

UNITED STATES WARNS BELLIGERENTS OVER USE OF THE AMERICAN FLAG

FIRM STAND TO PROTECT SHIPS IN WAR ZONE

United States Warns Great Britain Against Use of American Flag by British Vessels and Notifies Germany That Destruction of American Vessel Might Lead to Trouble.

WASHINGTON, Feb. 11.—The United States has warned Great Britain and Germany, respectively, that general use of the American flag by British vessels would be viewed with grave concern here, and that the destruction by Germany of any American vessel in the newly prescribed war zone would lead to serious complications.

It became known today that the text of the two notes sent last night to Great Britain and Germany expressed much more emphatically than had been generally known, the displeasure of the United States of the use of neutral flags by British merchantmen and its solicitude over the implication that neutral vessels were liable to destruction by German submarines in the waters around Great Britain and Ireland.

Free Passage Demanded

In the document which has been transmitted to Ambassador Gerard at Berlin for presentation to the German foreign office, there is a friendly-but-pointed statement that American vessels should have free and unrestricted passage through the high seas and unblockaded waters, and that destruction of an American vessel might lead to a change in the hitherto friendly relations which have existed between the United States and Germany.

While in the note to Great Britain the representations made are not based on the Lusitania incident, but on the statement of the British foreign office justifying the use of neutral flags by its vessels, the United States has stated unequivocally, it is understood, that a continuance of the practice would be highly dangerous to neutral vessels and would be viewed with the deepest anxiety here.

Creates Profound Impression

The texts of the two documents are expected to be published by the state department tomorrow. Among diplomats here the fact that the United States has taken a "pronounced stand created a profound impression.

No joint representations with the United States on the same subjects have been made by any of the neutrals, though the various foreign offices, through their ministers here, have consulted the American government as to its attitude.

No Instance Cited

It was declared unlikely in official quarters that the use of the American flag by the Lusitania or the Orduña would be selected for the subject of protest or diplomatic correspondence. The American government, however, in its note denies the right of a general use of the American flag.

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FOOD PLACED ON CONTRABAND LIST

LONDON, Feb. 11.—Premier Asquith, in an announcement made to the house of commons this afternoon, said that the British government was about to take more stringent measures against the trade of Germany.

Replying to a question from Admiral Lord Charles Beresford, whether the government will place all food and raw material used in German industries on the list of absolute contraband, the premier said:

"The government is considering the question of taking measures against German trade in view of the violation by the enemy of the rules of war. I hope shortly to make an announcement of what these measures are to be."

TERRIBLE PRICE IN HUMAN LIFE SHOCKS KAISER

German Loss on Polish Front Depresses Emperor—One Account Places Loss at 45,000 in Recent Fighting—Battle to Be Transferred to Some Other Point.

LONDON, Feb. 11.—The evacuation of Lodz by the Germans has been confirmed, according to a Petrograd dispatch to the Havas News agency, which states that stores, offices, commissariat and transports are being removed hastily to Kalisz.

Lodz, the second city of Poland, was captured by the Germans on December 6, when Field Marshal von Hindenburg began his dash for Warsaw, seventy-five miles to the northeast. The Russians were reported yesterday to have assumed the offensive on the Warsaw front in an effort to push back the Germans, who are said to have transferred many troops from that region to East Prussia.

LONDON, Feb. 11.—The situation in the eastern arena of the fighting is occupying the attention of the military authorities in Berlin in a very large degree, if reliance may be placed on news dispatches reaching London from the continent. According to these, Emperor William returned hurriedly to Berlin from the Polish war theater and at once held a prolonged military conference, summoning for this purpose General von Moltke, Count von Aulenberg, General von Kessel and many other well-known leaders.

According to the correspondents of certain neutral newspapers, Emperor William finds the situation generally hopeful, but he is described as greatly depressed over the terrible price in men Germany has had to pay for comparatively limited advances against the entrenched Russians. One account reaching Paris by way of Warsaw places the German losses on the Bzura and the Rawka fronts at 45,000 dead. This report is absolutely without confirmation and it has not even been repeated from any other source.

