

# DEUTSCHLAN'S CREW IN PANIC FEAR CAPTURE

## COMPLETE VINDICATION FOR GOVT, GEN. HUGHES AND SHELL COMMITTEE

Continued from page 1.

They go so far as to say that, but for the effort of Col. Cantley, one of the members of the Shell Committee, it would have been impracticable to have obtained orders for the fabrication of shells in Canada, and all through the report, it is observed that the commissioners have been much impressed by the splendid work done by the members of the Shell Committee generally. The appearance of Col. Allison upon the scene in connection with negotiations for the manufacture of fuses brings out the point in the report that General Hughes, trusting him absolutely requested him "to smash Harris prices" and at the suggestion of the minister, Col. Carnegie asked Allison to bring the Shell Committee into relations with competent manufacturers who could introduce an element of competition, with the object of lowering prices.

**GEN. HUGHES' EFFORTS TO SAVE MONEY FOR WAR OFFICE.**

All through the negotiations it was shown that General Hughes was making the best efforts he knew how to make to get munitions as cheaply as possible for the British War Office. Regarding the transaction with the American Ammunition Company the report says it was but the carrying out of what is a common practice of promoters who have acquired a concession or contract to which it is transferred. But for Allison's connection with Yaukum and the position Allison occupied in relation to General Hughes and the Shell Committee, the transaction would have been a matter which concerned only the parties to it and persons who should become shareholders in the company. It was stated in the Commons by Kite that the two American companies concerned were "mushroom companies."

It is brought out in the report that they were not so, but that these companies were brought into existence by a group of business men of high standing and of large means, who had determined to embark in the business of fabricating fuses. They had behind them large resources and had secured services of eminent ammunition experts.

Regarding the International Arms and Fuse Company all the allegations are dismissed.

No commission was paid as suggested, and with regard to the commission paid to the promoters who got the contract which the American Ammunition Company carried out, Mr. Cadwell of the latter company, did not himself know that Allison had participated.

Dealing with the fact that the first orders for fuses were placed in the United States rather than in Canada, the commissioners do not express an opinion, but say that the decision of the committee is not fairly open to adverse criticism and there can be no doubt that it was honestly arrived at. The members of the Shell Committee would have assumed a grave responsibility if the opinion of their expert adviser had been disregarded, and the contracts had been given to Canadian manufacturers and their efforts to produce the fuses had resulted in failure.

There are frequent references to the standing and capacity of Col. Carnegie as an expert ordnance adviser, and while there is the suggestion that he contracted for too high a price for the fuses, the commissioners add that a mistake was made in placing upon his already overburdened shoulders the work of conducting what may be called the business or commercial part of the transactions.

**The Commission's Finding.**  
(Canadian Press.)

Ottawa, July 21.—What may be called the business or commercial part of the transactions with which Col. Carnegie had to deal, was work for the performance of which, so far as we are able to judge, he possessed no special qualifications.

"We have said that the price agreed to be paid for the 3,333,224 time fuses (\$4.50) was a fair and reasonable price. For the 1,666,666 fuses the price of \$4 was fixed by Col. Carnegie.

"It was an estimate made by him in the exercise of his judgment as a mechanical engineer, based in part upon a tentative estimate received from Mr. Sise of the Northern Electric Company.

"We think that a fair price for the loaded fuses would not have exceeded \$3, and we are satisfied that had Col. Carnegie been aware of the prices then being paid in the United States on behalf of his own principals, the war office, to Mr. Cadwell himself, he would not have agreed to a higher price than \$3.

"It was argued that Col. Carnegie's conduct in proposing such a price is only explicable on the theory that he was intentionally allowing a high price in order to provide a commission for Allison and his friends. We are of opinion that this hypothesis must be rejected. The argument rests in part upon a misconception of Col. Carnegie's attitude. His attitude was not entirely that of a bargainer. He believed himself to be fully competent to do so, and acting in accordance with the practice mentioned, fixed a price, which in the exercise of his judgment, he conceived to be a fair one. He exposed himself, no doubt, to criticism

operation Allison was endeavoring to secure.

