

SUNKEN SHIP FRYE OWNED BY FAMILY

Shares Are Distributed Among Famous Sailing Vessel- Building Sewalls.

ONLY ONE OTHER IS BIGGER

Clipper Named After United States Senator From Maine, Who Until His Death Felt Great Pride in Honor Shown Him.

WASHINGTON, March 11.—Destruction of the ship William P. Frye by the German auxiliary cruiser Prinz Eitel Friedrich struck from marine lists next to the largest vessel of the American sailing fleet and one of the largest square-rigged craft in the world. Her loss falls not on a corporation, but upon individual members or connections of the Sewall family, famous among New England shipbuilders and owners since the days when American clippers have carried the flag in all the seven seas and fought the toiling battle against steam craft that ended American maritime prestige.

The Frye was built in Bath, Me., and registry was granted her in 1901, with 25 individuals, six of whom are women, appearing as joint owners. That ownership has never changed and those who hold allotments of the 125 shares into which the venture was divided are scattered from the Atlantic to the Pacific Coast.

The ship was named after the late Senator Frye, of Maine, and to the honor of his death, a source of pride to the Senator. It is recorded that he declared himself more honored in having his name upon the stern of an American-built, owned and operated sailing vessel than if the fleetest of Atlantic liners had borne it.

The Frye was a sister ship to the Star of Leland, also built at Bath, and because of a minor difference in the size of a deckhouse of the latter was seven tons smaller in measurement, the largest sailing American ship with 2381 gross tons against 2374 recorded for the Frye. Of the 125 ownership shares in the Frye, only half—62—were held by one or more of the two shares apiece.

THREE BIG CARGOES GO SOON

Mariners at Seattle Are Reluctant

Regarding Route to Britain.

SEATTLE, Wash., March 11.—Within the next 10 days three big sailing vessels—the full-rigged French ship Laennec, the Swedish bark Svithlod and the British bark Alice A. Leigh—will leave Seattle with cargoes of wheat for the United Kingdom. All are under charter to M. H. Houser, the grain exporter, who loaded the American bark William P. Frye which was destroyed by the German auxiliary cruiser Prinz Eitel Friedrich, and proceeded to English ports "for orders." The Laennec, Captain Achille Gurlec, will sail Friday or Saturday with 2990 tons of wheat and will be followed in a few days by the Svithlod, Captain O. Lodin, and the Alice A. Leigh, Captain Allan Davidson, with 3000 tons and 4600 tons of grain, respectively. Officers of all three vessels were unwilling to discuss the route they would follow.

"This information is not for the Germans," said the mate of the Alice A. Leigh, the largest sailing vessel under the British flag. "You know you can't be too careful about giving out information concerning a British ship in war time."

The mate of the French ship Laennec was less reticent. He said the Laennec would proceed to Falmouth for orders, and expressed the hope she would make as fast a passage as the American bark Edward Sewall, which arrived at Dublin Sunday, 135 days from Seattle.

TREATMENT AS PIRATES URGED

One of Owners of Ship Frye Sends

Request to Washington.

LONG BEACH, Cal., March 11.—Samuel S. Sewall, of Bath, Me., one of the owners of the William P. Frye, the American vessel sunk by the German auxiliary cruiser Prinz Eitel Friedrich, said today that he had asked the United States Government to proceed against the German warship as a sea rover and her crew as pirates. Mr. Sewall wants the most vigorous representations made to Germany.

"The Frye," he said, "carried a cargo that was marked 'non-contraband' by the United States government. The insurance Bureau. There was nothing but what aboard the ship."

Mr. Sewall said the vessel was worth \$175,000 and the cargo wheat shipped at Seattle last November was valued at \$300,000.

STRIKE DELAYS BIG GUNS

American Cannon for Czar Are Tied

Up at Vancouver, B. C.

VANCOUVER, B. C., March 11.—The sailing of the Russian volunteer fleet steamer Yarovsk for Vladivostok with American-made cannon and ammunition for the Russian army has been delayed by the strike of longshoremen here. The ship will not get away until Saturday or Sunday.

No more Russian steamers are on the way from Siberia, and the volunteer fleet service, which is said to have been of great importance to the Russians in supplying the army with heavy guns, will be discontinued temporarily. One of the volunteer steamers, the Kler, is on the way to New York, presumably to take a cargo from that port to Archangel.

