

# BELIEVED NOW THAT THE PRINZ EITEL WILL BE INTERNED

## AMERICAN VESSEL SENT TO BOTTOM BY GERMAN CRUISER.



The WILLIAM P. FRYE

### Captain intends to have his own mechanics make repairs — Right to sink American ship hinges on destination of cargo.

Newport News, Mar. 15.—It developed today that commander Thierichens of the German cruiser Prinz Eitel Friedrich, plans to make his own repairs with his own mechanics and plans to get the supplies from the local shipyards. So far he has not complied with the request of Collector Hamilton for a statement of the time he will require.

Washington, D. C., March 15.—No fixed rule of international law can be cited to determine what will be the fate of the German converted cruiser Prinz Eitel Friedrich, whose request for permission to provision and repair at Newport News has been taken up by the Admiralty Board. It is this Board which, as the advisory body to the State and Navy departments upon all such matters, must pass upon this difficult case.

This act may be lawful or it may constitute a serious violation of American rights. Only if the wheat was destined to the armed forces of Great Britain or consigned to the British government could it properly have been considered contraband, and unless the cargo of the Frye was contraband her destruction by the Prinz Eitel Friedrich was an unwarranted act.

No belligerent war ship is warranted in sinking a neutral merchant vessel unless more than fifty per cent. of her cargo is contraband of war, and then the vessel may only be sunk if it is clearly impossible for the captor to take her into port as prize.

While the nullius in international law regarding permission to be given to belligerent war ships to repair and provision in neutral ports is hazy and difficult of application, it is considered improbable tonight from the facts of the case already learned that the Prinz Eitel Friedrich never again will steam out upon her marauding career as a commerce destroyer.

Numerous Repairs Needed. She cannot be permitted to make any repairs to her ordnance or armor plate nor any of such character as would increase her fighting strength. For can she be permitted to be re-fitted completely she properly may be held to only those slight repairs required to make her sufficiently seaworthy to reach her nearest home port.

A report received from the Norfolk Navy Yard by the Navy Department said the chief engineer of the Prinz Eitel Friedrich thought it would require two or three weeks' time to make repairs. This very properly may be granted to her. But the captain of the Prinz Eitel Friedrich is reported as desiring a much longer period for repairs. He desires to have the ship docked at the Newport News plant and to have her hull, propeller, rudder and auxiliary machinery overhauled. It is very improbable that this request will be granted.

British Embassy's Demands. It will be demanded by the British government that the United States force the Prinz Eitel Friedrich to disarm and intern or else put to sea as soon as the barest necessary repairs are made.

to sea. If it is found that the Frye was destroyed illegally a claim for damages will be made to the German government through diplomatic channels by the State department. This action will be taken on behalf of the Frye's owners. But since the crew of the Prinz Eitel Friedrich in sinking the Frye acted as the agents of the government they cannot be held personally responsible. This is the first case of an American merchant ship sunk by a belligerent vessel in the present war.

Regarding the length of time to be granted to the cruiser for repairs past rulings of the United States and other governments show that she cannot make any repairs or additions to her personnel or material which would place the United States in the position of having been used as a base of operations. In 1904 the Russian converted cruiser Lena, of very much the same character as the Prinz Eitel Friedrich and engaged in much the same work, put in at San Francisco in very bad condition.

Russian Ship a Precedent. The Russian Ambassador was advised that the Lena, besides her hull, propeller, rudder and auxiliary machinery, her boilers are in very bad condition and the ship is very foul.

Mr. Daniels, Secretary of the Navy, issued this statement, setting forth the information which he thus far has received:— "Captain of the Prinz Eitel Friedrich and officers are of the regular German navy. The crew came from the Kaiserin Lutz. The captain said that the merchant captain is on board now. On examination made at sea the chief engineer thinks it will take about two or three weeks to make repairs. The Captain says he thinks much longer time necessary, and says the ship must be docked and repairs made to propeller and rudder and the auxiliary machinery. Boilers are in bad condition. He thinks the ship will have to be repaired. Repairs cannot be made in time to be allowed to proceed. He estimates 1,500 tons of coal the smallest amount needed to take him to German port. Ship is very foul. All auxiliaries running.

