

Spray Courier

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WILSON NOTE TO BERLIN ASSERTS HUMAN RIGHTS

Legality of Sinking of Steamer Lusitania Flatly Denied by United States.

ORIGINAL DEMANDS RENEWED

Precautions Insisted Upon and Right of Americans to Travel Seas Lawfully, Declared, Notwith- standing Warnings.

WASHINGTON, June 10.—The text of the American rejoinder to the German government's reply to the note following the sinking of the Lusitania follows:

"The Secretary of State ad interim to the American Ambassador to Berlin: Department of State, Washington, June 9, 1915.—American Ambassador, Berlin: You are instructed to deliver textually the following note to the Minister of Foreign Affairs:

"In compliance with Your Excellency's request, I did not fail to transmit to my Government, immediately upon their receipt, your note of May 28 in reply to my note of May 15, and your supplementary note of June 1, setting forth the conclusions, so far as reached by the imperial German government, concerning the attacks on the American steamers Cushing and Gulfport.

Principle of Freedom Recognized.
"I am now instructed by my Government to communicate the following in reply:

"The Government of the United States, notes with gratification the full recognition by the imperial German government, in discussing the cases of the Cushing and the Gulfport, of the principle of the freedom of all parts of the open sea to neutral ships and the frank willingness of the imperial government to acknowledge and meet its liability where the fact of attack upon neutral ships 'which have not been guilty of any hostile act' by German aircraft or vessels of war is satisfactorily established; and the Government of the United States will in due course lay before the imperial German government, as it requests, full information concerning the attack on the steamer Cushing.

"With regard to the sinking of the steamer Falaba, by which an American citizen lost his life, the Government of the United States is surprised to find the imperial German government contending that an effort on the part of a merchantman to escape capture and secure assistance alters the obligation of the officer seeking to make the capture in respect to the safety to the lives of those on board the merchantman, although the vessel has ceased her attempt to escape when torpedoed. These are not new circumstances. They have been in the minds of statesmen and of international jurists throughout the development of naval warfare, and the Government of the United States does not understand that they have ever been held to alter the principles of humanity upon which it has insisted. Nothing but actual forcible resistance or continued efforts to escape by flight when ordered to stop for the purpose of visit on the part of the merchantman has ever been held to forfeit the lives of her passengers or crew.

"The Government of the United States, however, does not understand that the imperial German government is seeking in this case to relieve itself of liability, but only intends to set forth the circumstances which led the commander of the submarine to allow himself to be hurried into the course which he took.

"Your Excellency's note, in discussing the loss of American lives resulting from the sinking of the steamship Lusitania, adverts at some length to certain information which the imperial German government has received with regard to the character and outfit of that vessel, and your Excellency expresses the fear that this information may not have been brought to the attention of the Government of the United States.

"It is stated in the note that the Lusitania was undoubtedly equipped with masked guns, supplied with trained gunners and special ammunition, transporting troops from Canada, carrying a cargo not permitted under the laws of the United States to a vessel also carrying passengers, and serving, in virtual effect, as an

auxiliary to the naval forces of Great Britain. Fortunately these are matters concerning which the Government of the United States is in a position to give the imperial German government official information. Of the facts alleged in Your Excellency's note, if true, the Government of the United States would have been bound to take official cognizance in performing its recognized duty as a neutral power and in enforcing its National laws.

"It was its duty to see to it that the Lusitania was not armed for offensive action, that she was not serving as a transport, that she did not carry a cargo prohibited by the statutes of the United States, and that if, in fact, she was a naval vessel of Great Britain she should not receive clearance as a merchantman, and it performed that duty and enforced its statutes with scrupulous vigilance through its regularly constituted officials. It is able, therefore, to assure the imperial German government that it has been misinformed.

"If the imperial German government should deem itself to be in possession of convincing evidence that the officials of the Government of the United States did not perform these duties with thoroughness, the Government of the United States sincerely hopes that it will submit that evidence for consideration.

Contentions Held Irrelevant.
"Whatever may be the contentions of the imperial German government regarding the carriage of contraband of war on board the Lusitania, or regarding the explosion of that material by torpedo, it need only be said that, in the view of this Government, the contentions are irrelevant to the question of the legality of the methods used by the German naval authorities in sinking that vessel.

"But the sinking of passenger ships involves principles of humanity which throw into the background any special circumstances of detail that may be thought to affect the cases—principles which lift it, as the imperial government will no doubt be quick to recognize and acknowledge, out of the class of ordinary subjects of diplomatic discussion or international controversy. Whatever be the facts regarding the Lusitania, the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers and carrying more than 1000 souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women and children were sent to their death in circumstances unparalleled in modern warfare.

Duty Owed to Humanity.
"The fact that more than 100 American citizens were among those who perished made it the duty of the Government of the United States to speak of these things, and once more, with solemn emphasis, to call the attention of the imperial German government to the grave responsibility which the Government of the United States conceives that it has incurred in this tragic occurrence and to the indisputable principle upon which that responsibility rests. The Government of the United States is contending for something much greater than mere rights of property or privileges of commerce. It is contending for nothing less high and sacred than the rights of humanity, which every government honors itself in respecting and which no government is justified in resigning on behalf of those under its care and authority. Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy. This principle the Government of the United States understands the explicit instructions issued on August 3, 1914, by the imperial German Admiralty to its commanders at sea to have recognized and embodied, as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend. It is upon this principle of humanity, as well as upon the law founded upon this principle, that the United States must stand.

