GERMAN ANSWER TO U.S. NOTE

Alleges Ship Carried Guns—Wants Agreement on "Facts" Before Justifying the Lusitania Crime

Berlin, via The Hague, May 30.—The text of the German reply to the American note regarding the Lusitania and other incidents, as made public here to-day is as follows:—

"The Imperial Government has subjected the statements of the United States to careful examination, and has a lively wish to contribute in a frank and friendly manner to clear up any misunderstanding which may have entered into the relations between the two Governments through the events mentioned by the American note.

"With regard to the Cushing and Gulflight incidents, the American Embassy already has been informed that it is far from the German Government to have any intention of ordering attacks by submarines or flyers on neutral ships in the war zone not guilty of any hostile act. On the contrary, most explicit instructions repeatedly have been given the German armed forces to avoid attacking such vessels.

"If neutral ships have come to grief through German submarine warfare during the past few months by mistake it is a question of isolated and exceptional cases which are traceable to the misuse of flags by the British, in connection with carelessness or suspicious actions on the part of ships. In all cases where a neutral vessel, through no fault of its own, has come to grief through German submarines or flyers, according to these facts as ascertained by the German Government, this Government has expressed its regret at the unfortunate occurrence and has promised indemnification where the facts justified it. Germany will treat the cases of the American steamers Cushing and Gulflight according to the same principle. An investigation is in progress, and the results will be communicated to the Embassy shortly.

"If necessary the investigations can be supplemented by a call upon the International Commission of Enquiry, as provided for in Article 3 of The Hague Agreement of October 18, 1907.

The Falaba Case.

"In the case of the sinking of the English ship Falaba, the commander of the German submarine had the intention of allowing the passengers and crew ample opportunity to save themselves. It was not until the captain disregarded the order to lay to and took to flight, sending up rockets for help, that the commander ordered the crew and passengers by signal from a megaphone to leave within ten minutes. As a matter of fact, he allowed them 23 minutes, and did not fire a torpedo until suspicious vessels were hurrying to aid the Falaba.

"With regard to the loss of life when the British passenger steamer Lusitania was sunk, the German Government already has expressed deep regret to neutrals concerned that nationals of those countries lost their lives. The Imperial Government is unable for the rest to reject the impression that certain important facts most directly connected with the sinking of the Lusitania may have escaped the attention of the American Government. It therefore considers it necessary in the interests of a clear and full understanding aimed at by both Governments primarily to convince itself that the reports of the facts which are before the two Governments are complete and in agreement.

"The Government of the United States proceeds upon the assumption that the Lusitania is to be considered as an ordinary unarmed merchant vessel. The Imperial Government begs in this connection to point out that the Lusitania was one of the largest and fastest of English steamers participating in Government funds as an auxiliary cruiser, and is expressly included in the navy list published by the British Admiralty. It is moreover known to the Imperial Government from reliable information furnished by its officials and neutral passengers that for some time practically all the more valuable English merchant vessels have been provided with guns, ammunition and other weapons and furnished with crews especially practised in manning guns. According to reports here, the Lusitania, when she left New York, had guns aboard which were mounted under deck and masked.

Blames Great Britain.

"The Imperial Government furthermore has the honor to direct the particular attention of the American Government to the fact that the British Admiralty, by secret instructions in February of this year, advised the British merchant marine not only to seek protection behind neutral flags and markings, but even when so disguised to attack German submarines by ramming. High rewards were offered by the British Government as a special incentive for the destruction of submarines by merchant vessels, and such rewards already have been paid. In view of these facts, which are sufficiently known to the Imperial Government, it is unable to consider British merchant vessels any longer 'undefended territory' in the zone of war and time of war designated by the Admiralty and staff of the Imperial German Navy. German commanders consequently are no longer in the position to observe the rules of right of capture otherwise usual, and with which they invariably complied before this.

