

### GERMAN CRUISER AT NEWPORT NEWS

Prinz Eitel Friedrich Puts In at American Port for Coal and May Be Interned.

SAID TO BE IN NEED OF REPAIR

NEWPORT NEWS, Va., March 10.—The German auxiliary cruiser Prinz Eitel Friedrich, another of the elusive German sea rovers, which have been hindering commerce of the allies on the seven seas, slipped through port here early today, presumably eluding the British and French cruisers along the coast in need of repairs, coal and provisions for its crew and with more than 300 prisoners taken from prizes.

Last night after dark the German ship appeared off Cape Henry, but did not enter until daybreak, when it passed the quarantine and dropped anchor at this port. All its officers preserved the strictest silence. Its captain dispatched a message telling of its arrival to the German embassy in Washington. The United States coast guard ship Onondaga went alongside to take up its watch to preserve neutrality of the United States until officials at Washington decide what shall be done with the Prinz Eitel Friedrich.

**Painted White and Black.**  
Scattered by the red rust and salt of its months at sea, the German auxiliary was painted white on one side and black on the other. It was reported in marine circles that the Eitel Friedrich had been chased to the three-mile limit by a British cruiser, but as the German captain had sealed the lips of his officers, it was not confirmed.

Marine circles were started when the long sleek ship, easily distinguishable by the lines of a North German Lloyd liner, steamed up the bay and into Hampton roads.

The Prinz Eitel Friedrich has three eight-inch guns and ten five-inch guns. It carries a crew of 500 men and thirteen officers.

**Asks About Repairs.**

Within an hour after the Prinz Eitel had arrived in Hampton Roads a request was made to the Newport News Ship Building and Dry Dock company for information whether the concern could at once begin work on repairs. The ship building company immediately communicated the request to the Navy department at Washington and asked whether the United States would have any objection.

Rear Admiral Beatty, commanding the Norfolk navy yard, after reporting the arrival of the German cruiser, received instructions from Secretary Daniels to make an investigation and send him a full report.

Rudolph Schulz, representative of a Norfolk ship chandler, went alongside the Prinz Eitel Friedrich at Old Point.

The commander of the German cruiser made some inquiries of him and indicated that he meant to go to the Newport News ship yard. The German captain said that there had been trouble with some of the machinery. He declined to say whether he would intern the vessel.

**Mr. Schulz said he counted twelve guns, about five-inch caliber, aboard the steamer and that there were many passengers aboard, including women and children.**

**Begin War Career in Far East.**

The auxiliary cruiser, Prinz Eitel Friedrich started out on its career as a warship from Tsing Tau. It formerly was a regular liner of the North German Lloyd line. It reached Tsing Tau shortly after the outbreak of hostilities, and the German marine authorities at that port equipped it with naval guns and turned it into an auxiliary cruiser. It sailed from Tsing Tau before the Japanese attack on that port, and early in November it was reported off the western coast of South America, where for several months it has been active in the pursuit of British and French shipping. One of its exploits was the sinking early in December, of the British steamer Choro off Chile. Japanese cruisers have been described as searching for this German vessel persistently, but they never could find it.

The records do not show when it entered the south Atlantic. Had it come through the straits of Magellan, the prevailing censorship might have prevented news of its movements becoming known. Desiring to avoid the straits it could have come around Cape Horn.

**Ship May Have to Interned.**

WASHINGTON, March 10.—According to the doctrine laid down by the American government in cases similar to that of the Prinz Eitel Friedrich the collector of customs at Norfolk must give the commander of the German ship twenty-four hours from the time of his arrival to take coal and provisions.

If the ship needs repairing, however, it has a longer respite. In that case the naval constructor at the port will decide what would be a reasonable time to make the repairs and the German ship would be given twenty-four hours in addition to that time.

Similar cases rose in connection with the German gunboat which was interned at Honolulu after repairs to its machinery, and the steamer Farn at San Juan, Porto Rico.

Officials here were of the opinion that the presence of British and French cruisers close on the Atlantic coast might influence the German commander to decide to intern his ship.

As to any prisoners of war the German ship may have aboard, it is possible they may be paroled.

### Wants California to Buy the Western Pacific Railroad

SACRAMENTO, Cal., March 10.—Governor Johnson has initiated a movement for the purchase of the Western Pacific, now in the hands of receivers by the state of California. It was announced today in the governor's office.