To Shift Scene

Nevertheless, Danish military critics say Emperor William has protested against this slaughter and that as a result an effort will be made by the German staff to transfer the fighting to some point where the Russians are less formidably entrenched.

The Russian reports of the fighting from the extreme north to the extreme southeast of the line through Poland continue optimistic. The loss of some ground to the Teutonic allies in Bukovina appears to have been more than offset by what the dispatches from Petrograd describe as the strategic importance of the Russian gains in the Carpathians.

The British press finds much cause for comment in the Austrian official admission that "the fighting is heavy and vexations." In the Carpathians

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MILITARY RAILROAD COMPLETED TO FEZ

PARIS, Feb. 11.—Minister of War Millerand has received a message from General Lyautey, French governor of Morocco, announcing that the military railroad was completed to Fez on February 5 and that train service on the Mekines-Fez section was about to be started. The construction of the line in seven months, notwithstanding the difficulties by the war, is considered here a remarkable feat on the part of the engineer corps.

WOMEN'S SIDE OF WAR HEARD IN PARLIAMENT

Food Question and Increased Cost of Living Considered in Commons—Speculation in Wheat Blamed—Food 24 Per Cent Higher Than Before the War.

LONDON, Feb. 11.—Dealing with the food question in the house of commons this afternoon, Premier Asquith said that a determining factor in the price of wheat was speculation on the New York and Chicago markets. The premier said these markets were in a highly nervous and "jumpy" condition. He anticipated, however, that this fever of speculation would abate after June.

The housewives' side of the great war occupied the afternoon attention of the house of commons, for this body, by a motion, invited the intervention of the government in the present fight which has been going on against the increased cost of living in the British Isles.

Increase in Prices

The government has already appointed a parliamentary committee to investigate this matter, and Premier Asquith explained to the house the result of the inquiry thus far made, and outlined certain proposed steps dealing with urgent necessities of the case which are causing much hardship on the poor.

The premier admitted a formidable rise in the cost of the necessities of life, but he contended that prices were substantially below the level which the best judgment would have anticipated at the end of a six months war involving a large part of the civilized world.

Giving details of representative increases, Premier Asquith said that the advances in the retail prices of food, as compared to the period just before the outbreak of the war, were today in London 24 per cent; in other large towns, 23 per cent, and in small towns and villages, 20 per cent.

Material Commodities

In the case of material commodities coming under the category of the necessities of life, the premier said that wheat had increased 72 per cent over the price for February, 1914; flour, 75 per cent; British meat, 6 per cent, and foreign meat, 12 per cent; sugar, 72 per cent, and coal, 15 per cent. Compared to the range of prices at the end of the Franco-Prussian war, the premier said everything except coal was dearer now.

BULGARIA TO REMAIN NEUTRAL

SOPIA, Bulgaria, Feb. 11.—"Bulgaria has decided to maintain a strict loyal neutrality," said Premier Radoslavoff, at a meeting today with his parliamentary adherents at which the German loan to Bulgaria was discussed.

The premier declared that the military preparations of the country were adequate for any eventuality, but that the friendly feelings of the powers toward Bulgaria would result to its advantage.

BRAN AND RICE USED FOR BREAD

ROME, Feb. 11.—Two different types of bread are being experimented with here. One contains 12 per cent of rice and the other same proportion of bran. King Victor Emmanuel and Premier Salandra tasted both kinds of bread and found them excellent, they said. It is expected parliament will be asked to pass a bill authorizing the government to make such bread compulsory, should the necessity arise.

