

GERMAN NOTE JUSTIFIES SINKING OF LUSITANIA

Berlin Puts All Blame on England By Declaring Vessel Was Armed Cruiser and Carrying War Munitions.

WASHINGTON EXPRESSES DISAPPOINTMENT

Failure to Answer Plain Demands of United States to Be Referred to In Early Answer. President Wilson Declared Ready, If Necessary, to Sever Diplomatic Relations. Sinking of Gulfight and Cushing Is Admitted.

Berlin—Germany, in its reply to the United States, flatly declares the sinking of the Lusitania to have been justified on the grounds of self-defense. The Lusitania, it contends, carried ammunition to be used in killing German soldiers. It is also contended that the Lusitania was an auxiliary cruiser of the British navy; that she was armed and that she carried Canadian troops, as well as war material.

No indication of desire or intention of abating the submarine plan of warfare is given in the German reply. The note, however, is not framed as a direct answer to the American demands, but is rather an ad interim reply, setting forth that certain facts are first to be decided on before the main issues are discussed by the two governments.

The Berlin government takes up first the cases of the Gulfight and the Cushing. It says these are now being investigated, but that it is not Germany's intention to submit neutral ships on the high seas, guilty of no hostile acts, to attacks. When neutrals through no fault of their own are damaged, Germany will pay indemnification, she says.

The case of the Falaba also is mentioned, and in this instance it is declared that the captain of the ship is himself to blame because of his efforts to escape and to summon aid.

The declaration that the Lusitania had cannon aboard and was an auxiliary cruiser of the British navy is made strongly. All blame for the destruction of the vessel is placed on the British owners, who are accused of attempting "deliberately to use the lives of American citizens as protection for the ammunition aboard and acted against the clear provisions of the American law, which expressly prohibits the forwarding of passengers on ships carrying ammunition and provide a penalty therefor."

The reply says it deems these circumstances "important enough to recommend them to the attentive examination of the American government."

The reply says that final decision on the demands of the United States is

withheld until receipt of an answer to the preliminary note, but it reminds the United States that it "took cognizance with satisfaction" of the mediatory proposals submitted by the United States to Berlin and London as a basis for a modus vivendi for maritime warfare.

The realization of these proposals, say the reply, "was defeated, as is well known, by the declinatory attitude of the British government."

Washington, D. C.—Germany's reply to the American note concerning the sinking of the Lusitania 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.

President Wilson had retired early Sunday—before the text arrived—but from a reading of the summary published and Ambassador Gerard's forecasts, he had an accurate impression of what it contained.

Secretary Bryan would make no comment. Other cabinet officers were reticent, but there was little concealment anywhere that the answer from Berlin had produced a grave situation in the relations between the United States and Germany. Just what course of action the United States will pursue is undetermined.

Press dispatches giving the text of the reply came in the course of the evening and were sent to the White House.

From a previous knowledge of President Wilson's position, it was generally predicted that a prompt answer would be sent to Berlin—perhaps within 24 or 48 hours.

In German quarters here it was again reiterated that the Lusitania was armed.

To controvert this the United States has proof gathered before the American note was sent that there were no guns aboard. Furthermore, the British government entered into an informal agreement with the United States early in the war to see that no British vessels left American ports armed.

FIFTEEN TONS RUSSIAN DYNAMITE EXPLODES

Seattle, Wash.—Fifteen tons of dynamite, stored on a scow anchored in the west waterway, said to have been awaiting shipment to Russia, exploded at 2 o'clock Sunday morning and caused damage estimated at \$40,000 to plate-glass windows in Seattle. An unidentified watchman who is supposed to have been guarding the dynamite is missing and doubtless was killed.

Roy Lillico, manager of the Lillico Launch & Towboat company, who had supervision of the explosive, said he had hired the watchman Saturday night without learning his name to take the place of two men who previously guarded the scow in a launch, but who had been sent to Tacoma for a tow.

The cause of the explosion had not been determined, but Port Warden Paysee is of the opinion that it was not accidental.

The explosive was brought to Seattle from San Francisco on the steamer F. S. Loop, May 13, and was transferred to the scow upon the steamer's

Battleship Runs Amuck.

Boston—The battleship Virginia rammed a wooden bulkhead while approaching her dock at the Charleston navy yard Sunday and in backing away ran into and nearly overturned the naval tug Sioux.

