have been received from here as to the safe departure of Count von Bernstorff and the German consuls and the safety of German war bound ships in this country.

Ambassador Gerard is still at Berlin and not at Berne, Switzerland, as was reported. It was said at the state department today that sensational reports have become current in Germany that the German ships here have been confiscated and their crews seized. Pending confirmation, Germany has detained the Americans.

Officials here are believed to minimize the importance of the detention because they believe it largely has arisen from a misunderstanding and soon will be straitened out.

Probably 150 Americans are affected in the American embassy at Berlin and twenty-two consulates in Germany, the four in Belgium and the one at Warsaw.

GUARANTEES ARE DEMANDED BY THE GERMAN GOVERNMENT.
London, Feb. 8.—The German government will require guarantees that Count von Bernstorff, former ambassador at Washington and the men on German ships in American ports will be permitted to leave the United States before allowing Ambassador Gerard and other Americans in Germany to depart from that country, according to the Copenhagen Politiken, as quoted in a Reuter dispatch from that city.

Dispatches reporting that Germany is holding Mr. Gerard and all Americans in Germany as hostages for the safe return of Count von Bernstorff and a large number of Germans, eclipsed all other news in the London evening papers today. Talk in the streets soon became focused on possible resultant developments.

The general opinion here was that there probably would be no insuperable objections on the part of the allies to the granting of a safe conduct to Count von Bernstorff, but that it was unlikely any such safe conduct would be extended to a considerable number of Germans, whether officials or civilians.

Second Caution.
MISS SMITH, EDNA SMITH AND MISS KIDDE, CALABRIA, ADELIA, J. W. ALDERSON AND SON, VANDERBILT, B. C. (Mrs. Alderson was saved).

MISS W. C. O'DONNELL AND TWO CHILDREN of Philadelphia. (Three O'Donnell children appear on the ship's passenger list.)

MISS GILLIER, New York City. MISS MADGE ROBERTS, Toronto, Storage.

MRS. MARGARET LITTLE AND ONE CHILD, New York City. (Three other little children apparently saved.)

MISS ANSIE FORRESTER, Toronto. Wanda G. Frost, American Consul at Queenstown has advised the state department that one American known to be on board, was saved.

The survivors were landed at Queenstown last night.

John W. Lee of Montgomery, Ala., said he was the only American on board, is supposed to have been a member of the crew.

Frost's message said that Captain John L. Henderson, of the California, was quoted as saying that his ship was sunk by a submarine, which gave no hail or warning before firing two torpedoes from a distance of three hundred yards.

The California sailed from New York for Glasgow on Jan. 28, with a crew of 130 and 51 passengers. She carried a large cargo for the British government, including it is said, war supplies. When she left force she was armed with a gun at her stern.

It took the silent grief of John M. Little, Englishman, to bring recently home to the officials and clerks of the Anchor Line offices today the loss of the California.

Modestly, almost diffidently Little, a spare, slight man, asked for news of his wife and four children, stowed passengers. The latest cable, he was told, reported his wife and one child

missing—the others had been saved.

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BREACH BETWEEN U. S. AND GERMANY GROWS WIDER HOURLY; WAR SEEMS UNAVOIDABLE

Owing to Trend of Events Hope That Hostilities Can be Avoided Has Been Almost Swept Away; May Break Any Moment.

SUBMARINE CAMPAIGN IS DEVELOPING WITH FURY

Sinking of Steamer California May Bring the Issue to a Head, Although the Case Is to be Thoroughly Probed First.

Washington, Feb. 8.—The breach between the United States and Germany is growing wider hourly and hope that hostilities can be avoided has been almost swept away.

Germany's submarine campaign of ruthlessness is developing with a fury which many officials here believe soon must confirm the worst fears that had been held for it and produce the overt act which President Wilson has said would be the signal for war.

Consul Frost's report that the Anchor Line steamer California, with an American aboard and rescued, had been sunk in violation of international law, did not reach the capital last night until after the breach had been made, and it was the first thing to come to his attention today.

Until all the facts are established beyond question, the president is not expected to indicate whether he considers the California case presents any case demanding action. It was pointed out that so far as known an American was lost on the California and no American ships have been sunk without warning since Germany announced her new campaign.

