

FRENCH ACCUSE AMERICAN OF FIRING LINER LA TOURNAINE IN MID-OCEAN

SAY AMERICAN CAUSED BLAZE ON LA TOURNAINE

Raymond Swoboda Arrested in Paris Charged With Having Caused Explosion That Set Fire to French Liner in Mid-Ocean—Passport Reads From San Francisco.

PARIS, March 31.—Raymond Swoboda, one of the passengers aboard the French line steamship La Touraine which was imperiled by a fire at sea on March 6, has been arrested, charged with setting fire to the vessel, according to the Matin.

Swoboda, the paper asserts, is suspected of having "close relations with the enemy," and correspondence found in his rooms is said to indicate he had been charged with the task of blowing up the Touraine. He has been taken to Havre.

Used Detonating Device

Investigation by experts appointed by Admiral Charlier, who is conducting the inquiry into the steamship fire, has established, it is said, that the blaze aboard the Touraine must have been caused by the explosion of some detonating device. Statements made by passengers and members of the crew support this theory. The explosion was sufficiently violent to wrench loose the doors of cabins nearby. The authorities believe the explosive had been placed with criminal intent in a trunk which was stored with the baggage of first-class passengers in No. 2 hold.

With this first report of experts at hand, the state's attorney at Havre examined a number of passengers as could be reached. The witnesses stated, according to the Matin, that they had been amazed at the statement made one night during the voyage by a fellow passenger when they were discussing German threats to torpedo ships passing through the war zone.

Threat By Passenger

This passenger is quoted as having remarked: "Oh, that isn't the only war zone that would be dangerous; Germany is strong enough to do what she wants. This ship herself even before she reaches the war zone, might be obliged to have recourse to the doctors and nurses aboard to care for the passengers."

Only passing heed, however, was given to this assertion when it was made, but in view of subsequent events it appeared to the investigating attorney to have considerable importance.

The passenger in question, who was quoted as having boasted of Germany's power, was listed on the ship records as "Raymond Swoboda, 38 years of age, an American subject; profession, financier; destination, Paris."

Business Is Financier

Commissary Dubert, attached to the secret service department of the ministry of the interior, undertook the task of tracing Swoboda. He found that the man was fairly well known in Paris financial circles and had been connected with several more or less important transactions. He was supposed to be a Russian, for he often spoke of his family connections at Petrograd and Moscow. He had served as a foreign representative for

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SEATTLE TRACTION STRIKE A FAILURE

SEATTLE, March 31.—Street cars of the Puget Sound Traction, Light & Power company were running as usual this morning, and the strike declared against the company with the sanction of the Central Labor union appeared to have come to naught. The company says that only two men of the 2300 in its employ quite last night. Others were pulled from the cars, but afterwards reported for duty.

COMMANDER OF GERMAN RAIDER



COMMANDER THIERICHENS

EITEL LOADS COAL PLANNING DASH TO RENEW SEA RAIDS

NEWPORT NEWS, Va., March 31.

Large loads of coal for the German auxiliary cruiser Prinz Eitel Friedrich were brought down in Hampton Roads this afternoon. Commander Thierichens plans to begin coaling his raider late today.

Sixteen hundred tons of steam coal loaded on barges at Sewalls Point early today was destined for the German converted cruiser Prinz Eitel Friedrich, according to a persistent report in marine circles. Port officials declared they had no knowledge of such a cargo being prepared for the German raider.

Marine experts asserted that 1600 tons is about the amount of coal which would be required to take the Prinz Eitel to her nearest home port. Shipping circles today were seriously considering the possibility that Commander Thierichens might make good his defiance to the hostile cruisers outside the capes and make a dash on a dark or foggy night.

The Eitel remained at her dock today, while seven miles away, in Hampton Roads, the United States battleship Alabama lay at anchor.

A detachment of coast artillerymen was sent from Fort Monroe to the Newport News shipyard today to mount guard over the German commerce raider Prinz Eitel Friedrich. Commander Thierichens had asked that a patrol be maintained around his ship.

BRITISH RELEASE DETAINED VESSELS

BERLIN, March 31.—The Norwegian steamer Taurus, detained at Kirkwall March 9, and later taken to Dundee, where her cargo of American lard was thrown into a prize court, has been released.