"Lastly, the Imperial Government must specifically point out that on her last trip the Lusitania, as on earlier occasions, had Canadian troops and munitions of war aboard, including no less than 5,400 cases of amunition destined for the destruction of brave German soldiers who are fulfilling with self-sacrifice and devotion their duty to the Fatherland. The German Government believes it acts in just self-defence when its soldiers destroy ammunition destined for the enemy with the means of war at its command. The English steamship company must have been aware of the dangers to which passengers aboard the Lusitania were exposed under the circumstances. In taking them aboard in spite of this, the company quite deliberately tried to use the lives of American citizens as protection for the ammunition carried, and violated the clear provisions of American laws, which expressly prohibit and provide punishment for carrying passengers on ships which have explosives aboard. The company thereby wantonly caused the deaths of so many passengers. According to the express report of the submarine commander concerned, which is only confirmed by all other reports, there can be no doubt that the rapid sinking of the Lusitania was primarily due to an explosion of her cargo of ammunition caused by a torpedo. Otherwise, there was all human possibility that the passengers would have been saved.

"The Imperial Government holds the facts recited to be of sufficient importance to recommend them to careful examination by the American Government. The Imperial German Government begs to reserve final statements of its position with regard to the demands made in connection with the sinking of the Lusitania until a reply is received from the American Government, and believes it should recall here that it took note with satisfaction of the proposals of good offices submitted by the American Government to Berlin and London with a view to providing a way for the conduct of the maritime war between Germany and Great Britain. The Imperial Government furnished at that time ample evidence of its good will by its willingness to consider these proposals. The realization of these proposals failed on account of their rejection by Great Britain."

Disappointment Is Keen.

Washington, May 30.—Germany's reply to the American note concerning the sinking of the Lusitania with a loss of more than 100 American lives, produced a feeling of profound disappointment here. Dissatisfaction at the failure of Germany to answer the demands of the United States was reflected in Government circles generally.

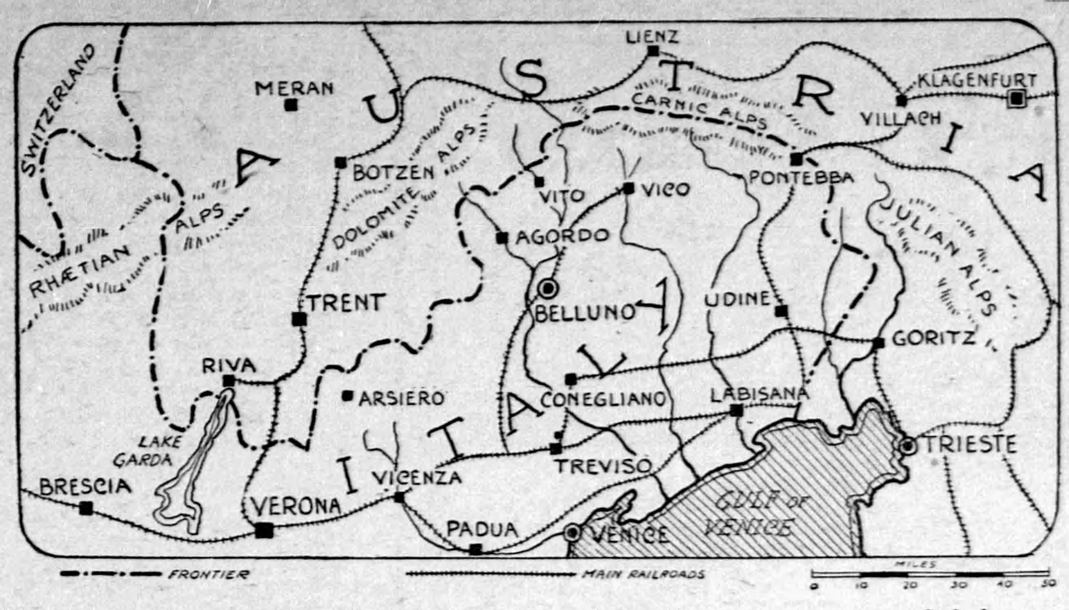
Will Stick to Position.

