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### Germans on Trial in New York for Conspiracy.

**Counsel for State Charges that Captain Boy-Ed, German Naval Attache Directed Chartering and Loading of Steamers, and that \$750,000 for Relief of German Warships Was Spent Under His Direction.**

New York, Nov. 23.—In the United States Court to-day the selection of a neutral jury for the trial of Karl Bueenz, managing director, and employees of the Hamburg-American Line on charges of conspiracy to violate customs laws in sending supply ships to German warships, was concluded within an hour.

William Rand, of counsel for the defence, notified Assistant Attorney Wood that the defence would withdraw that part of the previous admission pertaining to the alleged connection of Captain K. Boy-Ed, German naval attache, with the acts charged by the Government. This part of the admission made the defendants state that Captain Boy-Ed had been consulted regarding the sending of steamers with supplies to German sea-raiders, and that the work had been carried on largely under the naval attache's direction. No reason for withdrawing the admission was given. It became known to-day that an important witness for the Government had left the jurisdiction of the United States a week ago, and is at present in Bermuda. The name of this witness and what job he was in the Government's machinery in the case were not disclosed by the prosecution.

In almost the first words of his opening address to the jury Mr. Wood charged that Captain K. Boy-Ed, German naval attache, directed the chartering and loading of some of the vessels, and that \$750,000 for relief of German warships was spent under his direction here.

**From Coast to Coast.**  
"We expect to show," Mr. Wood said, "that this conspiracy extended from New York and Philadelphia to San Francisco and New Orleans. We expect to show that Dr. Bueenz employed a man named Kutenkamp to

clear two vessels in a hurry from Philadelphia at the very opening of the war, telling him that this was desirable, because the Hamburg-American Line, should not appear in the transaction. We can prove that one of the vessels—the Berwind—was loaded with coal bought from the Berwind Coal Company, and we understand that Dr. Bueenz wanted Mr. Berwind of the coal company, to clear the steamer, but that Mr. Berwind demurred and Kutenkamp was called in to do the work.

"We shall prove that not long afterwards, Kutenkamp received \$175,000 from some place in Germany—he did not know where or from whom—that he put this money in two New York banks, and that soon after Captain Boy-Ed came to him and told him that the money was to be spent under his (Boy-Ed's) direction. We shall show that \$500,000 to \$600,000 of this money was sent to San Francisco, where it was spent to charter and supply three ships with coal and provisions, and that these ships sailed out and met the German cruisers Leipzig, Dresden, and the Dresden. "One hundred and thirty-five thousand dollars of his money, we will show, was spent for the purchase outright of one of these three vessels, and all of the \$750,000 was spent under Captain Boy-Ed's personal direction and instructions."

**Supplies for German Warships.**

"Sixteen or seventeen ships were used," Mr. Wood continued, "by the defendants to carry coal, water, wine, saur kraut and other needed supplies to the Leipzig, Dresden, Cap Arafalgar, Eba, Santa Lucia, Eleanor Woomer, and other German men-of-war. These steamers all carried super-cargoes, placed aboard by the defendants, each super-cargo bearing sealed instructions, which were opened after the vessel steamed away, some times within the three mile limit.

"The defendant, Koter, we shall show, signed letters which the super-cargoes carried and these letters, addressed to the captains of the steamers supplying German warships, instructed the captains to obey the super-cargoes and promised them liberal gratuities for doing so.

"We shall show that after these vessels sailed for Buenos Ayres, Laguyra, Cadiz, Monrovia and other des-

tinations, the super-cargoes instructed the captains to go elsewhere and that the captains obeying these instructions took their vessels to meet German warships at sea and to deliver to the warships the supplies aboard.

"We shall show that these defendants, conspired, at various meetings, to do all these things; that in so doing they rode roughshod over the laws and treaties of the United States as contemptuously as if those laws and treaties had been mere scraps of paper."

Mr. Wood's address lasted less than forty minutes.

