

N.Y. MAN TRAPPED AS SPY BY HIS LETTER

Kuepferle, on Trial in London, Said to Have Given His Case Away.

FOUGHT FOR GERMANY

Came Here From Front and Went to England on Perilous Mission.

Special Cable Dispatch to The Sun. LONDON, May 18.—The trial of Anton Kuepferle, an American citizen of German birth, who lived at 1665 De Kalb avenue, Brooklyn, began today and will undoubtedly prove one of the most sensational cases of its sort on record.

At the close of the first day's session THE SUN'S correspondent is able to say that the British authorities have obtained incriminating evidence against Kuepferle. This information, which will be brought out in evidence tomorrow or on the next day, is to the following effect:

Kuepferle, who was kept under the most careful observation from the moment of his arrest, was purposely placed in prison where there were other Germans waiting deportation, during his residence there he endeavored to communicate by letter with one of these Germans. His attempt failed, however, the letter being found on him before he had managed to deliver it. In the opinion of the British authorities it absolutely decried the defence the prisoner had hoped to establish, which was to the effect that he had come to England as a newspaper correspondent.

Fought With Germans.

The letter, on the other hand, demonstrates beyond doubt that Kuepferle left America soon after war was declared and went to Germany. There he enlisted, in spite of his American citizenship, and fought for some time in the present war.

Before long, however, he was relieved from military duty, and because of his knowledge of English and his familiarity with American affairs, was sent back to New York and ordered to proceed from there to England on a special mission of espionage.

The letter contains sentences to this effect: "How I wish I were back at the front even for half an hour. I would soon show these—English what I think of."

"When I am sentenced I shall receive the verdict with a salute, but I shall not let them know that I have been a soldier."

It is believed here that the United States government will have a serious case for consideration in the fact that Kuepferle, although a naturalized American citizen, went to Germany and fought at the front.

His action in thus proving loyalty to the law of his adopted country, which he took on becoming an American citizen, is here considered exceedingly suggestive of the attitude in which the case of Kuepferle, a naturalized American citizen, went to Germany and fought at the front.

Furthermore, many matters of vital interest to the United States will be revealed during the trial. Needless to say, the trial will be held in public, and the proceedings will be brought to light during the next few days, however.

Trial Not Held in Private.

There could be no better proof of the importance attached to the trial than the presence this morning in the Old Bailey police court, where the trial is taking place, of three Justices. Of these Lord Reading, Lord Chief Justice of England, was presiding. The others were Justices Avey and Lush.

Contrary to previous announcements the trial will not be held behind closed doors. Admission today was only by ticket, however, and long before court was convened the room was packed.

The prosecution was conducted by the Attorney-General, the charges alleged that the prisoner sought to assist an enemy of Great Britain by furnishing information of military value. Kuepferle pleaded not guilty.

The Attorney-General asserted in closing that the prisoner is not an American citizen but a German. He charged that Kuepferle supplied information concerning the British warships and their positions in the Irish Channel and the disposition of the King's forces.

A letter was produced, which the prisoner had sought to send to a neutral country. It appeared to be an innocent commercial communication, but on being closely examined it was found to be interlined with information in German written in invisible ink.

Kuepferle arrived at Liverpool, said the Attorney-General, on February 14, and ever since that time he has been engaged in a series of trips to the coast of England, based on a hotel and a rooming house, and in each case showed an American passport signed by Bryan and issued ten days prior to his sailing from New York.

On the day following his arrival he wrote a letter and addressed it to a man in Holland. The postal authorities routed this communication in London and opened it. The letter bore a printed heading reading "S. Langsdorf & Co., Spring and Crosby streets, New York." This name and address had been crossed out, however, and Kuepferle had substituted his own name and address 1665 De Kalb avenue, Brooklyn.

The letter contained nothing of an incriminating nature, merely stating that the writer was in Liverpool and expected soon to go to London, whence he would proceed to Rotterdam. There he hoped to see his friend before departing for New York.