Another accident occurred at the navy yard when the battleship New Jersey, while moving to a pier, was carried by a strong wind and tide against the docks. The port guns were raked from their carriages, which were damaged. The warship itself, it is said, was not damaged.

Strike Deputies Guilty.

New Brunswick—Nine of the ten deputies who have been on trial here for a week on the charge of murder in the first degree, for having fired into a crowd of chemical plant strikers in Roosevelt last January, killing two and wounding a score of strikers, were convicted of manslaughter.

One deputy, John Smith, was last week ordered acquitted by the court, no evidence having been adduced to connect him with the killing.

arrival. Mr. Lillico said the explosive was awaiting the arrival of a steamer to take it to Russia.

The explosive was to be shipped to Vladivostok on the steamer Hazel Dollar, now loading army supplies at Tacoma. It became known that two weeks ago the Russian consul in San Francisco received information that an attempt would be made to blow up the Hazel Dollar before she left port.

Detectives were employed by the Russian government, and for two weeks have been guarding the Hazel Dollar. Walter R. Thayer, local representative of the detective agency guarding the steamer, said he believed an infernal machine had been concealed among the cases of dynamite stored on the scow, with the expectation that the explosive soon would be placed aboard the steamer.

Fire Marshal Bringham said he could offer no other explanation for the explosion than that it was malicious, although he admitted that he had been unable to gather any evidence in support of this theory.

Criticism Exiles German.

London—Otto Humbert, owner of the Queens Hotel, Queenstown, a naturalized British subject of German birth, has sailed from Liverpool for New York. Several Lusitania survivors were taken to Mr. Humbert's hotel on their arrival at Queenstown. His origin aroused antagonism and he became the target of bitter criticism on the part of some of the survivors and their friends. His behavior has been above suspicion, but his presence where military and naval officials make their headquarters caused protests.

Raiding Zeppelin Falls.

Geneva—A dispatch received here from Friedrichshafen, on Lake Constance, sets forth that one of the Zeppelin airships which three days before had raided the town of Southend, at the mouth of the Thames, 40 miles east of London, was struck by one of the British shells. Owing to the resultant loss of gas it was unable to reach the mainland and fell into the sea off Heligoland. Whether the crew was saved is not known.

Late Legislative Measures Now Become Effective

Now that the time for invoking the referendum against measures passed by the recent legislature has expired, all such laws have gone into effect without further formality.

Among them are several of an important nature, in addition to those that became effective immediately after they were signed by the governor by virtue of the emergency clause which they carried.

Principal among the new laws is that amending the existing workmen's compensation act providing relief for industrial employees throughout the state. This measure fixes a new graduated scale of premiums against the employers based on the nature of the industry and the hazard that it involves. It contains an accident prevention clause that reduces the premiums in proportion to the reduction in the number of accidents and imposes criminal responsibilities upon those employers who are negligent in providing safety devices in their plants.

The "Railroad Commission of Oregon" has passed out of existence. The commission now is known as the Public Service commission. This, the legislature believes, more nearly describes its duties, inasmuch as it has charge of all public utilities as well as railroads.

Stricter regulations are imposed upon persons operating under the food and dairy laws of the state. Uniform methods of preparing food and displaying it for public consumption are provided. A fixed standard also is prescribed for refrigeration of foods.

The state institutions and the various political subdivisions of the state now will be permitted to grant a differential of 5 per cent on all home-made goods in granting public contracts.

Many important changes in the school law also have been provided. One of these is the measure that pro-

vides a four-year high school course without tuition, for every boy and girl in the state. Those districts that do not have high schools are required to levy an assessment so that their children can be sent to neighboring high schools.

The old-fashioned school meeting that has prevailed in Portland up to this time to levy the school tax has been abolished.

None but taxpayers are allowed to vote in the school elections and at the time of registering a voter must designate whether he or she is a taxpayer. However, inasmuch as the existing registration books will be used at the forthcoming school election, this law can not be utilized at this time.

Another measure which was the subject of much interest at the time it was under consideration by the legislature was that providing women school teachers salaries equal with those of the men teachers.

A new registration law requires that it shall be the duty of the attending physician or midwife to file a certificate of birth, properly and completely filled out, giving all particulars, with the local registrar of the district in which the birth occurred, within 10 days after date of birth.

