

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 intimation 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, says 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. Disappointment 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.

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 Lilloco, manager of the Lilloco 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 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 arrival.

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.

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.

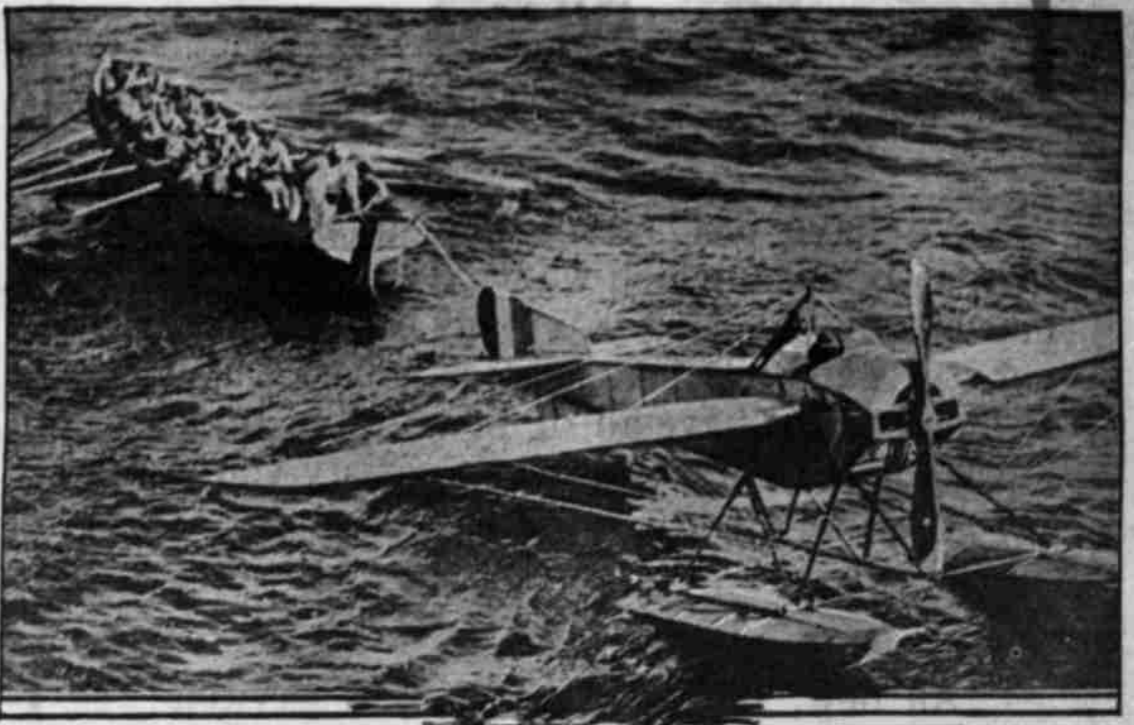
Principal among the new laws is that amending the existing workmen's compensation act providing relief for industrial employes throughout the state. This measure fixes a new graduated scale of premiums against the employers based on the nature of the industry and the hazard that it involves.

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.

AEROPLANES AID WARSHIPS IN THE DARDANELLES



This photograph, taken in the Dardanelles, shows the return of a seaplane to a cruiser after making a flight over the Turkish fortifications. One of the wings was perforated by the rifle fire of the Turks. The seaplane is being taken in tow by a cutter.

AUSTRIAN TRENCHES IN GALICIA



Remarkable photograph of Austrian trenches in Galicia, which are to some extent concealed from the enemy by the fences seen along the river.

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. Bunk cars 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 advices are 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. Greave and J. F. 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.

Wallawa—The horse sale held here this week brought many buyers and horses. The prices ranged from \$50 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. E. Hall, \$140,000 worth of horses have been sold since January 1 in Wallawa 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 Kenna 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.

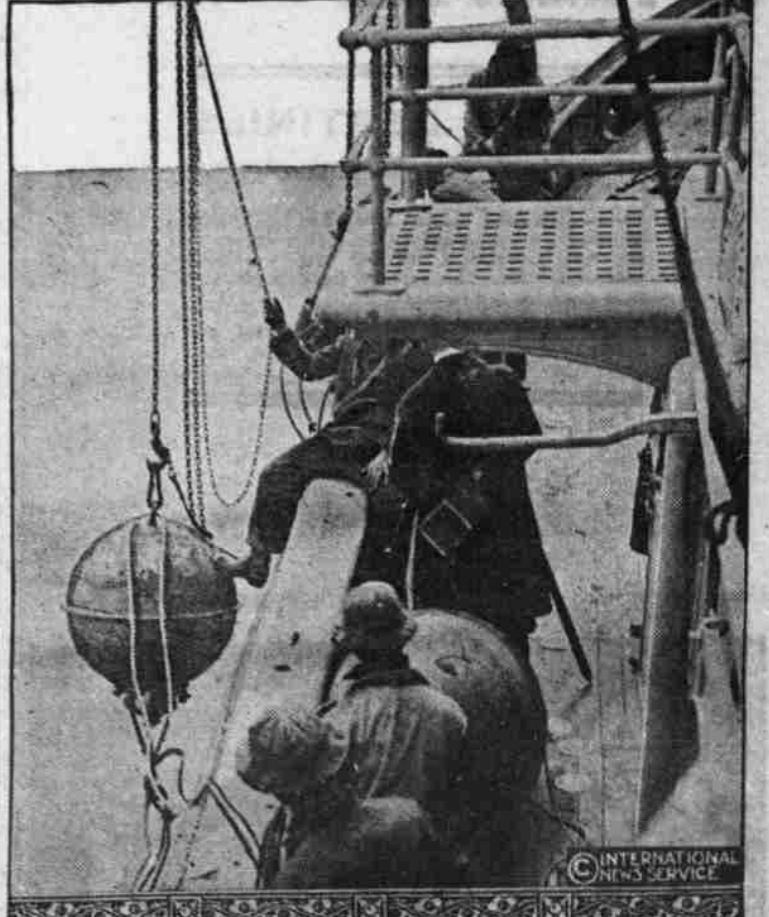
Tillamook—At a special election it was decided to bond the city up to \$30,000 for a new city hall. The vote was 311 in favor and 113 against.

WOMAN RAILWAY PORTER



Women are taking the place of the male railway porters who have gone to the front for England, and are proving quite equal to the work.

MINE PLANTING BY AMERICAN ARMY



Photograph of mine-planting drill by the coast defense corps of the United States army, showing a harbor mine about to be dropped over the side of a ship. These mines weigh about 150 pounds, and in time of war are loaded with trolol, a French explosive, and set off by electric current from the shore.

Storm Indicator.

When a sudden storm comes up in the summer and the clouds are black we naturally turn on all the electric lights. Sometimes this happens so suddenly that the companies which supply the electric current are taken unawares with only the normal daytime current that is entirely inadequate to meet a general demand.

Lives Close to Nature.

John Burroughs, who recently passed the seventy-eighth milestone, trumped a mile and a half on the occasion to see his grandchildren, and in an interview made this statement: "I feel as chipper as twenty-five. And I put in a young man's day's work before I started out to get the nip of the spring breeze and warm up my blood. I cleaned out my furnace, chopped a stack of cordwood, mowed the yard and did all the chores. I live a very uneventful life—going much more to the woods than to the cities."

Frankly Spoken.

"So you want to marry my daughter, eh?" said the wealthy old gentleman.

"That is my wish, sir," replied the impudiculous suitor.

"Ahem! If wishes were horses, beggars would ride."

"Exactly. And if my wish is granted I never expect to do any extensive walking again."