"Our clear conclusion is that, whatever impression Mr. Harris may have gathered from what was said at the interview on the sixth of May, it was not in the mind of either Gen. Bertram or Col. Carnegie to convey, and that neither of them intended to convey, the idea that the necessary fuses for the Russell Company for a fuse contract must be carried on only through Allison.

**No Evidence of Pressure.**

"There is a somewhat important difference between the recollections of Mr. Harris and Mr. Russell as to the words that were used by Col. Carnegie, when it is said that the contracts had been let to the United States companies on account of pressure from 'himself'."

"We do not see anything in the statement that Col. Carnegie is said to have made that indicated that he intended to convey the impression that pressure had been brought to bear by anyone to close the contracts with either of the United States companies with any object than to prevent delay. There was no evidence that even such pressure as that has been used by Gen. Hughes, but if there had been, his conduct would not be open to criticism as having been in any way improper."

The commission find the sums paid on the order of Allison to G. W. Stephens, Montreal, E. E. Lignault, at one time active as a leader at the Ritz Carlton, Montreal, and the late William McBain, Ottawa, were made in fulfillment of agreements to share profits on other war deals. The order for \$105,000 in favor of Allison's sister-in-law, Miss Edwards, is described as a "voluntary gift." The evidence established that Gen. Hughes, Gen. Bertram, Col. Carnegie and the members of the shell committee had no knowledge of the Allison-Yaukum commission agreement which affected the fuse contract.

On the contrary, Allison gave Gen. Hughes to understand that in all that he had done or would do in the matter he was actuated solely by his friendship for Gen. Hughes and that under no circumstances would he take any reward or commission for his services.

Allison's position, as stated by him to Col. Carnegie, was that of a person who was acting as an agent on account of that friendship, to render any assistance he could to the shell committee; and neither Col. Carnegie nor Gen. Bertram knew or suspected that Allison was acting with the fuse contracts, he was acting with a view to any profit or remuneration to himself from any contract that was contemplated or might be entered into.

The evidence established beyond question that when Allison had introduced the Cadwell group and their experts to Gen. Bertram and Col. Carnegie in February, 1915, he was recalcitrant so far as they knew, came to an end. The loss to the Imperial government which would have been entailed if the fuses had been furnished at the contract price has been fortunately minimized, owing to the fact that the American Ammunition Company did not make delivery within the stipulated time, which enabled the Imperial munitions boards to readjust the terms of the contract.

"It was contended that the evidence established that Mr. Lloyd Harris and Mr. Thomas Russell, of the Russell Motor Car Company, who were desirous to obtain, and had negotiations with the shell committee, with a view of obtaining a contract for their company for the production of time fuses, were informed by Col. Carnegie that a contract could be secured only through the intervention of Allison, and that all that he intended to convey by what he said was that it would be impossible to give a contract to the Russell Company for the loaded fuses, and that the only chance the company would have in securing any part of the work would be to arrange with firms whose co-

operation Allison was endeavoring to secure.

"After having given the matter our gravest consideration, we are completely of opinion that the Allison explanation cannot be accepted, and to find that while professing to be acting as the friend of Gen. Hughes and to be doing what he did solely in the interest of the British government, he was in reality acting only to secure for himself a share equally with Yaukum in any benefit that Yaukum might receive, either by way of commission or otherwise. We have only to add that if we had come to a different conclusion and had accepted Allison's statement we would have been bound to say that his conduct in taking the benefit of the agreement to the commission and accepting a right to share in it equally with Yaukum without informing Gen. Hughes and the shell committee and obtaining their consent, could not be either justified or excused."

"What we have said as to Allison's receiving this commission and the other members of the shell committee, that Allison was to be paid any commission or other reward or remuneration, applies also to the order for cartridge cases that was given to the Edward Valve and Mfg. Company and to the commission to which Allison would have been entitled if the company had made delivery of the cases, according to the terms of the order, to which we shall afterwards refer."