With the approach of Spring this Arctic port of Russia will be opened for the transportation of artillery.

NEW FOUNDLANDERS LAND

Contingent of 1000 Naval Reservists

for Britain Completed.

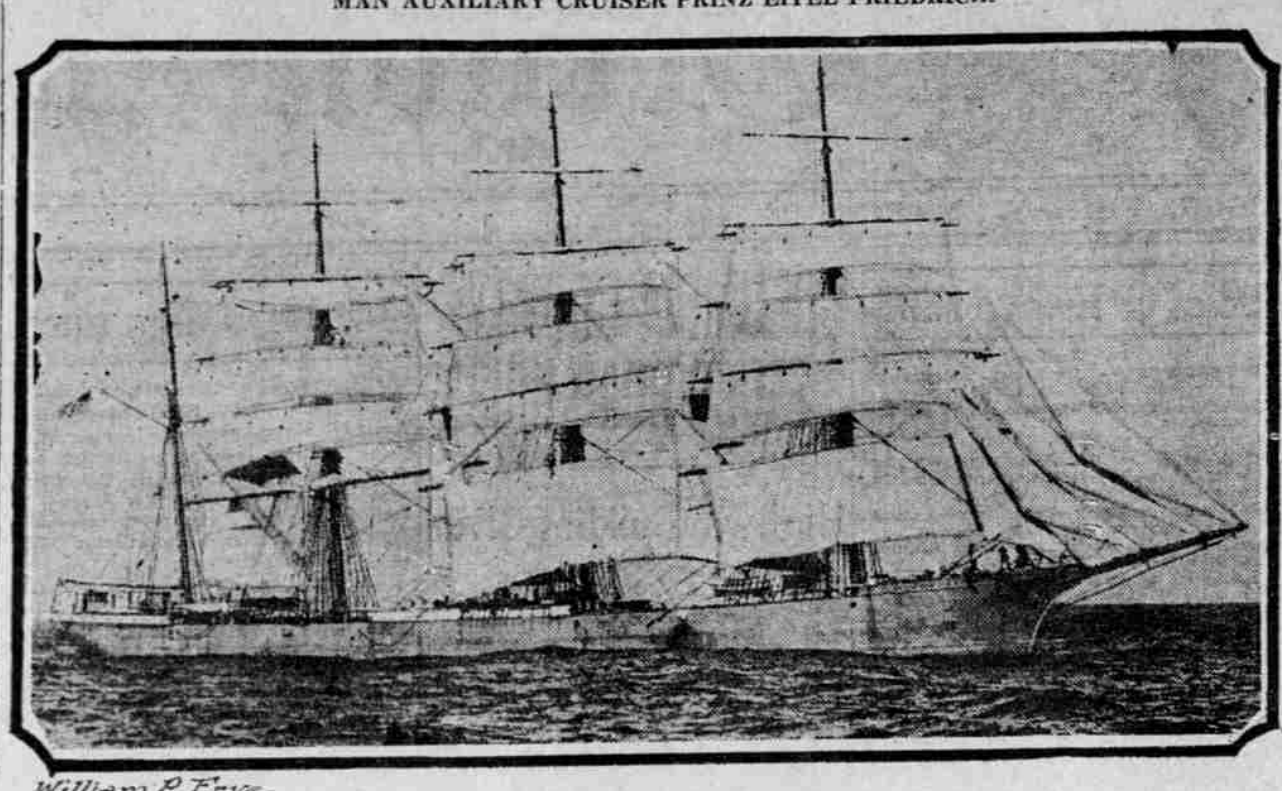
ST. JOHNS, N. F., March 11.—With the arrival in England yesterday of 180 naval reservists from this colony, the full strength of 1000 men, which the New Foundland government undertook to raise has now been reached.

Thus far 48 New Foundlanders are reported to have lost their lives in naval disasters, 25 going down with the auxiliary cruiser Winkor, January 25, and 23 with the auxiliary cruiser Clan McNaughton February 3.