"The Government of the United States is happy to observe that Your Excellency's note closes with the intimation that the imperial German government is willing, now as before, to accept the good offices of the United States in an attempt to come to an understanding with the government of Great Britain, by which the character and conditions of the war upon the sea may be changed. The Government of the United States would consider it a privilege thus to serve its friends and the world. It stands ready at any time to convey to either government any intimation or suggestion the other may be willing to have it convey, and cordially invites the imperial German government to make use of its services in this way at its convenience. The whole world is concerned in anything that may bring about even a partial accommodation of interests or in any

WORLD'S DOINGS OF CURRENT WEEK

Brief Resume of General News From All Around the Earth.

UNIVERSAL HAPPENINGS IN A NUTSHELL

Live News Items of All Nations and Pacific Northwest Condensed for Our Busy Readers.

A German submarine Friday sank two British torpedo boats, one steamer and six trawlers.

The schooner New Jersey is reported lost in the Arctic regions and four of her crew have perished.

The plant of the Butte Socialist, a weekly paper of Butte, Montana, was blown up by dynamite.

Italian troops are reported as having occupied Monfalcone, and being within sight of Trieste, Austria.

American friends of Germany believe the critical stage in the Lusitania controversy is passed.

A German admiral says the Mediterranean sea will be the next field for German submarine operations.

Official statements declare that there are yet 9000 Germans and 4000 Austrians of military age at large in London.

Germany in the Frye case declares the right to sink any ship carrying contraband, but is willing to pay damages.

German residents in America believe the retirement of Bryan from the cabinet will make negotiations with their country easier.

Multnomah Typographical union, of Portland, has started a movement to have all text books for the public schools printed within the state.

According to figures announced in the house of commons, 79,946 English women have registered for war work, of which 1916 have been utilized.

Rowing crews from the steamer Rose City twice beat the crews of the naval reserve cruiser Boston in the Rose Festival races in Portland harbor.

The asylum has two large silos," said the governor, "with capacities double that necessary for the present herd of 17 cows. As a result the management is not able to feed the ensilage fast enough, and a large part of it spoils. The spoiled ensilage should not be fed. I suggested that the herd either be doubled or that the amount of ensilage be greatly reduced."

Tillamook Cheese Industry Prospers.
Tillamook—Tillamook county produced 38,593,133 pounds of milk last year and manufactured 4,290,510 pounds of cheese, valued at \$654,374.36.

This, in a few words, is the record of the banner cheese section of Oregon and the Northwest. Notwithstanding fluctuations in the markets and uncertainties of free trade, Tillamook cheese held its own in price, the average being but a trifle below 1913, when it was 15.45 cents per pound, and last year it was 15.38 cents per pound.

The average price for butter fat was 38.32 cents for the year, and the average price for cheese for the past six years was 15.37 cents.

Horticultural Post Gone.
Salem—That an amendment passed by the recent legislature to the law creating the State Horticultural commission abolishes the office of commissioner-at-large and that the five districts will continue to be represented by a commissioner, was an opinion given recently by Attorney General Brown.

The terms of C. A. Park, Saelm, and H. H. Witherspoon, Elgin, have expired and the State board will appoint their successors at the next meeting. J. W. Pomeroy, Scappoose, will be re-appointed, and the terms of Dr. C. A. Macrum, Mosier, and A. C. Allen, Medford, have not expired.

Railroad Is Incorporated.
Salem—The Roseburg & Eastern Railroad company, with a capital stock of \$1,000,000, filed articles of incorporation with Corporation Commissioner Schuldeman. The company plans building a railroad from Roseburg eastward to the western boundary of Umpqua national forest and the Umpqua river.

Fair Representative Chosen.
Klamath Falls—Phillip P. Simontt has been appointed to represent Klamath county at the San Francisco Fair. The representative who has been there thus far is not able to serve longer. The salary of the representative is paid from sums subscribed by local merchants, together with an appropriation made by the County court.

Salmon Outlook Good.
Astoria—General Manager Barker, of the Columbia River Packers' association, received a wireless message from Chignik Bay, Alaska, stating that everyone connected with the association's cannery there is in the best of health. The message also stated that preparations are being made to begin packing fish and the outlook for the season is good.

Cotton Is Being Paid For.
London—The foreign office has authorized the following statement concerning the cargoes of cotton on British vessels stopped by the British maritime authorities: "In all cases where claimants have been able to prove their ownership of this cotton an advance of 10 per cent has been paid on account. Fifty-nine thousand pounds Sterling already has been paid and it is hoped a further £100,000 will be paid soon. One claim has been paid in full."