The American steamer Antilla, also loaded with lard originally detained at Kirkwall, February 26, in spite of the fact that her cargo had been inspected by British officials in New York, and which was later transferred to Dundee, will be permitted to resume her trip to Copenhagen after discharging her cargo.

RUSSIANS WIN OVER GERMANS NORTH POLAND

Germans Fall Back in Nieman River District, Expecting Russians to Pursue and Be Crushed by Flanking Movement—Maneuver Failed and Germans Were Annihilated.

PETROGRAD, via London, March 31.—The long silence in Petrograd concerning the operations on the German front was broken today by an authentic report of a daring German maneuver in the Nieman river district, which, according to this information, began abortively and ended in failure.

The gradual withdrawal of the central part of their Tenth army, a move calculated to draw all the Russian forces into the advance between Suwalki and Kalvaria, was to be followed, according to the Russian interpretations of the German plan, by a quick encircling movement of their left flank from the vicinity of Lake Dusa and Lake Niemo to the rear. This, it was planned, would cut off the retreat of the advancing Russians.

Over zealotness led the German generals to throw a large part of their Twenty first army corps with three reserve regiments, amounting in all to an entire corps, across the melting ice of Lake Dusa, before the middle group of the Russian forces had advanced sufficiently to assure the success of the proposed encircling maneuver.

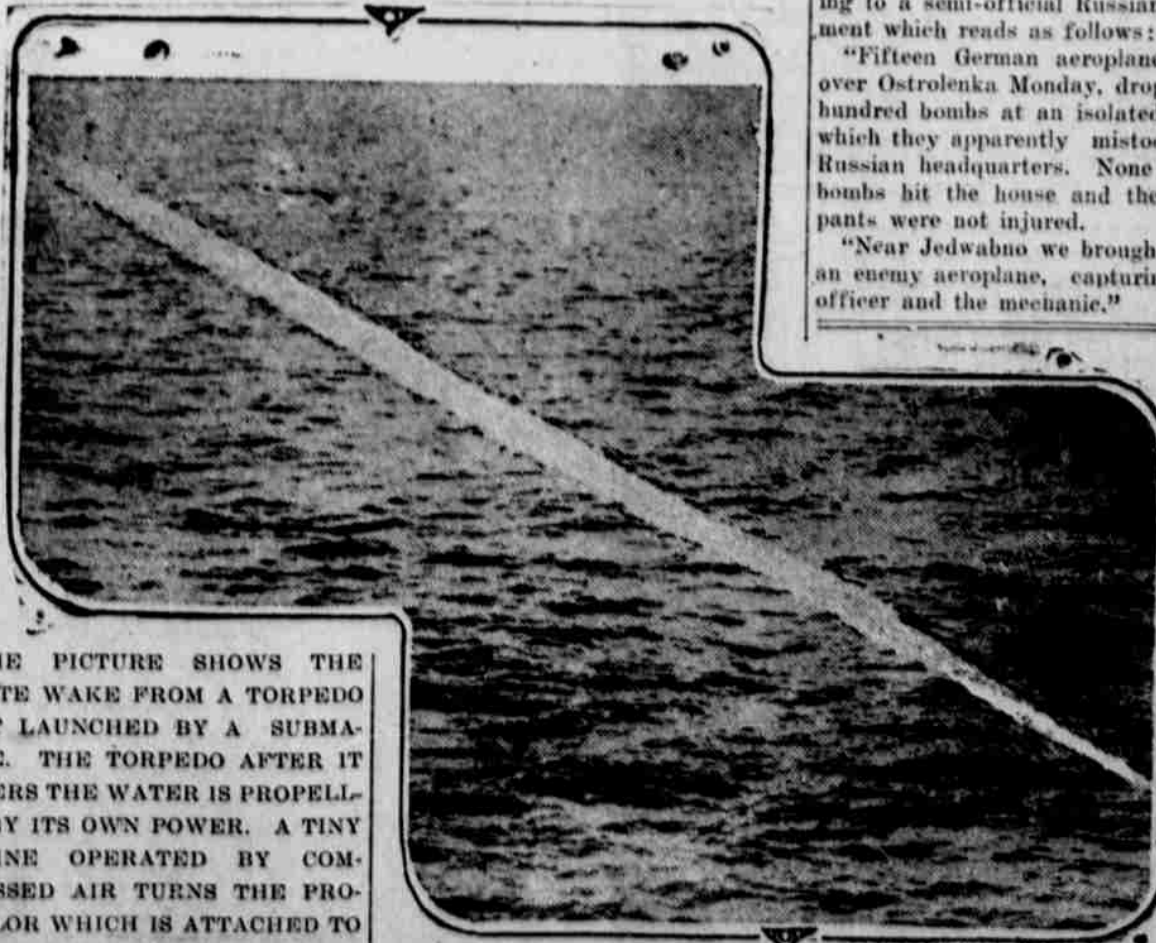
Having surmounted the hazards of the transportation of these troops over weak ice, the Germans discovered, according to the reports coming to Petrograd, that their movement was premature and in a desperate effort to retrace their steps they were met by a fierce Russian onslaught. According to their account of this fighting the Russians annihilated entire divisions of the Germans.

