

# GERMANY REGRETS ATTACKS ON SHIPS; ASKS MORE FACTS

## Berlin Government Replies to President Wilson's Note.

### CALLS LUSITANIA A CRUISER

United States Asked to Investigate—  
Asserts Liner Carried Mounted  
Guns and a Cargo of Ammunition—Justifies Sinking of  
the Falaba.

Washington, May 31.—The German reply to the American note sent after the sinking of the Lusitania was received in Washington last night from Ambassador Gerard at Berlin and made public here.

The following is the text of the German note:

"The undersigned has the honor to submit to Ambassador Gerard the following answer to the communication of May 15 regarding the injury to American interests through German submarine warfare.

"The imperial government has subjected the communication of the American government to a thorough investigation. It entertains also a keen wish to co-operate in a frank and friendly way in clearing up a possible misunderstanding which may have arisen in the relations between the two governments through the events mentioned by the American government.

"Regarding, firstly, the cases of the American steamers Cushing and Guilford. The American embassy has already been informed that the German government has no intention of submitting neutral ships in the war zone, which are guilty of no hostile acts, to attacks by a submarine or submarines or aviators. On the contrary, the German forces have repeatedly been instructed most specifically to avoid attacks on such ships.

### Cites Misuse of Flags.

"If neutral ships in recent months have suffered through the German submarine warfare, owing to mistakes in identification, it is a question only of quite isolated and exceptional cases, which can be attributed to the British government's abuse of flags, together with the suspicious or culpable behavior of the masters of the ships.

"The German government, in all cases in which it has been shown by its investigation that a neutral ship, not itself at fault, was damaged over the unfortunate accident, and if justified by conditions, has offered indemnification.

"The cases of the Cushing and the Guilford will be treated on the same principles. An investigation of both cases is in progress, the result of which will presently be communicated to the embassy. The investigation can if necessary be supplemented by an international commission of inquiry, as provided by article III of The Hague agreement of October 18, 1907.

### Justifies Sinking of Falaba.

"When sinking the British steamer Falaba, the commander of the German submarine had the intention of allowing the passengers and crew a full opportunity for a safe escape. Only when the master did not obey the order to heave to, but fled and summoned help by rocket signals, did the German commander order the crew and passengers by signals and megaphone to leave the ship within ten minutes. He actually allowed them 23 minutes' time and fired the torpedo only when suspicious craft were hastening to the assistance of the Falaba.

"Regarding the loss of life by the sinking of the British passenger steamer Lusitania the German government has already expressed to neutral governments concerned, its keen regret that citizens of their states lost their lives.

"On this occasion the imperial government, however, cannot escape the impression that certain important facts having a direct bearing on the sinking of the Lusitania may have escaped the attention of the American government.

"In the interest of clear and complete understanding, which is the aim of both governments, the imperial government considers it first necessary to convince itself that the information accessible to both governments about the facts of the case is complete and in accord.

### Calls Lusitania a Cruiser.

"The government of the United States proceeds on the assumption that the Lusitania could be regarded as an ordinary unarmed merchantman. The imperial government allows itself in this connection to point out that the Lusitania was one of the largest and fastest British merchant ships, built with government funds as an auxiliary cruiser and carried expressly as such in the 'navy list' issued by the British admiralty.

"It is further known to the imperial government from trustworthy reports from its agents and neutral passengers that for a considerable time practically all the more valuable British merchantmen have been equipped with guns and ammunition and other means and manned with persons who have been specially trained in the use of the same.

According to information received here, had cannon aboard which were mounted and concealed below decks. To direct the particular attention of the American government to the fact that the British admiralty, in a confidential instruction issued in February, 1915, recommended its mercantile shipping not only to seek protection under neutral flags and distinguishing marks, but also while thus disguised, to attack German submarines by ramming. As a special incitation to merchantmen to destroy submarines, the British government also offered high prizes and has already paid such rewards.

### Says Liner Carried War Material.

"The imperial government in view of these facts indubitably known to it, is unable to regard British merchantmen in the zone of naval operations specified by the admiralty staff of the German navy as 'undefended.' German commanders consequently are no longer able to observe the customary regulations of the prize law, which they before always followed.

"Finally, the imperial government must point out particularly that the Lusitania on its last trip, as on earlier occasions, carried Canadian troops and war material, including no less than 5,400 cases of ammunition intended for the destruction of brave German soldiers who are fulfilling their duty with self-sacrifice and devotion in the fatherland's service.

"The German government believes it was acting in justified self-defense in seeking with all the means of warfare at its disposition to protect the lives of its soldiers by destroying ammunition for the enemy.

### Puts Blame on Ship Owners.

"The British shipping company must have been aware of the danger to which the passengers aboard the Lusitania were exposed under these conditions. The company in embarking them, notwithstanding this, attempted deliberately to use the lives of American citizens as protection for ammunition aboard and acted against the clear provisions of the American law, which expressly prohibits the forwarding of passengers on ships carrying ammunition and provides a penalty therefor. The company therefore is wantonly guilty of the death of so many passengers.