The so-called "anti-trading stamp law" is another now in effect. It imposes a tax of 5 per cent of the gross income not only on the trading stamp and coupon companies, but on every person giving trading stamps, coupons, certificates and other trade devices redeemable in merchandise.

The trading stamp companies are evading the merchandise feature of the law by making the stamps redeemable in cash, with which premiums may then be bought. The same course has been adopted by a chain of tobacco stores giving certificates. The constitutionality of the laws will be attacked in the courts, according to the companies affected.

Railway Renews Work.

Eugene—A crew of 40 men has resumed operations in the Willamette Pacific gravel pit, near Natron, and trains will begin hauling rock from the Upper Willamette to the Lower Siuslaw. The gravel will be used by the railroad for the concrete piers on the Siuslaw bridge, construction of which is well under way.

In a few days gravel will also be used as ballast for the newly-laid track from Mapleton to the bridge site near Acme. The grade past the rock quarry and the Point Terrace Mill, where construction was delayed by right-of-way difficulties, will soon be completed.

Another crew of 40 or 50 men will be placed at work by the Southern Pacific this week constructing the Willamette River wagon road. Bunkers were sent up the river over the Oakridge line. The railroad is rebuilding the Willamette wagon road in compliance with the orders of the Circuit court to replace the road which it took for its roadbed on the Natron extension.

Food for Mexico Is Plea.

Salem—Replying to a letter from C. Q. Devoil, acting chairman of the American Red Cross, that many Mexican women and children are facing starvation, and urging Oregon to give whatever aid is possible, Governor Withycombe said he would confer with the head of the society in this state regarding Mexico at once.

"Probably," continued the governor, "the most efficient way will be to appoint a special committee to handle the work."

My advice is that thousands are facing starvation. I am sure there will be many here who will feel able and willing to help."

Eight Thousand See School Work.

Oregon City—Eight thousand persons visited the exhibit of the work of pupils in the three Oregon City public schools before it closed this week. There are between 12,000 and 15,000 pieces in the display, which range from the simple line drawings of the first grade to carefully constructed rocking chairs and desks of the senior class in the high school.

The exhibit is an annual affair and is intended to illustrate the nature and scope of the work of the local schools.

Work from every room in the three buildings and from almost every pupil was displayed.

Florence Club Is Alive.

Florence—Portland, with a Commercial club membership of 5000, claimed the largest per capita club membership in the world. Eugene, with a membership of 560, challenged Portland's claim; now Florence, at the mouth of the Siuslaw river, with a club membership of 35, disputes the claims of all others. The club is said to be the "live wire" organization in Western Lane county. It had entire charge of the recent festival. It brought about the laying of the first hard-surface pavement.

Ashland Springs Appointment Made.

Ashland—Chester Stevenson has been appointed member of the Springs commission, succeeding R. A. Winkler, resigned. The appointment is made by the mayor, subject to confirmation by the council. The other two members of the board are Bert R. Greeve and J. P. Dodge. The commission possesses almost unlimited powers in handling the various phases of mineral springs development now going on here, involving the expenditure of \$175,000.

Bar Soundings Being Taken.

Astoria—Under the direction of Assistant Engineer Michael, a force of United States engineers has been taking soundings on the bar during the past few days, operating from the steamer George H. Mendell. The work will probably continue the rest of the week.

While definite figures are not yet obtainable, it is understood the soundings show a decided improvement in the channel, considering the short time the dredge Chinook has been working this season. During the week the Chinook dug and carried out to sea 100,000 cubic yards, or approximately 150,000 tons of sand, in addition to the vast amount of material pumped up to be swept into deep water by the current and tide.

Highway Work to Resume.

Astoria—Arrangements were perfected this week between the State highway engineers and Peterson & Johnson, the contractors who are to resume work at once on the construction of the portion of the Columbia highway lying between this city and the east line of the county at Westport.

Camps are being established and crews of men are assembled to begin actual construction work. It is estimated that the road can be completed so as to be available for summer travel at an expense of \$61,000. To make up this amount Astoria people have advanced \$26,000 and \$35,000 has been appropriated by the state.

Oregon Horses in Demand.

Wallowa—The horse sale held here this week brought many buyers and horses. The prices ranged from \$60 to \$150 a head. There were 450 horses offered and more than half were sold. Nine cars were shipped out the last of the week and more will go later. M. L. Marks, of South Omaha, was the heaviest buyer, shipping four cars.