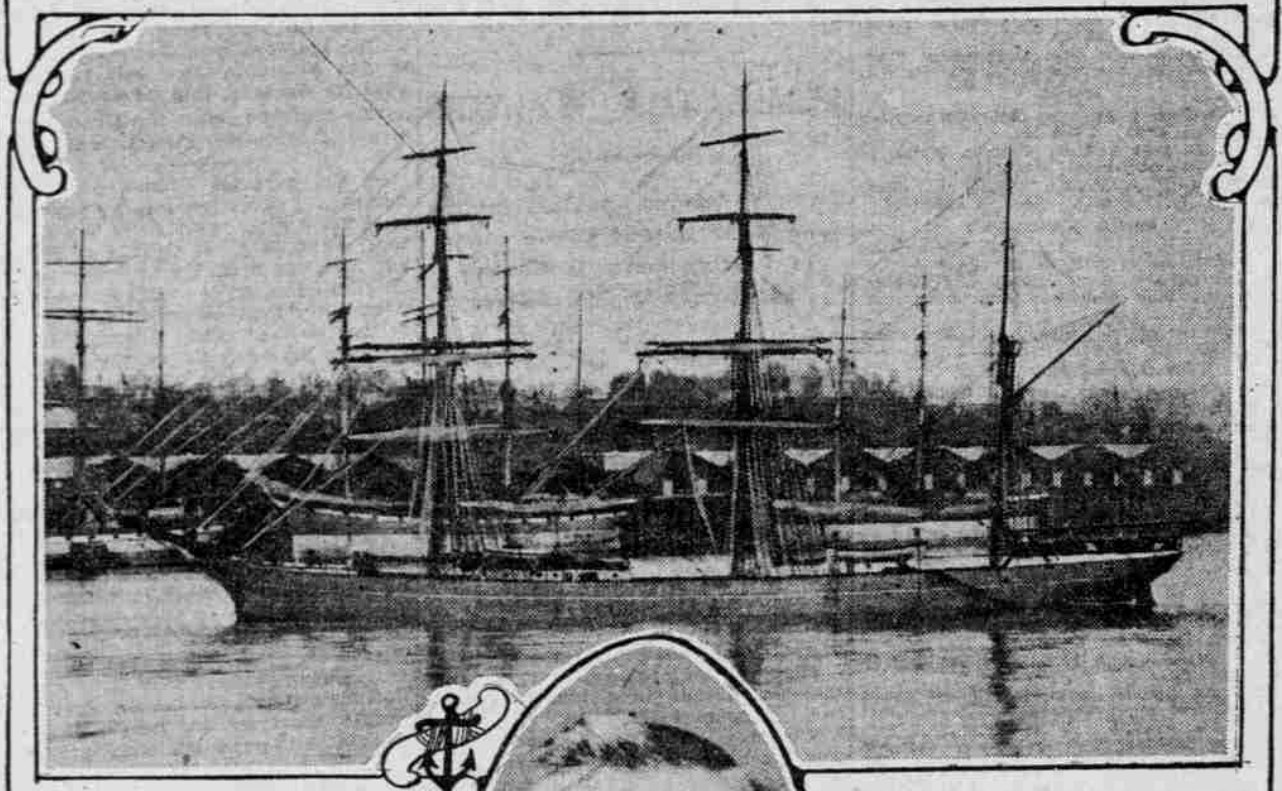
Day's Exports Make New Record.

NEW YORK, March 11.—Exports from this port yesterday exceeded in value \$10,000,000, the largest amount ever recorded in a single day in the history of the customs-house. The best previous record of \$9,000,000 was made one day last week.