The announcement was made after Governor Johnson had held a conference with Rudolph Spredler, one of the Western Pacific bondholders, from whom the original suggestion for government ownership of the Western Pacific came, and with Charles S. Wheeler of San Francisco, an attorney who has appeared for the Western Pacific as counsel in some special cases.

**Keep Bowels Regular.**  
Nothing better than Dr. King's New Life Pills for constipation, indigestion and sour stomach. Get a bottle. Only 25c. All drug stores.—Advertisement.

### GERMANS TELL OF GAINS

Official Report Announces Capture of French Works at Two Points.

WEATHER RESTRICTS FIGHTING

BERLIN, March 10.—(Via London.)—German army headquarters today gave out a report dated March 10 on the progress of the war as follows:  
"Western arena: The military activity has been restricted generally by snow and cold weather, and in the Vosges it has to be almost entirely discontinued. Only in the Champagne region has the fighting continued. At Soissons, after protracted fighting at close quarters, the Bavarian troops were victorious.

"To the northeast of Le Mans the enemy at certain points temporarily penetrated our lines. After a determined night engagement with French reserves which had been hurried up in support, and which were prevented from attacking by our counter attacks, we finally dislodged the enemy from his positions.

"In the eastern arena: A renewed attempt on the part of the Russians to advance on Augustowo resulted in failure. The fighting to the northwest of Ostrolenka continues. The fighting to the northwest and to the west of Przasnysz is assuming an aspect favorable to us, and our attack to the northwest of Nowominsk is progressing.

The following supplementary statement was issued later at the war office:

"With the battle of today and those of the last few days, the winter battle in Champagne has come to an end and no future events can change anything in the situation.

"The battle began as reported on February 17, at the order of the French general staff to break through at any cost so as to bring relief to the hard pressed Russians in the Masurian lakes region. This shows that the intention of the enemy of breaking through and the order of the French general staff were not able to be carried out and they have obtained only the smallest advances which are not worthy of mention.

"We have taken more than 2,500 wounded prisoners, including 35 officers. Naturally our losses were heavy, but such sacrifices were not in vain. The enemy's losses were at least three times as heavy as ours and are estimated at 45,000 in Champagne."

### BRIGHT FUTURE FOR MISSOURI PACIFIC

(Continued from Page One.)

now get in line and favor the construction of a union station in Omaha, one that will be in keeping with the importance of the city. Hereafter the company has opposed any expenditure looking to the construction of a new station.

While the Missouri Pacific was not the pioneer railroad into Omaha, it was one of the pioneers west of the Mississippi river. In 1850, in St. Louis there was chartered the Pacific Railroad company, a company that subsequently became the Missouri Pacific Railroad company and which at this time operates 9,894 miles of road.

The original Pacific company was chartered with a capital of \$10,000,000, to build a line of railroad from St. Louis to Jefferson City, the capital city of Missouri. Construction work was commenced July 4, 1850, and by the end of December, 1852, a steam road had been built out to Chellingsham, five miles. The next year the road was constructed to Pacific, thirty-seven miles, and March 1, 1856, it reached Jefferson City, 135 miles from St. Louis.

Having complied with the terms of its agreement with the state of Missouri, the legislature during 1856-57 gave the road a promised bonus of \$7,000,000 and the same year congress gave it a grant of 1,351,000 acres of land in Missouri and Kansas.

During a period of ten years following the civil war there was a large amount of railroad building in Missouri, but there was not enough money in the traffic to enable the new lines to derive any revenue and they were all about bankrupt, the Pacific with the others.

Up to 1876 the Pacific had been owned and controlled by St. Louis capital and money that could be gathered in from other points. The men who were attempting to finance the proposition were getting tired of the job and were looking about for some place where they could unload.

**Gould Acquires Properties.**

About this time Jay Gould appeared upon the scene, having purchased a third mortgage, which he foreclosed, assuming an indebtedness of \$13,700,000. He reorganized and gave the road the name of the Missouri Pacific, and then commenced buying in other roads, getting most of them at prices that represented the indebtedness. After getting the patchwork of roads together he built connecting lines, merging them into one great system.