"There can be no doubt, according to the definite report of the submarine's commander, which is further confirmed by all information, that the quick sinking of the Lusitania is primarily attributable to the explosion of the ammunition shipment caused by a torpedo. The Lusitania's passengers would otherwise, in all human probability, have been saved.

"The imperial government considers the above mentioned facts important enough to recommend them to the attentive examination of the American government.

### Withholds Final Decision.

"The imperial government, while withholding its final decision on the demands advanced in connection with the sinking of the Lusitania until receipt of an answer from the American government, feels impelled, in conclusion, to recall here and now that it took cognizance with satisfaction of the mediatory proposals submitted by the United States government to Berlin and London as a basis for *modus vivendi* for conducting the maritime warfare between Germany and Great Britain. The imperial government by its readiness to enter upon a discussion of these proposals, then demonstrated its good intentions in ample fashion. The realization of these proposals was defeated, as is well known, by the declinatory attitude of the British government.

"The undersigned takes occasion, etc. JAGOW."

### NAMES ON WORKS OF ART

Men of Genius Have Not Always Signed Productions That Will Live Forever.

It appears that many of the works of the old masters are not signed. Experts rarely rely on signatures alone in determining the authenticity of an old work, but trust rather to their knowledge of the painter's technique, says the Philadelphia Record.

False signatures can be easily detected. Spirits of wine or turpentine will usually remove a name of later date than the painting. In the course of time signatures often become very difficult to find. Painted originally in a shade slightly lighter than the ground, perhaps, they sink in, darken, and merge into the ground color or they are almost rubbed away by successive cleanings. Recognizable one day in a specially favorable light, they may not be visible again for weeks.

Experts speak of "will-o'-the-wisp" signatures, and many collectors have encountered accidental strokes and cracks that tantalizingly suggest a signature, though it can never be made definite. On the other hand, there have been remarkable cases of such marks, after careful study, resolving themselves into a famous name.

Sometimes the painter's name is most conspicuous, as, for example, in Raphael's "Sposallyto" at Milan. Proud of having surpassed his master, the youthful genius wrote on a fringe in the very center of the canvas, "Raphael Urbina."

Reynolds hardly ever signed his work. But upon the completion of the portrait of Mrs. Siddons as the "Tragic Muse," he wrote his name large on the gold embroidery of her dress. He was unable, as said, "to resist the temptation of sending my name to posterity on the hem of your garment."

## WHEN BOX CARS BUCKLED



Two Cars in the Middle of a Long Freight Train Buckled When a Head-On Collision Occurred.

While running at considerable speed on one of the eastern railroads recently, a long freight crashed head-on into a heavy work train. The impact of the collision was so great that two of the box cars were buckled by the

solid resistance ahead and the momentum behind them. Such behavior is not unusual for two engines when coming together, but for cars in the middle of a train it is not so common. —Popular Mechanics.

## STOPS CARS QUICKLY USE WIRELESS APPARATUS

### NEW BRAKE BELIEVED TO BE BEST IN USE.

Adopted by a Leading Eastern Railroad, It is Claimed to Be Capable of Causing Almost Instantaneous Stop.

A brake that will stop a train of twelve steel cars weighing 2,000,000 pounds going at sixty miles an hour within 1,000 feet, practically in its own length, and do it without jolting the passengers, has been adopted by the Pennsylvania railroad, according to a bulletin issued recently.

One has to know how air brakes work before it is possible to understand how an almost instantaneous stop can be made without a jar. This is well explained in one of the railroad's recent bulletins:

"The air brake apparatus controls a flow of compressed air through the train and to and from the brake cylinders on each car. A system of levers transmits the force exerted by the compressed air to the brake shoes—that part of the brake which comes in contact with the wheel. As the controlling force of the brake is air and the control itself is given from the engine, brakes on the first car apply first, on the second car next, and so on to the rear of the train as the flow of air travels from car to car. About eight seconds elapse from the time the brake application is started by the engineer until full braking force is obtained on the last car of a twelve-car train. This serial action results in surges and shocks throughout the train during brake application, the shocks increasing in severity as the train length is increased.

"The new brake differs from the old mainly in that the control of the compressed air is electric, with the result that the brakes are applied at the same instant on all cars; the full braking power of the train is exerted in two seconds after the engineer turns his lever."

Thus it is not the sudden stopping of a train causes the jar, but the slowing down of the cars one after another, those in the rear of the train not feeling any of the brakes until eight seconds after those near the engine have slowed down.

## DIVISION OF RAILROAD WORK

Less Than a Fifth of Employees Are Actually Employed on the Trains.