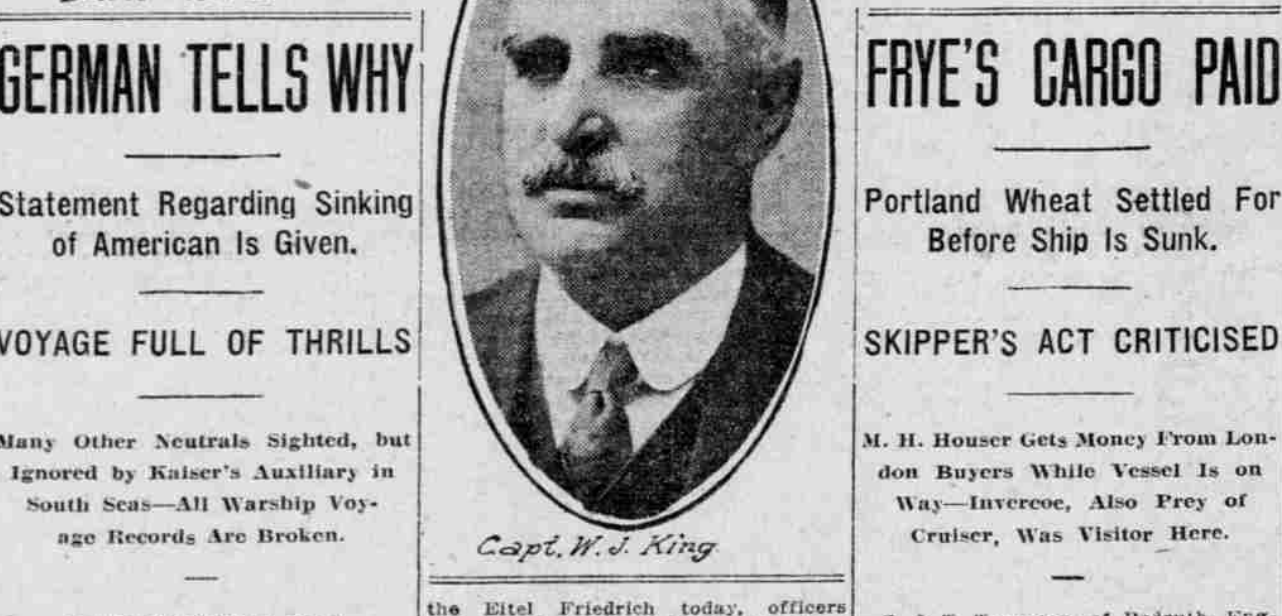
WHEAT SHIPS BOUND FROM PACIFIC COAST FOR ENGLAND SENT TO BOTTOM BY CREW OF GERMAN AUXILIARY CRUISER PRINZ EITEL FRIEDRICH.



William P. Frye.



Bark Invercoe



Capt. W. J. King

GERMAN TELLS WHY

Statement Regarding Sinking of American Is Given.

VOYAGE FULL OF THRILLS

Many Other Neutrals Sighted, but Ignored by Kaiser's Auxiliary in South Seas—All Warship Voyage Records Are Broken.

(Continued From First Page.)
eligibility for service in the German army.

"These men made no request to come to American soil, willingly remaining on board the Prinz Eitel, and were pressed into service."

Attempt to Ram Eitel Falls.
Members of the crew of the Frye and officers of other sunken ships tonight revealed more thrilling stories of the Prinz Eitel's marine working career. Captain J. Wedgwood, of the British steamship Willerby, sunk February 29, described how he narrowly missed sinking the Eitel Friedrich with his crew and scores of his own countrymen who had been captured before.

"The German ship was almost on us before we discovered her," said Captain Wedgwood. "We were going full speed ahead and the Friedrich was coming full speed, about to ram us broadside. She hoisted a signal for us to stop. I kept right on but swerved and tried to claw around her to get by. I soon saw there was no chance for the Friedrich also swerved toward our stern. Instantly I saw a chance to ram her and gave the order 'Reverse the engines and give 'em hell for all you're worth.'"

Crash Barely Missed.
"I thought I had her. We were soon going full speed astern and it seemed we would not fall to strike. We saw men and women wildly motioning. They seemed hysterical. Little did I know that there were British, French and Russian prisoners on board. I only thought of the chance to ram and sink the enemy and to take to sea in our own boats rather than take a chance at rescue after the collision. But the Eitel Friedrich missed the crash by only a few yards."

"Yes," spoke up A. E. Dobbing, master of the British ship Mary Ada Short, which had been sunk two days before, "and while you were doing that I was looking through one of the Friedrich's portholes, sure you were going to hit us. I measured the port and said to myself, 'Oh, when she hits I can jump through this; he's going to sink us sure as death.'"

Jack Macey, of the crew of the Frye, told of the sinking of the French steamer Yarovsk. "She was full of champagne and other wines, and you should have seen her burn," he said. "The Friedrich steamed away hysterical. Little did I know that she broke out bright again. Then we scooted, for the Friedrich was afraid of the glare and had heard the wireless of British warship not far away."