"Every Picture Tells a Story"



"I can't hold out much longer." Put Off Old Age

Some old folks are bent and shaky. Others are nervous and strong. So it can't be mere "oldness" that works such havoc. No—it is too often uric acid that weakens older folks. Get off this life-sapping uric acid poison. Help the kidneys take it from the blood. To aid them in this struggle, live carefully, and stimulate their action with the old reliable remedy, Doan's Kidney Pills.

**An Omaha Case:**

Mrs. May Dressen, 317 North 17th Street, says: "I had such awful backaches that I could hardly work. A heavy cold settled on my kidneys and my back got so bad I couldn't leave my bed for six weeks. My kidneys didn't do their work right and I had symptoms of dropsy. After using three boxes of Doan's Kidney Pills, my condition improved wonderfully and now I am in much better shape."

**DOAN'S KIDNEY PILLS**  
50c at all Drug Stores  
Foster-Milburn Co., Prop., Buffalo, N.Y.

### Attempt Made to Sink Hospital Ship During Daylight, Says Master

LONDON, March 10.—Replying to a question in the House of Commons today as to whether there was any validity in Germany's excuse that the submarine which tried to torpedo the British hospital ship Asturias, was unable to discern the distinctive marks on that vessel because of darkness, Dr. Thomas J. McNamara, parliamentary secretary to the admiralty, said:  
"The master of the Asturias reports that it was at 5:15 p. m., on a clear day and light, leaving no possibility of the identity of the ship being mistaken."

The French ministry of marine announced on February 2 that a German submarine on the day before had made an unsuccessful attempt to torpedo the British hospital ship Asturias. "This violating the formal clause of The Hague convention of 1907 regarding the attacking of hospital vessels."

The attack on the Asturias was made near the French seaport of Havre. The Asturias, according to a statement made by Mr. McNamara in the House of Commons on February 3, was painted white with a green band and red crosses, which were illuminated as provided for in the regulations adopted by The Hague.

The German embassy at Washington on March 8 issued a statement explaining the attack on the Asturias as a "mistake" stated by Ambassador Bernstorff and said:  
"Government sorry to admit the British hospital ship Asturias was attacked on February 1, 5:06 p. m. Coming up in twilight carrying lights as prescribed for ordinary steamers, ship was taken for transport conveying troops. Distinctive marks showing character ship not being illuminated were only recognizable after shot had been fired. Fortunately torpedoes failed to explode. The moment ship was recognized as hospital ship every attempt at further attack was immediately given up."

On the lines of the system east of Colorado it is asserted that they operate through the richest agricultural section of the United States and that after they are financed and put in good physical condition, they will comprise a railroad property that is second to none.

The Missouri Pacific was built into Omaha in 1850, a line having been constructed up the Missouri river on the Kansas and Nebraska side from Atchison. The following year the Nebraska branches were built, as was the Omaha Belt Line road and the extensive terminals on the west side of the city. Subsequently the Missouri Pacific and its branches were permitted to run down the earnings. It is asserted, being taken out and spent elsewhere. This continued for a number of years and until the appointment of President Bush a couple of years ago. With his coming the Nebraska end of the system was put in fairly good condition, though it is asserted that the necessary requirements will demand the expenditure of large sums of money in the laying of heavier steel and building up the property. However, railroad men feel confident that with President Bush in absolute control as chairman of the executive committee and the board of directors, he will make the system one of the best in the west and that in the end Omaha will derive some material benefits.

# CLOTHING SACRIFICED

The Greatest Sacrifice of Men's Clothing Ever Held in the City of Omaha, the Entire Stock of the

# MEYER CLOTHING CO.

Taken over by the Acme Sales Company, to be turned over into cash in as short time as possible

Sale now going on at 311 South 16th Street OPPOSITE THE SCHLITZ HOTEL Look for the Big Blue Front

The Meyer Clothing Co. were in business only a short time, located at 1406 Farnam St., opposite the Paxton hotel, and had the reputation of handling a fine line of clothing. The store occupied by this firm has been leased and the entire stock on hand moved to the above address for disposal—at a tremendous slaughter.

Thousands of Dollars' Worth of Clothing Thrown on the Market at the Lowest Record Prices Ever Quoted, Including New Spring Styles.

The Acme Sales Co. has instructions to clean out this stock at practically any price it will bring. Original cost is entirely forgotten. Come now—the stock can't last long at the prices mentioned below.