From a previous knowledge of President Wilson's position, it was generally predicted that a prompt answer would be sent to Berlin perhaps within twenty-four or forty-eight hours. This is expected to give the American Government's understanding of the facts, that the Lusitania was unarmed and carried no concealed guns, that she departed from the United States a peaceful merchantman and that under all rules of international law and humanity the vessel should have been visited and searched and her passengers transferred to a place of safety whether she carried ammunition or not. American law does not prohibit ammunition from being carried on passenger ships, it will be asserted, but only self-exploding material, and liners in the past have been permitted to carry arms and ammunition by special ruling of the State Department on the meaning of the Federal statutes.

Germany's failure even to discuss the reparation demanded by the American note, and evasion of the request that guarantees be given that American vessels and lives be not endangered in the future, are the main points, however, which the United States Government, it was generally believed to-night would advert in the second note. The expressions of regret and offers of reparation for unintentional attacks on neutral ships are expected to have little weight in determining the nature of the response of the United States.

While it is generally thought the United States will answer Germany's request for facts with a restatement of the circumstances as recited in the American note of May 13th, the promptness with which the reply will be despatched is counted upon to serve as an indication that the American Government wishes an early answer, and does not desire to engage in a protracted diplomatic discussion.

Persons close to President Wilson have learned that he is determined to obtain reparation for the Lusitania victims, and assurances of respect for American rights in future, and that failing this, he would not hesitate to sever diplomatic relations with Germany.



This Map shows the Frontier along which the Italian and Austrian Troops have clashed.

AUSTRIANS FLEE IN DISORDER

Rapidity of Italian Advance Has Paralyzed the Enemy.

A despatch from London says: With the occupation of the town of Grado, on the Gulf of Trieste, the Italian front in the advance over the eastern frontier into Austrian territory, now forms a continuous line of about 40 miles, stretching from Caporetto, on the left flank, to the sea. The farthest advance into Austrian territory is at Monfalcone, on the railway to Trieste, the Italians being thus within 22 miles of that port.

The Daily Chronicle correspondent says: I hear that the Austrians are in full retreat along the whole of their defensive line, burning houses, stores, crops and forage and destroying roads and bridges, in fact, laying waste entire provinces.

The Italian forces which invaded Tyrol from the southern frontier of that region have advanced as far as the mouth of the Chieze River in Lake Idro, occupying all the rugged terrain between the lake and Lake Garda, to the east.. There have been artillery engagements at the Tonole Pass, where very strong Austrian forts bar the progress of the Italians, and on the Asiago plateau, on the eastern frontier of Tyrol, toward which the invaders proceeded up Val Sugana.

Italian gunboats on Lake Garda gave effective support to the troops operating on the eastern shore of the lake, enabling them to occupy several strategic points around Monte Baldo, of which an important peak, Monte Altissimo, 5,690 feet high, was captured yesterday. The objective of these troops is Mori, on the railroad connecting Riva and Arco with Rovereto and Trent, thus cutting off from the rear the Austrian garrison at Riva and the Austrian forces at the mouth of the Adige.

A despatch from Paris says: The Rome correspondent of the Temps telegraphs that nearly 11,000 women have been enrolled in a female police force authorized by the Italian Government. These women belong for the most part to the middle classes. They will undergo special physical training and wear uniforms.

BRITISH WARSAIP IS SUNK

Like the Triumph, She Was Submarined While Supporting Land Forces on Gallipoli Peninsular

A despatch from London says: The British battleship Majestic, Capt. H. F. G. Talbot, was torpedoed and sunk by an enemy submarine while the battleship was supporting the allied land forces on the Gallipoli Peninsula. Nearly all the officers and men were saved.

It is supposed that the submarine that sank the Majestic was the same that sent the British battleship Triumph to the bottom on Tuesday last.