Other officers and men told how they had signed papers not to participate further in the war against Germany on the understanding that they were to be placed aboard neutral ships.

Many Neutrals Not Spoken.
"We sighted 23 neutral ships, but not one was spoken by the Eitel Friedrich," said Captain King, of the British sunken sailing ship Invercoe. "Every time a neutral ship appeared we were all put below hatches. When we were approaching the Virginia Capes we were below the hatches and German officers said to us: 'Don't be frightened. If a British cruiser sights us, stay down below. We'll return her fire till our masted sinks.'"

When Collector Hamilton boarded the Eitel Friedrich today, officers came on deck, finished from the banquet table of the captain, who was celebrating his birthday. Behind the dirty black shields that protect the cruiser's auxiliary guns the crew was at work polishing shining breeches. The deck officer in his worn, but neat, uniform swung back and forth methodically and everything bore out the captain's curt reminder to certain strangers who wished to board. "This is a warship; we cannot permit visitors."

"For my part," said one of the ship's doctors, "I wish we were out again. We could send a few more of them to the bottom at least."

Fate of Family Unknown.
"Seven and a half months at sea," he added, "and I don't even know whether my wife and little girl in Munich are alive. And my two brothers, officers." Then he added: "War time is not pretty."

In the afternoon the crew of the Frye left the ship for American soil again and the men cheered. They had already been preceded by the wife of Captain King, her two boys and a German canary, gift of the Friedrich's commander.

The silent path of the Eitel, which one officer traced by a ship of war, was crossed by a web of varying wireless messages which went unanswered, according to the description of one of the men.

"The one message that made us laugh was to hear we were sunk again," said the officer. "When we were in the Pacific we heard we were sunk off Patagonia. When we rounded the Horn we heard that we had been lost in the South China Sea."

Karlruhe "Gets" Briton.
Other periods of "listening in" gave life-saving tips to the fugitive ship. It was explained, "We were after a big British sailing vessel," the officer continued, "and were in a fair way to get her, when we heard the Karlruhe talking to us."

"Keep off," she said. "Enemy warships. I'll get the Englishman."

"So we went away and the Karlruhe got her," he added.

After his interview today with Commander Thierichsen and submission of the American requests Collector Hamilton said:

"The German commander told me that he had the Eitel examined by experts of the Newport News shipyard and after docking and examination they would submit to me an estimate of the time that would be required to repair her. He said it was his intention to repair and proceed, that it was not his intention to intern her. He said further that he would submit reasons and circumstances for sinking the Frye. I shall wait here until I get his reply."

Captain H. H. Kishne, of the Frye, will go to Baltimore tomorrow with his wife and children and appear before customs officials in Washington Saturday.

Tonight crews of the sunken British, French and Russian ships were released. Arrangements are being made to send the French crews to New York. Most of the British and Russian men ships loaded here with horses for England. Two steamers, the Pomeny and Raeburn, now are loading here, preparing to sail within a few days.

OFFICIALS THINK GERMANY WILL PAY

Diplomats Share Opinion of Washington That Sinking of Frye Was Unlawful.

REPARATION TO BE ASKED

Court-martial for Captain of Prinz Eitel, in Addition to Money Dam- ages, Regarded as Sufficient Amends.

WASHINGTON, March 11.—Unless the German government voluntarily offers to make restitution for the destruction of the American ship William P. Frye, sunk by the converted cruiser Prinz Eitel Friedrich in the South Atlantic, and expresses regret for the occurrence, strong protest will be made by the United States with a request for reparation.

Probably no announcements concerning the case will be made, it was said by high officials, until an investigation of all the facts has been completed. President Wilson said today that a searching inquiry would be conducted.

Germany Expected to Admit Error.

Officials were unanimous in their opinion—and it was shared largely by diplomats—that the commander of the Prinz Eitel had no right to send the Frye to the bottom. The probability by officials that the German government would admit the error of the naval commander and agree to make the usual reparation, some officials thought sufficient amends, after the payment of damages, would be the court-martialing of the German officer.

It was made clear at the State Department that whatever action would be taken as a result of the sinking of the Frye would be entirely dissociated from questions arising out of the Prinz Eitel, desiring time for reparation. The vessel could, therefore, depart, leaving the question raised by the destruction of the American ship to be settled through diplomatic channels.