At other points along the German front isolated engagements continue, but there are without strategic significance.

COPPER MINERS GET WAGE RAISE

CHICAGO, March 31.—A Houghton, Mich., despatch to the Gold and Stock Ticker states that the Copper Range mines announced today that they would increase wages 10 per

THE TRAIL OF A TORPEDO



THE PICTURE SHOWS THE WHITE WAKE FROM A TORPEDO JUST LAUNCHED BY A SUBMARINE. THE TORPEDO AFTER IT ENTERS THE WATER IS PROPELLED BY ITS OWN POWER. A TINY ENGINE OPERATED BY COMPRESSED AIR TURNS THE PROPELLOR WHICH IS ATTACHED TO THE END OF THE TORPEDO.

HEAVY HAWSERS NEEDED TO DRAG SUNKEN SUBMARINE INTO SHALLOWER WATER



The F-4 as she appeared while under way on a trial run.



Lieutenant Louis Alfred Ede, commander of the ill-fated submarine F-4, which plunged with the commander and his crew of twenty men to their death off Honolulu recently.

BOWLBY REFUSES TO FINISH WORK UNLESS ENGINEER

SALEM, Ore., March 31.—Declaring that he had been advised by the assistant attorney general that it would not be legal for him to complete unfinished work on the Columbia highway, and to settle disputes with relation to it as a special engineer, State Highway Engineer H. L. Bowlby announced today that the only condition on which he would supervise it would be that the highway commission continue him as state highway engineer.

I. E. Cantine was named Monday by the commission to succeed Bowlby, and will assume office tomorrow. The board had planned to have Bowlby complete all unfinished work in order that the new engineer might not be handicapped with regard to controversies relating to it.

cent beginning tomorrow. The advance restores the scale to the standard which was reduced upon the outbreak of the European war.

RENEW ATTACK ON DARDANELLES

Fog Delays Russian Bombardment of Bosphorus — Turkish Ammunition of Poor Quality, German Supply Is Exhausted—Petrograd Warns Not to Expect Early Capitulation.

LONDON, March 31.—A Reuter's despatch received from Constantinople by way of Berlin says the allied fleet has resumed its bombardment of villages near the outer forts of the Dardanelles. Turkish aviators are making daily reconnaissances.

GENEVA, via Paris, March 31.—A Constantinople despatch received here by way of Bucharest states that while ammunition is not lacking for the Turkish army, it is of poor quality. The supply of cartridges provided by the Germans some time ago are now exhausted and Turkey is now forced to rely on her own poor supplies.

Disorders and insubordination among the Turkish soldiers are of frequent occurrence, the despatch says, during the transport of troops. Many Turkish officers are reported to have been arrested for their hostile attitude toward the Germans.

Petrograd has officially warned the Russian people not to expect an early capitulation of Constantinople. There are no signs, however, that the allied fleet has given up the attack, as battleships are again shelling the outer defenses of the straits, while the Russian assault on the Bosphorus has been interrupted by a thick fog.