Senate's Enforcement.
The senate's enforcement of the break with Germany was given yesterday by adoption of the Stone resolution by a vote of 74 to 2. American ship owners today had official notice from the state department that it could not advise them whether their vessels should sail through the war zone but that in general they still held the same right to go anywhere, on the seas they had before issuance of the new German submarine notice. In effect they were told that they might arm their ships for defensive purposes.

Secretary McAdoo announced increases ranging from 125 to 900 per cent on war risk insurance for shipping, issued by a federal bureau.

To give the president authority to commandeer American merchant vessels and other transport vessels relating to shipping in time of war or threatened war, a new bill was pending in the house and senate.

Support of Neutrals.
Secretary Lansing has asked congress to appropriate \$100,000 to help Americans out of Germany.

The United States government felt assured today of the moral support of most neutrals in the protest against Germany's course, although it appeared improbable that any would follow the lead of this country and break relations. Preliminary reports of the neutrals' replies to Germany indicated they would denounce the new sea plays as illegal.

Hope of maintaining diplomatic relations with Austria has about fled.

BREAK WITH AUSTRIA ALMOST CERTAIN TO COME BELIEF.
Washington, Feb. 8.—Austria has not as yet withdrawn or modified her note adhering to the German submarine campaign. It was stated officially today at the state department.

The possibility that a break with Austria also can be avoided has practically been given up. Despite some differences in Austria's situation her strict adherence to the principles enunciated by Germany both in its note to this government and in other communications makes her position practically the same.

Officials who have been hoping that a break might be avoided will give an indication as to why a definite announcement is not made. This is taken to indicate however that the small line remaining is being carefully watched.

SINKING OF STEAMER CALIFORNIA IS NOT GOING TO HURRY U. S. INTO DECLARING WAR

Germany, Washington Believes, Has Abandoned Her Pledges, but Government Moves Slowly, Making Sure of Each Step.

HOPE OF MODIFICATION OF CAMPAIGN VANISHES

Only a Matter of Days, or Perhaps Hours, Before an American Ship Is Sunk and This Will Lead to Formal Declaration.

Washington, Feb. 8.—The latest report on the destruction of the California is this morning at the state department from Consul Frost at Queenstown puts the number of survivors at 152 and the missing at 41. It says the ship apparently was torpedoed about 10 o'clock Wednesday morning.

While regarding the destruction of the California as plain evidence that Germany has fully abandoned her pledges to the United States, it was stated that the government will not be hurried into war until there is undisputed evidence of violation of American rights by destruction of American lives or property.

The only effect, so far, of the destruction of the California, has been to quicken the preparations the government is making for the expected emergency.

Other reports today from Consul Frost on the sinking of the British ship *Everest* say that she also was destroyed without warning. This point had not been cleared up in previous advices.

ANCHOR LINE RECEIVES WORD OF SINKING OF CALIFORNIA

New York, Feb. 8.—Official cable advices that the British steamer California was torpedoed without warning were received here today by the Anchor Line. The names of thirteen persons listed as missing were received as follows:

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LLANO COUNTY MAKES APPEARANCE IN THE LEGISLATURE; ASKS FOR RECOGNITION

Representative P. S. Eaves of Lovington Introduces Bill Proposing to Create New Unit in Southeastern Corner of State.

OPPOSITION EXPECTED FROM HOUSE MAJORITY

About 25 Measures Have Been Introduced With Reference to Trespass by Animals; No. 95 Reported Favorably.

Special Correspondence to The Herald.
Santa Fe, Feb. 7.—The county of Llano, New Mexico, made its appearance in the house of representatives yesterday afternoon. Representative P. S. Eaves of Lovington, Eddy county, introduced the bill creating the new unit, and it went to the committee on counties and county lines.

The county would be in the southeast corner of the state. The demand for the county arises from the fact that residents in Chavez and Eddy counties have to travel seventy-five and one hundred miles to the present county seats. In a region where there is no railroad, there is said to be about \$5,000,000 of taxable valuation that would be included within the new boundaries.