BRIDE WHO FEARS THAT MISSING HUSBAND HAS MET WITH FOUL PLAY



Mrs. HENRY CLARKE COE, JR.
Photo Courtesy: Boston

Henry Clarke Coe, Jr., son of Dr. Henry Clarke Coe, of New York, and a trusted employe of the Standard Oil Company in Boston, has disappeared from his home in Alston, Mass. He has not been seen since the morning of January 30, when he left home to keep an appointment with the Standard Oil Company's general manager in Boston. Mr. Coe's young wife, who was Miss Helen Ainslie, daughter of A. A. Ainslie, formerly owner of the Lenox Hotel, in Boston; the Majestic Hotel, in New York, and hotels in Florida and Bermuda, fears he has been murdered.

FOUR DAY BATTLE FIERCELY RAGING IN CARPATHIAN PASSES

GENEVA, via Paris, Feb. 11.—The battle which began in the Carpathians on February 7 still is raging furiously along a front of 60 miles from Mount Polonia-Runa to Mount Mako, according to the latest information received here. In the Mezolaborez region, General Dankl is said to have been obliged to send reinforcements to extricate a Hungarian corps which was almost cut off.

The Russians are reported to have gained several miles in the valley of Lyutia, which borders the northern slopes of Polonia, Runa and also advanced a half mile in the valley of Laborez, where the railroad passes. In a single charge by the Russians upon Austro-Hungarian trenches 18,000 men are said to have been killed and wounded in three hours of bayonet fighting.

BRITISH TO PUBLISH LETTERS FROM FRONT

LONDON, Feb. 11.—The British government has capitulated at last to the insistent demand for more news from the front. Prime Minister Asquith promised today that arrangements would be made to publish communications from Sir John French, the British commander-in-chief, twice weekly.

MOUNT LASSEN AGAIN IN ERUPTION

REDDING, Cal., Feb. 11.—Dawn today found Lassen Peak belching vapor in great puffs that trailed southward before the wind in a streamer 40 miles long. Three hours after sunrise the eruption was unabated.

STEAMER DACIA SAILS WITH COTTON TO GERMAN PORT

NORFOLK, Va., Feb. 11.—The American steamer Dacia finally sailed today with her cargo of cotton for Germany, which goes via Rotterdam.

Great Britain has threatened to seize the ship, questioning her transfer from German to American registry. It is generally expected that a British cruiser will take her before she arrives in European waters and that the case will be fought out in a prize court.

WASHINGTON, Feb. 11.—State department officials will observe the progress of the Dacia across the Atlantic content, in the event of her seizure by a British warship, to have the issue of her transfer from German to American registry come before a prize court. There is no question about the Dacia's cargo. That it was said, would be forwarded to its destination without expense to the owners, or purchased by Great Britain.

State department officials say they have satisfied themselves of the genuineness of the Dacia's sale, having seen the certified checks by Edward M. Breitung, the purchaser, to the Hamburg-American Steamship company.

DENMARK PERMITS COTTON SHIPMENT

ESBOURJ, Denmark, Dec. 11.—The American steamer Navaho, from New York for Bremen, with a cargo of cotton, left this port yesterday after being laid up a week for repairs, having run aground outside this port. It was feared that the Danish authorities would forbid her to proceed to Bremen on account of the embargo on the exportation of cotton from this country.

CANAL FORCES CUT IN RATES BY RAILROADS

Interstate Commerce Commission Authorizes Railroads to Lower Schedules for Transcontinental Traffic to Compete With Steamer Lines—New Era of Railroad Rate Making.

WASHINGTON, Feb. 11.—To meet new traffic conditions, which have arisen with the opening of the Panama canal, the interstate commerce commission today permitted transcontinental railroads to establish certain commodity rates from eastern points to Pacific coast terminals, lower than those to intermediate points in inter-mountain territory.

This explanation of the order, which brings into prominent notice the revolutionary effect of the Panama canal on trans-continental transportation was made at the commission's headquarters.

Changes Original Order

Under the original order in the inter-mountain case, carriers were required from the Missouri river westward not to charge more to an inter-mountain point than to a Pacific terminal. East of the river the stringency of the rate was somewhat abated. From Chicago to inter-mountain points the excess charge permitted over the rate to the Pacific terminals was seven per cent; from Pittsburgh, 15 per cent; from the Atlantic seaboard 25 per cent.