**Admission by Germans.**

W. M. Rand, counsel for the defence opened with these words:

"So far as certain facts are concerned, we concede that they are just as Mr. Wood stated them to be.

"We concede that certain ships sailed from American ports to supply German warships, and admit that these ships were outfitted by Dr. Bueenz and the other defendants, but deny that the acts of the defendants constitute conspiracy," Mr. Rand added.

**Chartered the Ships.**

The first witness was Richard D. Wrigley, a steamship broker of this city, who testified that he chartered on August 3rd, 1914, to the Hamburg-American Line the steamers Lorenzo and Berwind, the first two vessels which sailed for the German Atlantic fleet. John H. Gans acted for the liner. Mr. Wrigley said, in the transaction, giving indemnity bonds to the owners for full value of the vessels, \$350,000 and \$260,125, respectively.

"This was done in case anything should happen, and the vessels not be returned to us," he said.

"We could not get war insurance

at the time, and some guarantee was necessary."

Wrigley also testified that the steamship Lorenzo was chartered for \$15,500 a month; the Berwind for \$12,500; the Atina, Nepe and Mowinckle for \$13,750 each. He said that he wrote letters to the captains of these vessels to the effect that super-cargoes would be placed aboard to take charge, and that "liberal gratuities" would be paid the masters for attending to the super-cargoes' interests.

The Berwind and Lorenzo cleared August 5 and 6, two days after they were chartered, for Buenos Ayres.

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They were later captured in the East Indies and sold under prize court orders. The Mowinckle and the Nepe were likewise captured.

The Atina was also seized and sold. Her owners, Norwegians, were not reimbursed for her value by the Hamburg-American Line, the witness said, and when the Mowinckle and Nepe were taken into Tenerife the Hamburg-American Line promptly cancelled their charters, so that there would be no expense while they were tied up.

The next witness was Gustave E. Kutenkamp, who, the Government charges, received \$750,000 from an unknown source in Germany, which was spent under Captain Boy-Ed's direction. He testified that he was summoned to the office of the Ham-

burg-American Line on August 5, 1914, and requested by Dr. Bueenz, Koter and Hochemiser to clear the cargoes of the steamers Lorenzo and Berwind, one of which sailed the same day and the other the following day.

They said they did not want the Hamburg-American Line to appear in the matter.

"Did you clear them?"  
"Yes."  
"Did you get some money later?"  
asked Mr. Wood.

"Yes, about \$750,000."  
"Where did it come from?"  
"It came from the Deutsche Bank of Berlin, through Speyer and Company, of this city."

"What happened then?"  
"Well, a few days later—early in September—Captain Boy-Ed told me the money was for him."

"Did you disburse any of the money under Captain Boy-Ed's instructions?"  
"Yes, I sent \$365,000 to the Nevada National Bank at San Francisco."

"What was done with the money?"  
"I don't know."  
"Did you disburse any more of the money under Captain Boy-Ed's instructions?"

"Yes, I paid over \$150,000 to the North German Lloyd Line, September 21, 1914, and \$63,000 more to the same people, September 28."

"What was done with the money?"  
"I don't know."  
"Did you pay out any of what remained?"

"Yes, I paid out various sums, including \$24,000 to the Hamburg-American Line."  
"Was this money paid upon Captain Boy-Ed's orders?"  
"It was."

"How much have you paid out to the Hamburg-American Line altogether?"  
"About \$750,000, I should say."

### Wounded in Knee.

We take the following extract from a letter to his wife written by Sergt. E. D. Butler on board the hospital ship S. S. Dover Castle.  
"I am as well as can be expected under the circumstances. I discovered this letter that I was wounded through the left knee about 8 p.m. on Tuesday, the 19th. As you know, it was my birthday and so the Turks gave me a present. It is not serious, as it is a clean wound, and I don't think it will take long to heal. Don't worry, I am well looked after. We mean to fight to a finish. Hoping it will be soon that I may get back to my little wife and three bonny boys, Corporal Marris and I were wounded about the same time and place. All was hit in right leg.  
October 22nd.

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