The bill would carry with it provision for ten-year county bonds to pay the expenses of establishment. Lovington is named in the bill as the county seat. The legal description of the area to be embraced in the new division is as follows:

The county of Llano is hereby created out of that portion of the state of New Mexico, lying and being situated within the following metes and bounds, as indicated by the United States survey: 31° Beginning at the southeast corner of the state of New Mexico; thence north, on the line between the state of New Mexico and the state of Texas, to the northeast corner of township 9 south of range 38 east; thence west on the line between townships 8 and 9 south to the northwest corner of township 9 south of range 32 east; thence south between ranges 31 and 32 east to the east section line between townships 10 and 11 south; thence west on said section line, to the northwest corner of township 11 south of range 32 east; thence south, between ranges 31 and 32 east, to the correction line be-

lieving the intention to remain in Germany for the time being (see also Miss Maria Walker, Miss Frances McIntosh, Wacoona, Mrs. Evelyn M. Foster, Indiana; Miss V. D. Dillan, San Francisco; Dr. and Mrs. Arthur Davis, Dr. and Mrs. C. Decker, New York; Dr. and Mrs. L. Vitale and daughter, Philadelphia; Mrs. Harry Halliday, Los Angeles; Miss Hensbarger, New York; Miss Clara W. Hensbarger and five sisters, Washington; Mrs. Mary Schneider and Miss Clara Schneider, Albany; John Dunley, Washington; George S. Atwood and family, Massachusetts; Dorothy E. Tompkins, Honolulu; Miss Elizabeth King, Baltimore; Mrs. David Welsh and daughter, Irene, Providence, R. I.; Dr. Le. Mayer, Alabama; Mr. and Mrs. Sydney Hilden, St. Louis; Conrad Hochmann, Mr. and Mrs. Sarah Fischer and daughter, William R. Steinway, New York; Miss Meta Kester, San Francisco; Miss Augusta Eberthauer, state of Washington; and Dr. George Martin, California.

The American newspaper correspondents are still lingering in Berlin, though the following applications have been made to leave on Ambassador Gerard's return:

Carl W. Aegerter and family, Indiana; William C. Frober and family, South Carolina; Oscar King Davis and family, New York; Philip M. Howers and wife, Boston; Raymond F. Swind, Chicago; Mencken, Baltimore.

Other correspondents, including James O'Donnell Bennett, Chicago; S. B. Cramer and Cyril Brown of New York; Oswald Schutte, and sister of Chicago, plan to remain for the time being and leave later for Copenhagen and Switzerland.

Secretary Grew of the United States embassy, has presented to the foreign office a long list of other Americans who have applied for permission to leave with Ambassador Gerard and whose applications have been approved by the ambassador. The applications must, however, be passed upon by the German state department.

Americans In Berlin Apply for Passports Permitting Them to Depart from Germany At Once

Cambridge, Mass., in Stockholm, Dr. Lewis H. Marks, of New Orleans, Switzerland.

The list of those who have announced their intention to remain in Germany for the time being (see also Miss Maria Walker, Miss Frances McIntosh, Wacoona, Mrs. Evelyn M. Foster, Indiana; Miss V. D. Dillan, San Francisco; Dr. and Mrs. Arthur Davis, Dr. and Mrs. C. Decker, New York; Dr. and Mrs. L. Vitale and daughter, Philadelphia; Mrs. Harry Halliday, Los Angeles; Miss Hensbarger, New York; Miss Clara W. Hensbarger and five sisters, Washington; Mrs. Mary Schneider and Miss Clara Schneider, Albany; John Dunley, Washington; George S. Atwood and family, Massachusetts; Dorothy E. Tompkins, Honolulu; Miss Elizabeth King, Baltimore; Mrs. David Welsh and daughter, Irene, Providence, R. I.; Dr. Le. Mayer, Alabama; Mr. and Mrs. Sydney Hilden, St. Louis; Conrad Hochmann, Mr. and Mrs. Sarah Fischer and daughter, William R. Steinway, New York; Miss Meta Kester, San Francisco; Miss Augusta Eberthauer, state of Washington; and Dr. George Martin, California.

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Bank Clearings Today

The clearings of the Albuquerque banks today were:

\$74,731.24