"The shrinkage of rates via the canal from New York to San Francisco put the trans-continental carriers in serious straits. On certain heavy commodities, largely moving by water, if the carriers reduced their rates to the Pacific to compete with the lowered water rates, a serious shrinkage in through earnings was inevitable.

Double Revenue Loss

"In addition to this loss on through revenue the carriers would have to take a double loss on revenue to the inter-mountain points—first, because the inter-mountain rates would have to be lowered and second because the percentages over the terminal rates would have been calculated on a lower base.

"Had no additional relief been afforded on inter-mountain points, an abandonment of much rail carriage from the Atlantic seaboard territory was imminent and had additional relief on inter-mountain traffic not been granted, there was grave reason to think that the Atlantic seaboard in the future would have supplied by water the Pacific with the commodities in question, and that many industries in the neighborhood of Chicago would have either lost their Pacific customers or have been compelled to migrate to near the Atlantic seaboard.

Relief Accorded

"This emergency a greater degree of relief on certain commodities to inter-mountain points has been accorded by the commission, but only on the commodities in question. The net result of the greater relief is that industries in the Chicago and middle west section will continue in the

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BRYAN FAILS TO BREAK DEADLOCK

SPRINGFIELD, Ill., Feb. 11.—William J. Bryan, republican, was given his tryout for speaker for the Illinois house today and failed of election. On the third roll call of the morning, the sixty-fifth of the present assembly, he topped the vote of the present session with a total of sixty-eight. On the next ballot seven of these votes left him. Then the house adjourned until next Tuesday morning.

RELAX FIGHT TO FORCE PASSAGE OF SHIPPING BILL

Administration Sidetracks Measure Until Appropriation Bills Are Out of Way, Suspending Filibuster—Gore Prepares Substitute as an Amendment to Weeks' Bill.

WASHINGTON, Feb. 11.—The situation in the fight over the administration ship bill underwent a new complete change today as the result of conferences between President Wilson and congress leaders.

It was determined to relax the fight in the senate, thus suspending the historic filibuster, while the important appropriation bills are passed.

Meanwhile Senator Gore's substitute for the administration bill will be introduced in the house as an amendment to Weeks' bill, another ship measure which already has passed the senate. Under a special rule it would be perfected to meet the views of the administration and then be presented to the senate for action as a new proposition.

Present Bill Dead

The present bill over which the long fight has ensued would be allowed to die in committee.

When the new bill comes over from the house, if the fight in the senate is renewed upon it, President Wilson will decide whether to call an extra session of congress for consideration of the ship bill alone. His advisors in congress today were giving him advice in both directions. At the white house the president's determination to pass the bill was reiterated and it was said a decision as to an extra session awaited the developments in congress.

In the house tentative arrangements were made to take up the ship bill immediately after passage of the pending sundry civil bill. It was expected the ship bill could be put through next week.

Plan of Campaign

As the situation developed at the capitol, the plan appeared to be to relax the fight in the senate while the Gore substitute was being attached as an amendment to the Weeks bill in the house, and meanwhile some appropriation bills would be disposed of in the senate. The plan seemed to forecast surely an extra session.

Definitely that the president will insist on the passage of the shipping bill even if an extra session is necessary.

In administration circles it was reiterated that the hope had not been given up of passing the Gore substitute during the present session. It was considered significant however, that Mr. Kitchin, who is to be the majority leader in the next congress, was present at the conference rather than Mr. Underwood, who will be in the senate after March 4.

BRITAINS REPLY TO AMERICAN NOTE

LONDON, Feb. 11.—The final reply of the British government to the note of the United States bearing on the detention by British authorities of American cargoes destined to neutral European ports, was started today by the British foreign office on its way to Washington.

The reply of the British government, referred to in the foregoing dispatch, is said to be far more complete than was the preliminary statement sent with the acknowledgment of the note. It includes the results of extensive investigations into delayed American cargoes and American trade with European trade with neutrals since the beginning of the war.