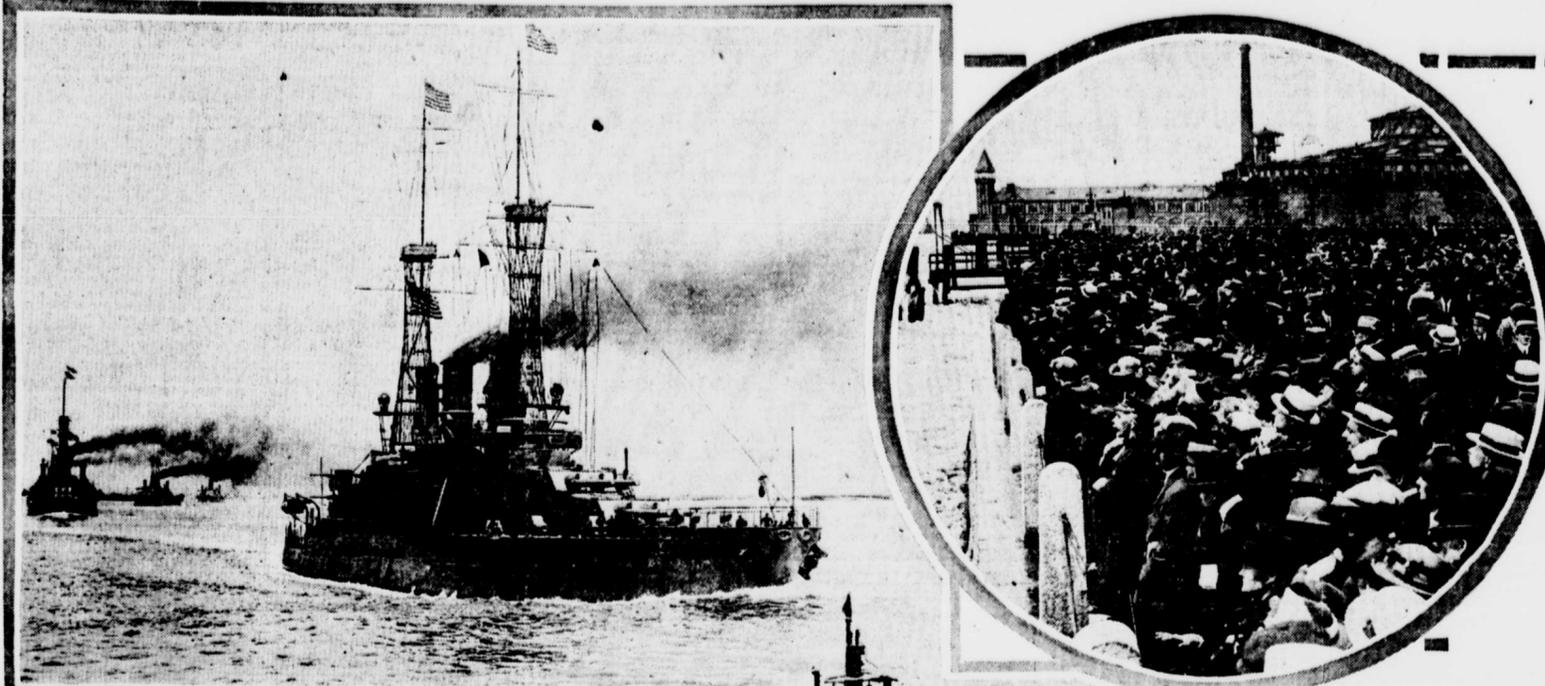
An invisible writing test was applied to a mere chance and an interlined German script was discovered. It named the relative positions of the German warships in the Irish Channel and the information was minutely accurate, said the Attorney-General. The fact was added that the writer had been held up twice and his passports examined.

After the letter had been introduced in evidence the Attorney-General proposed for the jury two shriveled lemons, one of which had been cut open, and a bottle containing formalin, hearing the name of a German apothecary in Brooklyn. He also exhibited a pen, which he had shown traces of formalin and acids of lemon fiber under analysis.