During the month of May 354 horses were sold, bringing \$37,000. Under the management of A. B. Hall, \$140,000 worth of horses have been sold since January 1 in Wallowa county. Mr. Hall is planning to hold another sale the 29th or 30th of June.

Loganberry Pool Formed.

Salem—At a meeting here the Oregon Loganberry association decided to form a pool of this year's crop, which, with the pools of the Salem Fruit Union and H. S. Gile & Co., of this city, will comprise more than 80 per cent of the crop. The management of the three pools will operate in conjunction, so that the best prices may be obtained. Dr. C. W. Keene, Silverton, is president of the association, and L. H. Roberts, of this city, is vice president. Seymour Jones and J. J. McDonald are additional directors.

Klamath Irrigation Increasing.

Klamath Falls—More Klamath county acreage is to be brought under irrigation this season by the use of pumping plants. Robert A. Emmitt will irrigate 1200 acres on his ranch on the Keno road south of here. He will use electric power furnished by the Kerns Bros. plant at Keno. Howard Boggs, who owns a ranch in Langley valley, will water 60 acres with water raised by gasoline engine from a lower lake on his property.

Tillamook Votes \$30,000 Bonds.

Tillamook—At a special election it was decided to bond the city up to \$30,000 for a new city hall. The vote was 311 in favor and 113 against.

BIG GUNS DAMAGED IN PUGET SOUND FORTS; PHOTOS TAKEN

Port Townsend, Wash.—An attempt to put the big guns out of commission at Fort Worden and Fort Flagley, guarding the entrance to Puget Sound, was made several days ago, it became known here, and as a result all visitors have been barred from the forts in this district.

It is reported that breech blocks of four guns were removed and the loading mechanism damaged. Officers at the forts have endeavored to keep the matter secret.

The discovery followed a report that Fort Worden had been photographed in details by persons who had surreptitiously entered the grounds. The photographs gave the relative locations of the big guns and the hidden batteries.

It is said that the War department, hearing of the photographing of the forts, sent two secret service men here to investigate. It is reported they found no trouble in gaining entrance to the batteries and the subsidiary stations connected with the defenses.

Up to the time of these discoveries automobiles with sightseers were permitted to visit the elevation where the batteries are located, but new orders have been issued forbidding any person to visit the batteries without a special permit from the commanding officer, and such permits will be limited, and those who receive them will be accompanied by a guard.

German Submarines Sink Two More Vessels Without Warning

London—German submarines have sunk the Danish steamer Soborg and the British steamer Dixiana. The crews and officers of both were saved.

The Soborg was sunk in the English Channel. The Dixiana was torpedoed just before noon Saturday off Ushant.

The crew of the Dixiana was landed at Cardiff, Wales, by a Greek steamer which picked them up from small boats. Two members had been injured by debris falling into their lifeboat after the explosion which wrecked the vessel.

According to the reports of members of the crew, the only warning given the Dixiana was the firing of several shells at the steamer by the submarine.

After the crew got into their boats a torpedo was fired into the Dixiana's engine room.

The Dixiana was of 2147 tons. She left Brunswick, Ga., May 7, and Savannah May 11, for Havre and Swansea. She was in command of Captain Long.

The Dixiana was formerly the Putney Bridge. She was built at West Hartlepool in 1901, and was owned by the Dixiana Steamship company. The vessel was 331 feet long, 47 feet beam and 24 feet deep.

The Soborg was built at Sunderland in 1899 and was of 1333 tons net register. The vessel was 268 feet long, 43 feet beam and 19 feet deep. She sailed from Boon on her last eastern trip across the Atlantic April 6, when she was bound for Kirkwall and Aarhus.

De Palma Makes New Record in 500-Mile Auto Race at Indianapolis

Indianapolis—Ralph De Palma won the fifth 500-mile international sweepstakes on the Indianapolis motor speedway here Monday in the remarkable time of 5 hours 33 minutes and 55 seconds. The victor traveled at an average speed of 89.84 miles an hour and broke the record for the race established in 1914 by Rene Thomas, who finished in 6 hours 3 minutes and 45.9 seconds.

Dario Resta, who finished second, contested every mile of the way with the winner and the battle of these two pilots was the feature of the contest. Resta never quit trying to head off De Palma and finished only four minutes after the winner crossed the tape. Resta's time was 5 hours 37 minutes and 34.94 seconds. Gil Anderson was third and completed the race in 5 hours 42 minutes and 27.57 seconds. Out of 23 cars that started, 11 finished, of which 10 received prize money.