More persons are required to keep railroad tracks in shape than to run trains over them. Also more men are employed in railroad shops than on trains. Those engaged on the trains constitute only 18 1/2 per cent of the total railroad employees. Direct trainmen and trackmen together are less than half of all the persons engaged in various groups of railroad employees are here shown: Trackmen 24.5, shops 22.5, on train 18.5, stations 11, offices 5.5, watchmen and dispatchers 4.5, all others 14.

The employees in various railroad services in 1913 and the total compensation, as compiled by the Bureau of Railway Economics from interstate commerce commission reports are here shown:

	Number	Compensation
All employees	1,815,289	\$1,372,530,589
Trackmen	15,104	42,776,142
Office clerks	84,267	42,442,286
Station agents	37,721	30,078,600
Other station men	167,450	106,242,920
Enginemen	57,028	111,350,615
Firemen	70,477	67,228,331
Conductors	82,086	73,261,600
Other trainmen	146,855	139,469,443
Mechanists	80,728	80,009,941
Carpenters	78,654	41,312,197
Other shopmen	271,096	191,645,024
Section foremen	47,737	32,894,238
Other trackmen	374,371	164,896,395
Switch, crossing and watchmen	38,263	22,422,731
Tele. operators and dispatchers	43,061	36,519,803
All others	290,856	172,478,961

The amount paid out directly in wages and salaries is 44 per cent of the gross revenues of the railroads.

Economy in Small Things. An employee, it is figured, can cost a railroad more than his wages amount to through failure to observe the rules of economy. A fireman, for instance, will pile the coal so high on his tender that many big lumps will be jolted off as the engine rounds sharp curves or jumps across switches. It doesn't take many big lumps of coal to make a hundred pounds, and every hundred pounds equals in cost the hauling of one ton of freight twenty miles.

## USE WIRELESS APPARATUS

Many Lines Have Become Convinced That the System is an Improvement of Value.

Wireless telegraphy may come to play an important part in train operation. The Delaware & Lackawanna Railroad company experimented with wireless telegraph in 1909, but the apparatus at that time was not sufficiently developed to be of much practical value. Later experiments have been attended with more success. In 1913 wireless stations were installed at Scranton and Binghamton and it was found that service between these stations was as satisfactory as the Morse system. Limited passenger trains were equipped with wireless apparatus and satisfactory communication with the fixed stations established. From moving trains to the fixed stations a distance of 130 miles can be covered, the low antennae necessary on the passenger trains making a longer range impossible. The aerials on trains must, of course, be of extremely limited height owing to the necessity for passing under bridges and through tunnels. The speed of the train or change of direction en route does not affect the operation of the wireless, which can be used even while passing through tunnels. The principal use of the wireless so far is as an auxiliary to the regular telegraph system. Normal communication is often stopped by a storm which blows down wires and poles. In such a case the wireless can be resorted to and communication re-established. In March, 1914, a severe storm wrecked pole lines in several eastern states and the only means of communication for ten days was the wireless, and in December an ice storm stopped ordinary communication and the wireless was used for three days. The Scientific American states that results in these cases were entirely satisfactory.

## MAKES TRIAL OF ELECTRICITY

Western Railroad is to Have Test That Will Determine Important Matter of Economy.

The practicability of substituting electricity for steam upon large railroads is being demonstrated by the Chicago, Milwaukee and St. Paul railroad. This company is preparing now to use electric power on its entire road from Harlowton, Mont., to the Pacific coast—a distance of 830 miles. The contracts have already been let for electric locomotives, substation apparatus, and line material for 113 miles of the main line from Three Forks, Mont., to Deer Lodge, Mont., and the first of four engine divisions from Harlowton to Avery.

This will amount to nearly 650 miles of track, including yards and siding. It is the first attempt to install and operate electric locomotives on tracks extending over several engine divisions. A few other installations have been made in different parts of the country for local reasons.

This change is being made for purely economic reasons in the belief that electricity will not only be less expensive than steam, but will also eliminate smoke and make the service more popular.

The electric locomotives to be used will weigh 240 tons each and will have a capacity for work greater than that of any steam or electric locomotive yet constructed in any part of the world. Each passenger locomotive will be capable of hauling an 800-ton train at a speed of sixty miles an hour.

## Task for Engineers.

The builders of the Alaskan Northern line, after laying many miles of track along the banks of the Placer river on a specially constructed and heavy embankment during a particularly severe winter, had both embankment and rails swept away in the spring by the river floods. On another portion of the route, along the steep mountain sides, the rails were swept into the valley through the slipping away of great chunks of the mountain sides.

From beginning to end, it was a fierce fight against the forces of nature, and after some seventy-one miles of rails had been laid work was abandoned on account of its prohibitive cost. It is the government's intention to carry this line right into the heart of the country to Fairbanks. To accomplish this some particularly deep canyons will have to be bridged and much swampy ground negotiated, which will demand all the pluck and dogged determination of the engineer.

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