"In the course of the summary of the evidence, comment is interspersed. The commissioners, touching on the understanding between Yaukum, Bassick and Cadwell fixing one million dollars as commission on the fuse contract of the American Ammunition Company, make this comment: "The transaction was but the carrying out of what is a common practice of promoters. But for Allison's connection with Yaukum and the position Allison occupied in relation to Gen. Hughes and the shell committee, the transaction would have been a matter which concerned only the parties to it and persons who should become shareholders in the company."

"The commissioners deem the guarantee of money advanced afterwards made on the fuse contract a fully secured shell commission, and a loss."

"The decision of the committee (in placing contracts in the United States rather than in Canada at that date) is not fairly open to adverse criticism, and there can be no doubt that it was honestly arrived at."

"Nothing that we have said is intended to suggest or imply any doubt as to the integrity of Colonel Carnegie."

A mistake was made in placing upon his already overburdened shoulders the work of conducting what may be called the business or commercial part of the transactions.

It was not in the mind of General Bertram or Col. Carnegie to convey, and that neither of them intended to convey, the idea that negotiations with the American Ammunition Company's contract was entered into

for the express purpose of enabling Allison to obtain a commission from the contractors, and under pressure from Gen. Hughes, acting with the same motive," the commissioners say.

"We find that this last contention is not well founded."

Gen. Hughes' connection with the operations of the shell committee are referred to as thus:

"It was suggested that the presence of an endorsement on the American Company's contract of a memorandum of its ratification, signed by Gen. Hughes, 'as Minister of Militia and Defence' of the Dominion of Canada, in accordance with authority duly conferred upon him by His Britannic Majesty's government, 'indicates that Gen. Hughes had taken part in the negotiations which led up to the making of the contract and gives support to the view that the contract was his contract and not that of the shell committee, and was forced upon the committee, in order that Allison might obtain a commission.' There is, in our opinion, no ground for that suggestion. The legal advisor of the company inquired if the shell committee was an incorporated body, and having been told that it was not, he and President Cadwell told Mr. Ordre, the committee's lawyer, that it would be necessary for the company to raise money in New York on the strength of the contract which they had procured for the war office. He procured the signature of Gen. Hughes."

**Charge re "Mushroom" Firms Unfounded.**

"Apart from the Allison commission there is no evidence that any commission, reward or remuneration for obtaining, or assisting in obtaining, the contract entered into with the American Ammunition Company, was promised or paid to any one, and so far as appears from the evidence, no person except the company and its shareholders, had been, or is entitled to any interest in the contract, or in the profits or prospective profits under it, and we are satisfied that neither Gen. Hughes nor any member of the shell committee has been or is so entitled, or was promised or paid any such commission, reward or remuneration."

The commissioners decide that the inability of the American Ammunition Company to carry out its contracts was due to the failure of sub-contractors to make deliveries and the failure of the finished fuses to pass the firing test. These difficulties had been overcome.

The allegation that the two American concerns who got the fuse contracts were "mushroom" enterprises, the commissioners contend, is not well founded on account of the substantial financial backing of their promoters and the money they spent on the plant.

**Driven Back in Disorder.**

Paris, July 21.—(Noon).—Positions captured yesterday by the French south of the Somme were subjected to a vigorous counter attack during the night. The Germans charged the French lines in several places, but the war office announced today, suffered heavy losses and were driven back in disorder.

A strong German detachment, which advanced to the attack in the vicinity of the Somme, was repulsed by the bayonet.

Between Soissons and Rheims the French penetrated a German trench, clearing it of its defenders.

"We are praying every night and are getting our friends to pray for us," Second Engineer Carl Fruichte told a friend with whom he has been passing his evenings since the crew has been on shore leave. This same friend told the story of the terror attack on the night of the 19th.

"The crew have orders to be ready to leave port at any moment," said this friend of Fruichte. "They cannot bring themselves about to see how the Deutschland will escape the enemy off the Capes."

**Fear Ure of Nets.**

Knowing the tactics of the British and French, and realizing that many German submarines have been caught in nets that were stretched across the English Channel, the men of the Deutschland fear that the British will resort to this method off the Capes.