CALLED KAISER NAMES.

Kuepferle quarrelled with Landlady on That Account, Some Say.

THE NORTH ATLANTIC FLEET PASSING THE MAYFLOWER ON ITS WAY TO SEA



WILSON REVIEWS FLEET ON WAY TO WAR GAME

President Then Heads for Washington Aboard the Mayflower—Daniels Takes a Train—"Red" Squadron Opens Attack on Coast To-day.

President Wilson stood on the bridge of the Mayflower and reviewed the Atlantic fleet as it steamed out of the harbor yesterday noon. Then he sent a wireless message of farewell to Admiral Frank Friday Fletcher, commander in chief of the fleet, and at 1:30 in the afternoon the Mayflower got under way to take the President back to Washington, where he is due to arrive to-morrow morning.

At the six o'clock in the fleet swept down the Hudson and past the Mayflower, off the Statue of Liberty, Admiral Fletcher, aboard his flagship Wyoming, carried in his pocket sealed orders for the war game the fleet is going to play during the next two weeks.

Secretary of the Navy Daniels said after the review yesterday that the battle practice is going to be "the most important and ambitious war game the fleet has ever undertaken." He added that when the maneuvers are over those ships needing overhauling will be sent to the dry dock until the end of June.

Secretary Daniels saw the President save New York on the Mayflower and then prepared to take a midnight train for Washington. The President was feeling fine yesterday, said Secretary Daniels, and took a lively interest in the review of the departing warships, asking many questions as the sixteen ships of the battleship squadron passed him with a twenty-one gun salute on the port side, away from the Mayflower, steaming out with a speed of fourteen knots and with an interval of 500 yards between each ship. Ships' bands played "The Star Spangled Banner" and thousands of persons saw the spectacle from the Battery, all along the Manhattan and Jersey shores of the Hudson and from hundreds of craft in the bay.

Submarine Interest President. After the battleships the torpedo destroyers fled out, followed by the submarines and the vessels of the auxiliary division. The first warship to pass out was the Wyoming, at 11:35, and at 11:55 A. M. the sixteenth and last in the line, the Louisiana, boomed her saluting guns. The destroyers and submarines went out during the next hour.

The submarine attracted President Wilson's attention more than any others in the review. All of the President's party returned with him, except his secretary, Joseph Tully, who suffered greatly from seasickness on the trip to New York that he preferred returning to Washington by train. He left at 4 o'clock.

Before the breaking up of the various official and semi-official parties connected with the review and the fleet's stay in New York, messages of thanks and appreciation were sent to acting Mayor McAneny by Admiral Fletcher and Secretary Daniels for the city's reception of the fleet. Mr. Daniels also had sailed away without his having heard of a man being left behind.

To-day the Atlantic fleet will become the Blue fleet for the war game, and a fleet commanded by Rear Admiral Frank E. Beatty will become the Red fleet of an enemy. The Red fleet is already being assembled on the high seas and will begin its attack on the coast of the United States to-day.

Admiral Beatty, who left New York several days ago with the scout cruiser Chester as his flagship, will have a big fleet, theoretically, to wage his war. Each of his ships will represent a division of battleships and each destroyer he has will count for divisions of destroyers.

Admiral Fletcher, of course, will have the submarines of his fleet with him to operate against the Reds. They must actually protect the coast by approaching under water and torpedoing the enemy's ships with dummy torpedoes.

The umpire in this war game will be Rear Admiral A. M. Knight. He sailed from Newport yesterday aboard the cruiser Brooklyn and he will keep in touch with both fleets by wireless. The Reds will have the range of the coast between Eastport, Me., and Cape Hatteras for attack, and it is not unlikely that residents of Long Island may wake up some morning within the next two weeks and discover that their fleet from a foreign nation has landed troops from transports right in front of their homes.

