

66 SHIPS INTERNED IN AMERICAN PORTS

German Flag Flies Over 55,
Austrian Over 11, and Their
Tonnage Totals 518,706.

NINE TIED UP IN HAWAII

Hamburg-American Line Leads List
with 38—Pay of Crews Here
Stopped After Wage Dispute.

Special to The New York Times.

WASHINGTON, Feb. 2.—German and Austrian merchant steamers of more than half a million tons are "interned" in American ports. Fifty-five of them fly the German flag. The other eleven are Austrian vessels. All are tied up in ports of Continental United States except nine, which are at Hilo or Honolulu, in the Hawaiian Islands.

A complete list of these steamers became available today. Thirty of them are at New York, 8 at Boston, 4 each at Baltimore and New Orleans, 3 at Philadelphia, 8 at Honolulu, 2 each at Norfolk, Galveston, and San Francisco, and 1 each at Seattle, Savannah, and Hilo. The Hamburg-American Line owns 28 of the steamers, while the North German Lloyd owns 15, and 7 belong to the Unione Austriaca. Of the rest 3 belong to the Hansa Line, 3 to the Triponich Steamship Company, 2 to the Atlantica Sea Navigation Company, 2 to the Kosmos Line, and 1 each to the Deutsche-Australische, Nissle and Gunther, Dampschiffs Reed Horn Atk, Holm and Molzen, Otto Zelch, and the Joliet Line.

The gross tonnage of the sixty-six German and Austrian steamers is 518,706, of which 35,028 tons are in Hawaii and the remaining 483,678 in continental United States ports. Those in the United States have accommodations for 42,135 passengers. Forty-three of the fifty-seven German and Austrian steamers in American ports have a total of 7,787 men in their crews.

The largest in the list is the 54,000-ton Vaterland, with a crew of 923 men, tied up at New York. Next in size is the President Grant, also at New York, with a crew of 525 men. Third in size is the Amerika of 22,000 tons at Boston, with a crew of 541 men. Other large vessels in the list are the Kron Prinzessin Cecilie, Kaiser Wilhelm II., Cincinnati, Pennsylvania, Grosser Kurfurst, Bulgaria, Barbarossa, Prinzess Irene, Friedrich Der Grosse, Hamburg and Rhein.

INTERNED SAILORS NOT PAID.

Refused to Accept Wage Cut and
Lines Stopped Their Wages.

An investigation by the Board of Health of Hoboken into the complaint of members of crews on interned German steamships that they were served with "butter that makes us sick" revealed yesterday a story of how the men, revolting at a cut in wages, voted themselves off the ships' payrolls. The complaint regarding the butter came to the office of the Health Board through a

committee of Unter Uns, an association made up of the men on the ships of the North German Lloyd and the Hamburg-American lines. Each one of the delegates brought with him a sample of the alleged impure butter. The complaint was investigated by Dr. William T. Kudlich.

The Health Officer decided the German ships were German territory and outside the province of the Hoboken Board of Health, but both steamship lines, through their Superintendents, told him they welcomed an investigation. It developed that the complaint was not against the butter served to the men at meal times but against a cooking compound, which had passed the pure food inspection and which Dr. Kudlich said was wholesome.

Supt. Muller of the North German Lloyd Line said that the men had been trying to make trouble ever since their pay had been cut off. This came about, he explained, by the action of the men, who practically voted themselves off the payroll.

When the various ships were interned here at the outbreak of the war the crews were placed upon shore pay. As time went on and it became apparent that the war was just beginning the lines decided to cut the pay of the men on interned steamships. On Dec. 1 the reduction was announced. The married men received two-thirds of their pay

and the single men a third. This did not please the men, as they considered their exile involuntary.

Supt. Muller said that because of this expression of disfavor it was decided to put the question of accepting the reduced wages up to the men. All refused to accept the new schedule. In effect the companies said: "Very well, you are all discharged. As you are all shipped for the round trip, we are under obligation to return you to Germany. We can't discharge you because the United States immigration laws forbid it, unless you can obtain positions that insure you not becoming public charges. You may remain as our guests on the ships."

The effect of this, it was explained to Dr. Kudlich, is that the men are now simply lodgers with the North German Lloyd and Hamburg-American Lines instead of employees. While they have voted themselves off the payroll, the companies must take care of them. There are about 1,600 men on the vessels under the German flag in Hoboken, and only those who are absolutely necessary for the care of them are paid wages. A number of the men have obtained shore employment, and some of these return at mealtime to enjoy the line's hospitality.

At 6 o'clock every morning coffee and bread are served. At 7:30 o'clock comes breakfast, coffee, cold meats, and soup; noon, dinner, consisting of soup, roast meat, potatoes, and coffee; at 3 P. M. coffee, and at 6:30 sausage, pumpernickel, and coffee.