Not only that, but the crew of the Deutschland is expressing fear for the Bremen, sister ship of the Deutschland, which is soon due at the Capes. Should these nets be stretched, the Bremen also may be ensnared and lost.

Everything is being made in readiness for an early clearance of the Deutschland. The crew were busy today bidding good-bye to their friends. All shore leave was taken from the crew at sundown today and instructions were issued that none could leave the pier at which the craft is tied. Extra precautions were taken at night and the guard was reinforced both on the land side and on the water.

From the Patuxet River, searchlights on board the tug Thomas F. Timmins and the launch Echo, of the Eastern Forwarding Company, played continuously on the shore and around the waters to keep other craft from approaching too near the submarine. All food supplies were placed on board the craft today and this also indicates that there will be an early clearance.

Among the foodstuffs put aboard were fresh water—30 tons of it—cooked meals and bread and fruit that will serve the crew for a few days. After this has been used up the crew will begin to live on canned food, bread, vegetables, fruit and meats. There will be no ice water for the crew, the only thing with which to quench their thirst will be water that is hot from the heat of the engine room.

**Put Fuel on Board.**

It was soon after two o'clock this afternoon when suddenly the gates of the warehouse were thrown open and a heavy guard stepped from within, to keep back the curious. Then the gates in the rear, that open on the pier to which the Deutschland is moored, opened and stevedores, drawing after them a long steel cable with a heavy hook attached, came from the Deutschland. The hook was made fast to the tank cars containing fuel oil, and by means of a steam winch on the pier, the cars were pulled to a position beside the submarine and the work of filling the fuel tanks of the Deutschland with 16,266 gallons of fuel was begun. This oil which will be sufficient to give to the craft an operating radius of 13,000 miles, was transferred from the tank cars to the submarine by means of a three inch pipe, attached to the valves of the tank car, and run into the fuel tanks amidships.

"On the Isonzo front there were artillery engagements. The enemy shelled Montefalco. We replied by means of a three inch pipe, attached to the valves of the tank car, and run into the fuel tanks amidships."

Colonel Tarnoff, died gloriously fighting the latter part of June in the region of Korfa, southwest of Dubno, at the head of his regiment, while crossing a river under a murderous fire and putting the enemy to disorderly flight.

**Tautons Flees in Disorder.**

Petrograd, July 21, via London, July 22.—The war office communication, issued this evening, says: "Western front: The valiant army of General Sakhoroff, having surmounted the difficulties of crossing the Lipa under the concentrated fire of the enemy, on Thursday drove the enemy, who fled in disorder. Our artillery is shelling the retreating enemy columns which have been driven across the Lipa at several points."

"Yesterday (Wednesday) we took about 1,000 prisoners and four cannon, three of which were loaded. Prisoners continue to come in. Further information indicates that the prisoners taken in Thursday's battle numbered three officers and 155 men. Four machine guns were also captured. This fighting took place in the region southwest of Kimpolung (Southern Bukovina) in the Waleputna region, where the enemy was driven from one height."

"The number of prisoners taken in the battle of the sixteenth continues to increase, at present numbering 2,517 men and seventy-five officers. The body already listed consists of three guns, forty-nine machine guns, thirty-six bomb-throwers, eighty cases of grenades and bombs, sixty cases of ammunition, fifty-eight cases of machine gun cartridge belts and three depots containing 35,570 shells, 5,230 hand grenades and huge quantities of rifle cartridges and other war material."

**Russians Smash Through German Front Near Ruse.**

Baltimore, Md., July 19.—The Deutschland's crew at a few minutes after eleven o'clock tonight dismantled the spars which have been raised high above the submarine, and the conning tower was closed, while launches with agents of the Eastern Forwarding Company patrolled the waters leading to the pier, and the tug Thomas F. Timmins kept a searchlight playing all about the scene.

Every man of the Deutschland's complement was on board the craft. One of the launches drew up a few minutes later and a representative of the agents attempted to persuade all the newspaper launches to leave the vicinity of the pier.