GERMAN AIRSHIPS ACTIVE IN POLAND

LONDON, March 31.—Great activity has been displayed within the last few days by the German aviators, says a Petrograd despatch to Reuter's Telegram company, according to a semi-official Russian statement which reads as follows:

"Fifteen German aeroplanes flew over Ostrolenka Monday, dropping a hundred bombs at an isolated house which they apparently mistook for Russian headquarters. None of the bombs hit the house and the occupants were not injured.

"Near Jedwabno we brought down an enemy aeroplane, capturing the officer and the mechanic."

ROTHSCHILD OF LONDON DEAD

Head of English Branch of Famous Family of Financiers, Reputed the Wealthiest Man in World, Famous for Philanthropy and Art Collection, Dies Following Operation.

LONDON, March 31.—Lord Rothschild, head of the English branch of the Rothschild family died in London today.

Nathaniel Mayer Rothschild, first Baron Rothschild, was born November 8, 1840, eldest son of the late Baron Lionel Nathaniel De Rothschild, and was created an English peer in 1885. He was at the head of the London banking firm of N. M. Rothschild & Sons, and he was the head of the British branch of this well-known family of international bankers.

Famous for Philanthropy

Baron Rothschild was widely known for his great wealth and his philanthropic labors. He had a handsome house in Piccadilly and a country seat at Tring Park, Herts. His collection of art works is very well known. Baron Rothschild was the first member of the Jewish faith ever elected to the British parliament where he represented Aylesbury from 1865 to 1885, the year he was made a peer. He was educated in England and he married Emma, daughter of Baron Charles De Rothschild of Frankfurt.

Baron Rothschild underwent a serious surgical operation in London March 27. Immediately following this his condition was reported as satisfactory and the bulletins issued the following day and on March 29 said his condition was improving.

Fortune Two Billion

It was the grandfather of Baron Rothschild, who also bore the name of Nathan, who founded the English branch of the famous house, and who made some of his greatest deals in finance as a result of the battle of Waterloo. Nathan Rothschild himself rode a horse to the battle field and as soon as he saw the rout of the French begin he spurred his steed to Brussels, took carriage to Ostend, crossed the channel in a row boat and some time before the news of the victory was generally known he optimistically bought virtually everything in sight.

While it is unknown just what portion of the Rothschild fortune was in the possession of the member who died today, the total Rothschild wealth has been often estimated as high as \$2,000,000,000.

SNOW STORM SWEEP CAROLINAS

WASHINGTON, March 31.—Another wintry storm swept the southeastern states last night and early today bringing snow over the Carolinas, Tennessee and North Georgia, and general rains farther south.

South Carolina was swept by a snow and sleet storm of unusual severity, which weather bureau officials said broke all records since 1887.

Snow and sleet fell in Augusta, Ga., and telegraph and telephone service throughout North Carolina was demoralized by the snowstorm which continued today. Asheville reported nearly a foot of snow.



A most unusual and remarkable view of the sunken United States submarine F-4, which recently sank off Honolulu, carrying twenty men to their doom.

AUTHORIZE \$20,000 FOR NEW CABLE TO DRAG SUBMARINE

WASHINGTON, March 31.—Expenditure of \$20,000 to bring the sunken submarine F-4 to the surface in Honolulu harbor was authorized by Secretary Daniels today after a message had been received from Rear-Admiral Moore saying that the hawser attached to the boat had parted and that the present equipment was too light to raise her.

Admiral Moore's message reads: "Lieutenant Smith has located F-4 and moved her a slight distance in shore. The lifting hawser then parted, the submarine evidently being waterlogged. The equipment is too light to raise her. Making arrangements to lift her by pontoon methods. Will report probable cost of rental of equipment when possible. Still have line on submarine and can hold onto her location. Depth forty-five fathoms."

A second message from Admiral Moore estimated the cost of obtaining additional equipment at \$20,000 and said operations should begin at once to take advantage of good weather. He estimated the time required at fourteen days. Secretary Daniels immediately cabled authorizing the expenditure.

Secretary Daniels Issued This Statement:

"If it were possible to move the submarine over the ocean bottom even a few hundred yards the work of diving could be very much facilitated and she would then be a depth where we could easily raise her."