Crew to Be Kept Together.

Captain Boy-ed, naval attaché of the German Embassy, it was understood here, has gone to Newport News, Va., to confer with the captain of the Prinz Eitel and obtain a sworn statement of the facts for the German government.

Captain Kishne, of the Frye, has been asked to keep the members of his crew together, so that all the testimony necessary for diplomatic correspondence may be gathered. The captain probably will come to Washington Saturday to confer with Treasury and State Department officials and give a personal statement of the circumstances surrounding the sinking of his ship.

Examination of precedents in international law showed to State Department officials that, irrespective of the provisions of the destruction of a neutral vessel under the circumstances in which the Frye was found in the South Atlantic by the Prinz Eitel.

Americans Subjected to Risk.

Many arguments have been urged from time to time against the destruction of neutral vessels and when in doubt American naval commanders always have been cautioned to dimiss the vessel.

It was said in official quarters that the American Government took note of the fact that the American citizens by their enforced presence on board a German cruiser for more than a month had been subjected to unnecessary risks, which might have involved serious dangers to them and that this probably would be one of the points in the correspondence which is certain to develop between the United States and Germany over the incident.

That the Frye was carrying wheat and no other kind of cargo has been established in official reports. The fact that the cargo was sold while in transit to a British firm would not, in the opinion of officials, alter the necessity in case of capture for bringing the cargo into port for adjudication, especially since Germany has recently expressed its views on the subject of foodstuffs and conditional contraband aboard neutral vessels.

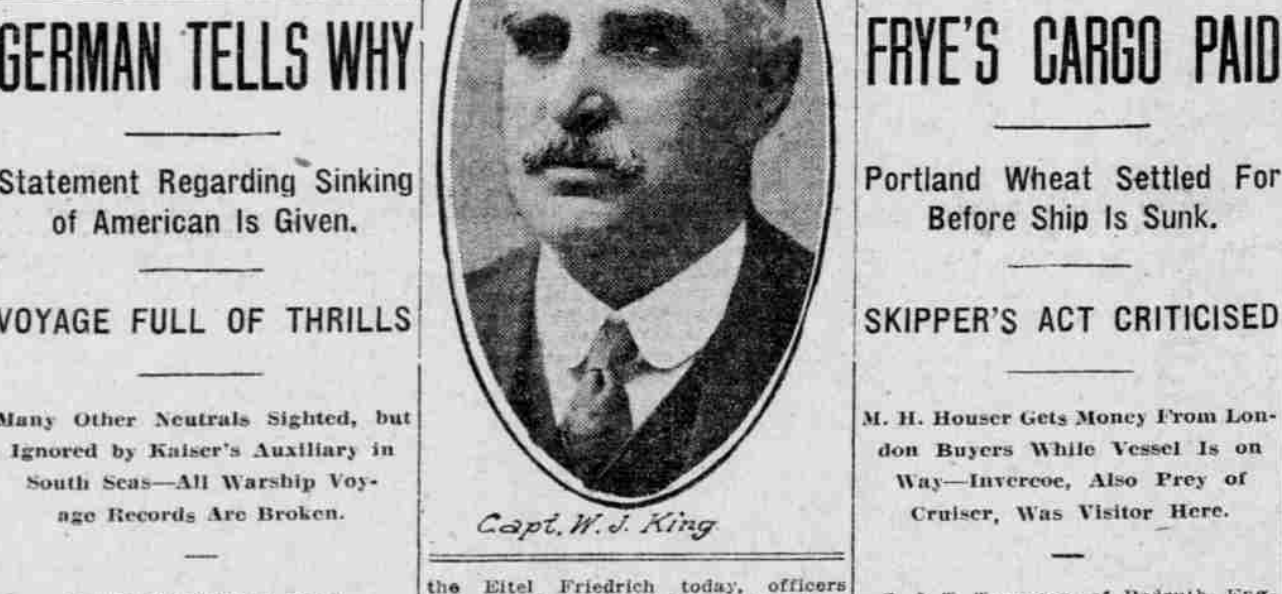
Quarter-Deck Courts Disapproved.