The collector of customs reports that American ship Frye, from Seattle with cargo of wheat, was sunk by the Prinz Eitel Friedrich, as the wheat was for a British port. Captain and crew of twenty-five are on board the Prinz Eitel Friedrich. There were no Englishmen among the prisoners, quite a number of women and children.

Crew Would Be Interned. The sentence of Mr. Daniels' statement stating that repairs could not be made "in time to be allowed to proceed" refers to the twenty-four hour period generally accorded to belligerent war ships seeking refuge in neutral ports. Ordinarily, belligerent war ships are required to leave within twenty-four hours, but when they are in such condition that they cannot put to sea within that time, a further extension of time for repairs is granted.

If the Prinz Eitel Friedrich elects to intern at Newport News her guns will be dismantled or their breeches removed so as to disable her and her coal supply will be limited to an amount that would make it impossible for her to steam. Her officers and crew would be interned with the vessel and would be required to remain within the United States while the

operation decided on as only means of relief. But the writer of this letter resolved to try Dr. Chase's Ointment first and was cured.

war lasts. The officers, however, might be permitted to go to Germany after giving their promise that they will not engage in the war in any capacity. The Prinz Eitel Friedrich would then be allowed to make repairs at leisure so that she would not depreciate during the period of her internment.

The Frye's manifest showed her bound for Queenstown "for orders." Officials explained that this declaration in the manifest was not unusual, and added that circumstances so far pointed to the fact that the Frye as a vessel of a neutral nation engaged in a legitimate voyage was not subject to seizure or destruction.

English Sidelines on the War. Sir W. Watson Cheyne, delivering the Hunterian oration at the Royal College of Surgeons in London, gave a preliminary account of experiments in the disinfection of wounds, more particularly gunshot wounds. The problem, he said, was to introduce an antiseptic into a wound soon after its infliction, which would remain there, which would diffuse in the blood and tissues, and which would inhibit the growth of bacteria, until such time as the wound could be disinfected thoroughly. The essential point was that the antiseptic should remain in the wound and not escape at once. Fluid, therefore, could not be used, and they had chosen paste for their experiments with encouraging results.

The old training ship Britannia, at Dartmouth, in which several generations of British naval cadets have been taught, is to be broken up. Men are removing the houses on deck, and upper works, so as to prepare her for her last voyage to the north of England. The figure-head has been removed and is now landed at Dartmouth, whence it will be transferred

to the grounds of the Royal Naval College and erected there as a memorial to the old ship.

The Commonwealth Statistician has furnished the following figures of the number of men available in Australia, according to the Defence Act. Class I includes all unmarried men of eighteen years and upwards, but not thirty-five; Class II, from thirty-five to forty-five years (unmarried); Class III, eighteen to thirty-five years (married); Class IV, thirty-five to forty-five (married, and Class V, forty-five to sixty. Twenty per cent is allowed as the proportion that might be omitted as medically or otherwise unfit:

Table with 2 columns: Class, Number of men. Total: 1,414,200

Emile Jules Dupuis, describing himself as a Belgian professor of languages, was sentenced in the London Central Criminal Court recently to twelve months' hard labor. He had been employed as an examiner in the Postal Censor's Department, and was charged with—and convicted of—sending warning to persons whose correspondence was under particular supervision.

The Prince of Wales has order that Gurney Court be devoted to the accommodation of wounded soldiers, and a number of men have been there for several weeks. It is a fine Jacobean mansion, built about eleven miles from Bristol, and both it and the manor of the same name are held by the Duchy of Cornwall. The Gournay family, which had the manor in very ancient times, was implicated in the murder of King Edward II at Berkeley Castle, and all its lands were confiscated.

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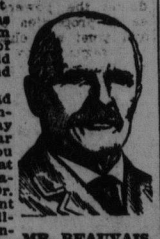
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MR. BEAUVAIS. I suffered from chronic piles or hemorrhoids and considered my case very serious. I was treated by a well-known physician who could not help me, and my doctor decided on an operation as the only means of relief. However, I resolved to try Dr. Chase's Ointment first. The first box brought me great relief, and by the time I had used three boxes I was completely cured. This is why it gives me such great pleasure to recommend Dr. Chase's Ointment to everybody suffering from hemorrhoids as a preparation of the greatest value. Dr. Chase's Ointment, 50c a box, all dealers, or Edmanston, Bates & Co., Limited, Toronto.