"You are interfering with our plans," he declared.

**Crew of the Deutschland in Terror of Unknown Perils off Capes.**

Terror stricken and on the verge of a panic, the crew of the Deutschland dread the order that will start them on their return passage across the Atlantic. None believes they will escape the dragnet being thrown out by the allied cruisers now off the Capes. They feel sure that they will fall victims to the enemy cruisers, not through shot but from disabled engines in a net that the enemy is spreading just off the three mile limit.

The crew, whose names will go down in history for the creation of a new commercial era, have openly expressed this feeling to friends on Locust Point. They have told the same friends that Captain Paul Koenig, the daring commander, is doing everything in his power to keep up their spirits and make them look on the bright side of the affair, but the men can not see this side of the venture.

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**RUSSIANS SMASH THROUGH GERMAN FRONT NEAR RUS**

(Continued from page 1)

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Not only that, but the crew of the Deutschland is expressing fear for the Bremen, sister ship of the Deutschland, which is soon due at the Capes. Should these nets be stretched, the Bremen also may be ensnared and lost.

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Among the foodstuffs put aboard were fresh water—30 tons of it—cooked meals and bread and fruit that will serve the crew for a few days. After this has been used up the crew will begin to live on canned food, bread, vegetables, fruit and meats. There will be no ice water for the crew, the only thing with which to quench their thirst will be water that is hot from the heat of the engine room.

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## DIG SUBMARINE'S SPARS ARE DISMOUNTED AND THE CREW CLOSES THE CONNING TOWER

Searchlights illuminate pier where the Deutschland is All Ready for Her Dash Through the Virginia Capes and Patrols Resent Presence of Launches in the Vicinity.

(New York Herald.)

The Deutschland's crew were today presented with iron cross rings by the ladies in charge of the distributing station here. The presentation took place on board the Neckar, where the submarine sailors are making their home while in port.

A most interesting turn has been given to the possibility of the Deutschland escaping and making the trip to Germany if she does not run afoul of nets stretched by the cruisers. It was said that the submarine might slip out to sea on her return voyage in the wake of a freight vessel of one of the Allies. Such being the case, the submarine would really be protected by the freighter. In the wake of this vessel it would be impossible for those aboard cruisers of the allied nations to detect the presence of the undersea craft by means of their microphones, with which all are equipped. This theory was advanced by George M. Williamson, of New York, a submarine expert, who says that in this way the submarine would be out of all danger of being stopped and could escape without being detected.

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Among the foodstuffs put aboard were fresh water—30 tons of it—cooked meals and bread and fruit that will serve the crew for a few days. After this has been used up the crew will begin to live on canned food, bread, vegetables, fruit and meats. There will be no ice water for the crew, the only thing with which to quench their thirst will be water that is hot from the heat of the engine room.

**Put Fuel on Board.**

It was soon after two o'clock this afternoon when suddenly the gates of the warehouse were thrown open and a heavy guard stepped from within, to keep back the curious. Then the gates in the rear, that open on the pier to which the Deutschland is moored, opened and stevedores, drawing after them a long steel cable with a heavy hook attached, came from the Deutschland. The hook was made fast to the tank cars containing fuel oil, and by means of a steam winch on the pier, the cars were pulled to a position beside the submarine and the work of filling the fuel tanks of the Deutschland with 16,266 gallons of fuel was begun. This oil which will be sufficient to give to the craft an operating radius of 13,000 miles, was transferred from the tank cars to the submarine by means of a three inch pipe, attached to the valves of the tank car, and run into the fuel tanks amidships.

"On the Isonzo front there were artillery engagements. The enemy shelled Montefalco. We replied by means of a three inch pipe, attached to the valves of the tank car, and run into the fuel tanks amidships."

Colonel Tarnoff, died gloriously fighting the latter part of June in the region of Korfa, southwest of Dubno, at the head of his regiment, while crossing a river under a murderous fire and putting the enemy to disorderly flight.