The United States Government has repeatedly maintained that the destruction of a neutral vessel in maritime war is not justified alone by the presence of contraband aboard, although the character of the cargo, that is if confessedly contraband, such as arms and ammunition, would be a controlling factor in deciding the case. Moreover, the German government has given assurances that it would not detain foodstuffs destined to the civilian population of an enemy.

As there is no proof, available on the high seas that the cargo would be used by the belligerent forces of an enemy, international law authorities of various countries hold such questions should be settled in prize courts and not "quarter deck courts."

The Russian instructions to naval commanders during the Russo-Japanese war, after the destruction of some neutral vessels had caused a stir among neutrals, were announced: "Russian vessels are not to sink neutral merchantmen with contraband on board in the future except in case of dire necessity, but in cases of emergency, to send prizes into neutral ports."

The Japanese regulations were of the same character, but the British manual of naval procedure declares that "if the commander is unable to



S. & T. Trounson

FRYE'S CARGO PAID

Portland Wheat Settled For Before Ship Is Sunk.

SKIPPER'S ACT CRITICISED

M. H. Houser Gets Money From London Buyers While Vessel Is on Way—Invercoe, Also Frye of Cruiser, Was Visitor Here.

Portland, Wash., March 11.—The wheat cargo of the sunken American ship William P. Frye, which was destroyed by the German auxiliary cruiser Prinz Eitel Friedrich, has been sold to British buyers in London before the ship was sunk.

M. H. Houser, the grain exporter, who owned the Frye, said today that he had received a letter from London yesterday stating that the wheat cargo of the Frye had been sold to British buyers in London before the ship was sunk.

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To Our Patrons—We Are Playing the Famous Tolstoi Masterpiece, "Kreutzer Sonata." All This Week

Majestic

THEATRE

TODAY—TOMORROW LAST CHANCE TO SEE

Theda Bara William Shay Nance O'Neil



In Count Leo Tolstoi's Modern Drama "Kreutzer Sonata"

This great picture portrays a terrible warning to clandestine love and mercenary marriage.

Coming Sunday—Elinor Glyn's Sensational Drama
"THREE WEEKS" of Thrilling Love
and Royal Intrigue

Shows Start 10:30 A. M. Admission 10c

PEOPLES THEATER

Leading Photo-Play Theater—West Park and Alder

7500 PEOPLE YESTERDAY SAW

RULE G

TODAY 11:30 A. M. TO 11:30 P. M.
TOMORROW 11:30 A. M. TO 11:30 P. M.

Coming Sunday

ELSIE JANIS

IN "CAPRICES OF KITTY"

spare a prize crew to navigate a vessel to a port of adjudication, the commander should release the vessel and cargo without ransom, unless there is clear proof that she belongs to the enemy. If, in either of these cases, there is clear proof that the vessel belongs to the enemy, the commander should remove her crew and papers, and if possible her cargo, and then destroy the vessel."

The American naval rules provide for the destruction of an enemy ship after taking off crew and passengers, but the latest opinion of the United States naval war college adds: "If a seized neutral vessel cannot for any reason be brought into port for adjudication, it should be destroyed."

The Dover straits are only 21 miles wide at Calais, which has been connected with Dover by cable since 1857.

EXCURSION

(TWO SPECIAL TRAINS)

TUESDAY, MAR. 16

TO THE
ASTORIA-FLAVEL
HARBOR CELEBRATION

Portland Business Men's Organizations' welcome of the first of the six-deck "Palaces of the Pacific," S. S. "GREAT NORTHERN," inaugurating regular passenger and freight service between Portland-Astoria-Flavel-San Francisco.

ONE DOLLAR AND FIFTY CENTS ROUND TRIP

First Special Train—Leaves Portland 8 A. M.; arrives Astoria 11, Flavel 11:30 A. M. Second Special Train—Leaves Portland 8:50 A. M.; arrives Astoria 11:20 A. M., Flavel 12 M. (Regular local train leaves 8:40 A. M.)
RETURNING: First Special Train—Leaves Flavel 12:30 P. M.; arrives Portland 6:30 P. M. Second Special Train—Leaves Flavel 3 P. M.; arrives Portland 7 P. M.

THE NORTH BANK ROAD Ticket office 5th and Stark; Sta., 10th, Hoyt.