- 800 Pairs Men's Trousers, worth \$2.50, 95c for
  - 350 Pairs Men's Worsted Trousers, worth \$4.00, at \$1.95
  - 160 Men's Double Texture Rain-coats, worth \$5.00, at \$1.95
  - 42 Men's Rainproof Coats, worth \$7.50, at \$2.95
  - 354 Boys' Norfolk Suits, dark colors, all sizes—\$3.00 values, 95c
  - 263 Boys' Fine All Wool Cassimere and Blue Serge Suits, \$5 values, \$2.65
  - 500 Pairs of All Wool Knee Pants, all sizes, bought to sell at \$1.00, 39c
- 
- 375 Men's Suits
  - 420 Overcoats and Balmacaans
  - Worth to \$14.00
  - NOW 4.65 Suits, Overcoats, Balmacaans
- 
- 260 Men's Suits
  - 530 Overcoats and Balmacaans
  - Worth to \$18.00
  - NOW 7.65 Suits, Overcoats, Balmacaans
- 
- 430 Men's Suits
  - 452 Overcoats and Balmacaans
  - Worth to \$25.00
  - NOW 9.65 Suits, Overcoats, Balmacaans

ALTERATIONS FREE—Your money back for any article not satisfactory

### UNDERWOOD ON RAIL CASE

Says if Regulation Can't Cope with Problems Next Step Will Be Government Ownership.

SHOULD BE HELD SOMETIMES

NEW YORK, March 10.—In a speech on the railroad situation before the Sphinx club, last night, Oscar W. Underwood, New York majority leader in the last congress and now elected a senator from Alabama, declared that "if governmental regulations are unable to cope with the vexed problem that confronts us, the people will accept government ownership as the next step ahead."

Discussing the present system of regulating business Mr. Underwood said the time had come when the government should aid and assist leaders of industry and finance.

"It is not enough for the government to permit these men to run on their own and their affairs," he continued. "We have reached the point on our way to social betterment where sound progressivism must recognize that the proper regulation of business requires that it must sometimes be helped and not always hindered; must be sometimes assisted and not forever stricken; that we must occasionally say 'you may' and may not always say 'you shall not.'"

The revolutions never move backwards. If governmental regulation is unable to cope with the vexed problem that confronts us, the people will accept government ownership as the next step ahead. It is therefore a matter of great importance that we should earnestly endeavor to reach a fair and reasonable solution of the problem of regulation at as early a day as possible.

"It cannot be denied that public control has reduced the rates charged for transportation and abolished unjust discriminations given to favored shippers. But the greater problem remains unsolved. Can

the money be provided to expend and develop these great public works in a manner commensurate with the expanding needs of our commerce under the present system of public control?"

### The New Baby is World's Wonder



Every tiny infant makes life's perspective wider and brighter. And whatever there is to enhance its arrival and to ease and comfort the expectant mother should be given attention. Among the real helpful things is an external abdominal application known as "Mother's Friend." There is scarcely a community but what has its enthusiastic admirer of this splendid embrocation. It is so well thought of by women who know that most drug stores throughout the United States carry "Mother's Friend" as one of their staple and reliable remedies. It is applied to the abdominal muscles to relieve the strain on ligaments and tendons.

Those who have used it refer to the ease and comfort experienced during the period of expectancy; they particularly refer to the absence of nausea, often so prevalent as a result of the natural expansion. In a little book are described more fully the many reasons why "Mother's Friend" has been a friend indeed to women with timely hints, suggestions and hints for ready reference. If you fall to find it write us direct and also write for book to Bradford Regulator Co., 403 Lamar Bldg., Atlanta, Ga.



Prove for Yourself WHY BOND & LILLARD

Bottled in Bond Has for three generations remained the choice of the most critical judges of good whiskey.



A Hand Made Sour Mash Kentucky Whiskey distilled by the old-fashioned method in small tubs—acknowledged the only method by which highest quality can be attained.

Sold Everywhere Because Demanded Everywhere

"Quality Tells"

BOND & LILLARD DISTRIBUTING CO. Distillery: Lawrenceburg, Ky. Western Office: 418-417 Delaware St., Kansas City, Mo.

### Remember the Beer with the coupon-neck label... LUXUS

The Beer You Like  
Phone Douglas 1889  
Fred Krug Brewing Co.

Engravings  
Electrotypes  
Stereotypes  
Designers  
Retouchers  
Photographers  
All Under One Roof