The Majestic was completed in the year 1895, and was the oldest battleship on the active list of the navy. She was one of nine vessels known as the Majestic class. Her displacement was 14,000 tons, length 390 feet, speed 17 knots, and she carried four 12-inch, twelve 6-inch and sixteen 12-pounder guns of old pattern, with five torpedo tubes. Her nominal complement was 757 officers and men.

The sinking of the Majestic is said to have occurred off Seddul Bahr, at the southern point of the Gallipoli Peninsula. This statement is made in a Constantinople despatche received by way of Berlin.

A despatch to the Times from its Mudros correspondent says that 460 men of the crew of the battleship Triumph, which was sunk Tuesday in the Gulf of Saros, were saved. The officers and crew on board the Triumph in peace times numbered about 700 men.

SHIP BLOWN UP, 325 MEN KILLED

Crew of 250 and 78 Workers Perish on Former C.P.R. Boat at Sheerness.

A despatch from London says: The Princess Irene, a British mine-laying ship, was literally blown to atoms with at least 325 men aboard as she lay at anchor in Sheerness harbor Friday morning. The explosion apparently was internal, its origin being marked by complete mystery. Only one man has survived, a stoker, named David Wills, who was picked up badly injured.

It is understood that all but three of her crew of 250 men were aboard the steamer, as well as 78 dockyard men carrying out repairs. The Daily Mail asserts that in addition to the 78 shipwrights there were on board 100 workmen from Chatham, as well as 240 members of the crew, which would give a total of 418 persons on the steamer at the time she was blown up.

The disaster has immediately recalled the fate of the British battleship Bulwark, which was mysteriously blown up on November 26 at practically the identical spot in which rested the Princess Irene, with the loss of some 736 officers and men. The destruction of the Bulwark was never explained. There were rumors at the time that a German submarine had slipped into Sheerness harbor and launched a torpedo at the warship, subsequently stealing away without detection. It has since seemed more probable, however, that the Bulwark was blown up by an internal explosion—the inference being, of course, that a spy accomplished the work.

The Princess Irene, which is a Canadian Pacific liner requisitioned by the Government, was lying at her moorings, 70 yards off Port Victoria, her decks crowded with busy workmen. The harbor was filled with vessels of all descriptions. Nothing of an extraordinary nature had occurred to arouse suspicion.

Difficult.

Little Robert: "Ma, was Robinson Crusoe an acrobat?"

Mother: "I don't know. Why?"

Little Robert: "Well, here it reads that after he had finished his day's work he sat down on his chest."

SHIPS NOT TO LEAVE NEW YORK

Washington Instructs Navy Officers to Use Shells if Any German Boat Attempts a Dash to the Sea

New York, May 30.—Naval officers in New York City were intensely interested in unexpected orders that came from Washington to sink any German ship that attempts to leave this harbor. The orders were based, it was learned, upon reports submitted to Government officials at Washington that in the event of hostilities between this country and Germany an effort will be made at once to bottle up New York harbor by sinking at an advantageous spot in the Narrows one or more of the big German steamships that have been tied up at Hoboken piers since the European war began.

It was also admitted that the same orders regarding German steamships attempting to leave the port were transmitted to the commanders of all the forts that guard New York City.

No effort was made yesterday in responsible quarters to conceal the fact that the reports submitted from these several sources maintained that there was a real basis for fear that Germany has decided already upon a way to isolate New York City, at least temporarily, in the event of a break in relations with the United States. The statement that the sinking of the Vaterland, the largest steamship afloat, and perhaps others of the German commercial fleet held here, to bar passage through the Narrows would be embraced in the first German effort has been believed in Washington as a result of the verification offered by the unusually large corps of investigators. The orders received regarding the conduct of officers of both army and navy here could not be mistaken. They were simply to sink any German vessel that did not immediately respond to an order to stop.