Italy and Russia Greet.

Rome—King Victor Emmanuel has sent the following message to the Russian emperor: "At the moment when the soldiers of Italy are advancing boldly against the common enemy, binding closer the brotherhood of arms between us and the brave Russian army, I send to Your Majesty my cordial greetings and fervent hopes."

The emperor replied: "I am deeply touched by the considerate thought of Your Majesty. I desire to express to you the great pleasure I feel at seeing our two armies united by the bonds of brotherhood."

Pirates Violating Parole.

Santa Fe, N. M.—The renegade Pirates, of Southern Utah, are violating their promise to General Scott to remain inside the reservation; are roaming over the country, and making threats against the white inhabitants, according to A. H. Spencer, of the Mexican Hat, Utah, trading post, who has arrived at Farmington, N. M. The parole agreement provided that if the Indians left the reservation the state authorities should return them forcibly.

MEXICO GETS FINAL WORD FROM U. S.

President Wilson's Appeal May Presage Intervention.

AID ASKED FOR STARVING POPULATION

Recognition of Either Faction Is Not Now Contemplated—Plea for Humanity Most Urgent.

Washington, D. C.—President Wilson has decided to serve notice on all the warring factions in Mexico that conditions in that country have become intolerable and that unless they themselves compose the situation soon some other means may have to be employed to accomplish the result.

The first intimation of the President's determination to take this step came in his appeal issued as head of the American Red Cross, setting forth that "due to several years of internal disturbances," the unfortunate people of many parts of Mexico have been reduced to the verge of starvation, and urging contributions to relief funds.

Later the White House gave out the following:

"When the President's appeal for aid for the Mexicans was issued it was also stated at the executive offices that a statement from the President on the present situation in Mexico might be expected within the next few days."

This statement has been prepared and will be issued after the cabinet meeting Tuesday and then communicated to the leaders of all the Mexican factions.

Officials at the White House and State department declined to say what the President's statement contained, but denied that recognition of any faction was now contemplated. It was said authoritatively that while friends of Carranza here had been pressing for recognition, the Washington government had not been impressed with the ability of any of the contending chiefs to restore order.

The impression in executive quarters was that one purpose would be to place responsibility for the present state of affairs squarely on the military elements in the Southern republic, which have overrun the country and appropriated its food supply or prevented the tilling of the soil. While desiring to continue the policy of allowing the Mexicans to settle their differences without outside interference, the President is said to be determined that the civilian population of the country shall not be starved in the meantime.

Bryan's Plea for Five Mexicans Needed by Arizona Pardon Board

Phoenix, Ariz.—After every legal recourse had failed, the mercy plea of William J. Bryan, secretary of state, which had been rejected by the state legislature, proved potent to save the lives of the five Mexicans who were to have been hanged at Florence penitentiary.

At the last moment the state board of pardons and paroles, taking cognizance of Mr. Bryan's request for delay, ordered reprieves of nine weeks for all of the condemned men and recommended that they be executed separately and not together, as was intended.

Whether they will be executed at all depends, however, on the success attending future moves in Governor Hunt's five-year struggle to abolish the death penalty in Arizona.

The condemned men had been bound and made ready for the plunge through the gallows trap, when the board of pardons and paroles made known its decision to grant a delay. The decision was expressed in a resolution adopted after a session lasting all morning. This resolution declared that the secretary of state had seen fit to recommend reprieves, in view of the executions on American interests in Northern Mexico, the board had concluded to recommend delay.

Historic Palace Coveted.

Paris—The Italians, it is said, are determined to seize the present opportunity to retake the Palazzo Venezia, the seat of the Austrian embassy to the Vatican, and perhaps the most beautiful palace in Rome. It was built in the 15th century and belonged to the Venetian republic and thus fell into the hands of Austria. When Austria ceded the Venetian provinces to United Italy, the Italians failed to claim the Palazzo. Discussions are now on as to making this architecture into a museum or public offices.

Gulfight Act Admitted.

Berlin—The torpedoing of the steamship Gulfight is now established as due to a German submarine, the report of the commander of the submarine in question having been received by the admiralty. The commander said that when he saw the Gulfight she was being convoyed, and concluded that she must be a British vessel, or was carrying contraband. The presence of patrol boats, the commander reported, made closer investigation dangerous.