Wilson Compliments Police. From the deck of the Mayflower yesterday President Wilson sent a message of congratulation and thanks to Police Commissioner Woods because of the good work of the police on the day of the naval and land reviews. He asked Theodore Rousseau, the Mayor's secretary, to tell Mr. Woods that the President was particularly pleased by the mounted men who acted as his escort. He said he had never seen a more efficient group of riders and that the entire police arrangement was splendid.

While the fleet was moving down the bay Admiral Fletcher sent this wireless message to Rear Admiral Usher, commandant at the Brooklyn navy yard: "The Atlantic fleet is leaving the harbor for manoeuvres at sea. Will you please inform the Mayor that the officers and men of the fleet desire to reiterate their sincere appreciation of the many courtesies and unbounded hospitality extended to them by the citizens of New York city, which have made the visit of the fleet a memorable one and will leave a lasting impression upon us all."

Admiral Fisher telephoned the message to the City Hall.

FLEET HELPED BUS BUSINESS. 705,512 Persons Travelled That Way While Ships Were Here. The Fifth Avenue Coach Company's buses carried 705,512 passengers during the time the Atlantic fleet was anchored in the Hudson off Riverside Drive, an average of more than 70,000 persons daily.

The company estimates that this is an increase of at least 50 per cent over normal conditions.

SHIPPERS AT FAULT, ASSERT THE BRITISH

Delay in Settling Cotton Claims Ascribed to Failure to Forward Data.

U. S. GETS READY TO ACT. WASHINGTON, May 18.—Interests of American cotton shippers are chiefly involved in the questions arising with the British government as the result of its treatment of neutral commerce under the orders in council of last March.

The indications are that some of the causes for complaint on the part of shippers will soon be taken up in the form of a note to the British government.

Meat shippers are also considerably affected by the British policies, the State Department is advised. The position of the meat shippers is, however, considerably better than that of the cotton shippers, as they are strong enough financially to be able to fight it out with Great Britain without suffering disastrous consequences.

The cotton interests, on the other hand, assert that they are doing business largely with borrowed money, and that their financial standing is seriously threatened by the actions of the British authorities.

It is charged that the British are not fully living up to assurances given with regard to neutral cargoes at the time the orders in council went into effect. Cargoes are being purchased by the British, it is said, in accordance with the promises but the sellers find it nearly impossible to get their money.

The British refuse, however, to make any payment at all until documentary evidence as to the price at which the cotton was contracted for has been presented for their examination.

On behalf of the cotton shippers, it is asserted that the data asked for are being forwarded as promptly as could be expected. With regard to disputes about prices to be paid it is argued on behalf of the cotton interests that if Great Britain would only pay the minimum price for the future adjustment their situation would be much improved.

Two More American Casualties. OTTAWA, Ont., May 18.—A list of casualties among the Canadian contingent issued to-day, included William Douglas Cugill, Charles of the Borough of The Bronx, New York city, among the wounded and missing, and Peter O'Connor of Seattle, Wash., as missing.

Philadelphia Holds Coast Protection Act Unconstitutional. TRENTON, N. J., May 18.—Alleging among other things the unconstitutionality of the act passed at the last session of the Legislature enabling sea-coast boroughs to construct bulkheads, James H. Donnelly of Philadelphia has obtained a writ of certiorari from Justice Black of the Supreme Court to review an ordinance of Longport. Under the ordinance, which was adopted May 16 last, the borough intends to construct bulkheads with jetties to protect property along the ocean front in Longport, objects to the construction of such bulkheads and refuses to be assessed for them.

He contends that the act is special and therefore unconstitutional, also that the work contemplated is not of a character that permits an assessment by the municipality.

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Seventy-five per cent of the Belgians, says Mr. Hemphill, by reason of a credit system organized by the commission, have been able to care for themselves. This food to the value of \$68,000,000 has already entered Belgium one-fourth of the population is still destitute.

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QUARTER OF BELGIUM IS STILL DESTITUTE

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