MILITIA RESERVES TO BE ORGANIZED

To Secure Enrolment of 200,000 Men Under 50 Years of Age.

A despatch from Ottawa says: The militia reserve of Canada is to be organized and will be thus available as recruits for active service, it has been announced. Details of the plan are yet lacking. It is estimated that there are upwards of 200,000 men in Canada under 50 years of age who are connected with or have been connected with the active militia. They will be, to an extent not yet announced, organized and will thus form a third line of defence, ready in case of necessity.

CANADIANS REACH ENGLAND

The Missanabie Landed Soldiers and Nurses.

A despatch from Ottawa says: The Missanabie, which arrived at Plymouth on Saturday evening, had on board the 29th battalion of Vancouver, the 4th field artillery brigade headquarters, 13th, 14th, and 16th field batteries, reserve park and 30 St. John Ambulance nurses.

Flags of the Allies Displayed in Paris

A despatch from Paris says: The flags of the European powers allied against Germany—France, Italy, Great Britain, Russia, Belgium and Serbia—were, by order of the French Government, displayed in groups over many of the public buildings and monuments of Paris. Among the edifices thus decorated are the residence of the President of the republic, the Senate and the Chamber of Deputies, and all the Ministries.

Naturalized Baronet Sails for New York

A despatch from London says: Sir Edgar Speyer, who recently resigned his Privy Councilorship on account of criticism based on the occupancy of such a position by a native of Germany, sailed for New York on the steamship Philadelphia. He said he was going on a short holiday.

BUY ALL HER SUPPLIES HERE

Three Parties of Military Buyers Have Already Left Italy it is Said

A despatch from Paris says: Americans who are offering supplies to the French Government are being instructed by the commissariat to direct such offers to J. P. Morgan and Company, of New York, who were recently authorized to make purrchases in the United States on behalf of the military administration. Similar offers from Canadians should be addressed to the Hudson's Bay Company, of Montreal, who are doing in Canada what Morgan and Company are doing for the French Government in the United States.

Practically all of Italy's buying will be done in the United States and Canada, according to the belief of the commission agents here. Three parties of military buyers have been sent to New York already, it is said.

WILL BE INTERNED IN VATICAN

Pope's Private Chamberlain Failed to Attend Mass Where Prayers Were Offered for Italy's Triumph

A despatch from Rome says: Monsignor Gerlach, the Austrian private chamberlain of the Pope, has been interned in the Vatican, where he must remain until the end of the war. This action was taken by the Pope when he learned that Monsignor Gerlach no longer attends the daily mass of the Pontiff, where prayers are offered for the triumph of Italian arms.

Monsignor Gerlach was accused of having falsified the words of Pope Benedict in a conversation between the Pontiff and the correspondent of a paper recently, at which Monsignor Gerlach acted as interpreter.

Austrian Consuls in Italy Arrested

A despatch from Bologna, via Paris, says: The police have arrested the Austrian Consuls at Genoa, Bologna, Bari, Leghorn and other places while they were on their way to Switzerland. The Consuls are being given accommodations in a hotel at Placenza, where they are kept under observation by the police.

This unusual measure is said to have been the outgrowth of an allegation that Austria has not permitted the Italian Consuls in her territory to cross the frontier to Italian soil.

TURKISH VESSELS BLOWN UP

Torpedoes a Transport in Harbor and Sinks Ammunition and Supply Ships in Sea of Marmora

A despatch from London says: "The submarine E-11, Lieut.-Commander Martin E. Nasmith, has sunk in the Sea of Marmora a vessel containing a great quantity of ammunition, comprising charges for heavy howitzers, several gun mountings and a six-inch gun. She also chased a supply ship with a heavy cargo of stores and torpedoed her alongside a pier at Rodosto. A small store ship was also chased and run ashore.

"The submarine E-11 entered Constantinople and discharged a torpedo at a transport alongside the arsenal. The torpedo was heard to explode."