Chicago—Chicago's business life, already running at low ebb because of the prolonged carpenters', painters', lathers' and other building trades' strikes, is to suffer still further by a strike on all streetcars, surface and elevated. Negotiations which have been pending for two weeks were suddenly terminated Sunday by the Chicago officers of the streetcar unions and a preemptory strike order was issued.

Officials of the street railway companies assert that this is in violation of a pledge that 24 hours' warning would be given. W. D. Mahon, the international president; Mayor Thompson and the company officials were working out a satisfactory solution of the entire trouble when the local officials took the entire matter out of the hands of Mahon and called the strike.

This is the result of a long-standing feud between the local and international officials.

The companies now pay 23 to 32 cents an hour, requiring five years' service to attain the maximum. There is also double pay for overtime.

The men demanded 33 cents the first year and 36 cents thereafter and some radical changes in the number of working hours. They submitted as a basis for arbitration, a plan that would bind the companies to an extra expenditure of \$1,100,000 before the latter could name an arbitrator. They also demanded, in advance, several pledges regarding working hours and other concessions. They also insisted on naming two of the three arbitrators.

The companies submitted a counter proposition, offering to arbitrate every question, guaranteeing the men against loss in wages or conditions as a result of arbitration. The companies offered to let Mayor Thompson select five men from whom a referee would be chosen. The men refused to consider this proposition and ordered the strike forthwith.

A final conference was held in the mayor's office Sunday night. The mayor summoned the officers of the Chicago local unions and laid before them the tentative proposition made by the companies, which was to be in effect during arbitration. The mayor told them bluntly that this was a fair proposition, supported by the press and public of the city, and they could take it or leave it, but he warned them that if they would not consider the proposition the entire police strength of the city would be used to maintain order.

This means that the cars will be operated under police protection and that rioting and attacks on passengers and property of the companies will be severely dealt with.

La Crosse, Wis.—Twelve persons are reported dead in the storm which swept over Western Wisconsin and parts of Minnesota and Iowa Sunday night. Seven are said to have lost their lives near Ferrville, Wis., and five near Lansing, Ia.

The dead near Ferrville are Mrs. Marie Finley, aged 70 years; John Finley, her grandson; Miss Rose Finley, daughter of Mrs. Finley; Mrs. John Daley, of Atlantic, Ia., sister of Rose Finley; Charles McManus, an infant, and a farm laborer, name unknown. The wires are down to Lansing and particulars of the casualties there have not been received.

An eight-mile strip from a point two miles east of Ferrville to a point three miles east, near the village of Eneca, was swept clear, and every farmhouse was wrecked or damaged.

Chicago Streetcar Operators Strike
Local Unions Take Matter Away From Higher Officials.
WHOLE CITY TO BE TIED UP BY ACT
Mayor Promises Full Police Protection to Resuming Lines—Entire System Is Affected.

OREGON NEWS OF GENERAL INTEREST

750 Cows to Be Tested.

Soon more than half the cows supplying milk to the important cities of the Willamette valley and Southwest Oregon will have been tuberculin tested, according to information given out by State Dairy and Food Commissioner Mickle. Mr. Mickle said that a total of 750 cows had been signed up and would be tested by a man to be put into the field immediately by State Veterinarian Lytle.

The cities where cows are to be tested are: Ashland, Medford, Grants Pass, Cottage Grove, Roseburg, Eugene, Salem, Oregon City, Corvallis, Independence, Dallas, McMinnville, Forest Grove and Hillsboro. It is probable that some testing work will be done also at The Dalles, Hood River and Ashland.

Mr. Lytle plans to visit the different cities with an exhibit showing the benefits of the tuberculin test and also the results of tuberculosis on cows.

Alcohol Label Is Needed.

Candy which contains brandy and rum as a flavoring must be labeled, says J. D. Mickle, state food and dairy commissioner, in his answer to the complaint for injunction filed by H. R. Hoeffler, an Astoria candy manufacturer. Mr. Mickle two weeks ago seized 47 boxes of Centennial chocolates, one of the Hoeffler products, because they contained alcohol.

Last week Mr. Hoeffler was granted a temporary injunction by Circuit Judge Davis, restraining Mr. Mickle from seizing any more of the chocolates. He declared the chocolates contained only 1.05 per cent alcohol. Mr. Mickle, in the answer which he filed in County Clerk Coffey's office, says a chemical analysis of the candy showed it contained a greater percentage than this.

Governor Finds Waste.

Salem—Governor Withycombe, who has just returned from Eastern Oregon, put his knowledge of agriculture to a practical use, when he discovered that the silos at the Eastern Oregon Insane Asylum were not managed properly. His discovery will save the state many times the cost of his trip.

"The asylum has two large silos," said the governor, "with capacities double that necessary for the present herd of 17 cows. As a result the management is not able to feed the ensilage fast enough, and a large part of it spoils. The spoiled ensilage should not be fed. I suggested that the herd either be doubled or that the amount of ensilage be greatly reduced."

Boat to Coquille Planned.
Marshfield—John R. McGee, owner of the Riverton coal mine on the Coquille river, has asked merchants on the Coquille river to guarantee him freight shipments coming out of Portland and promises to charter a 300-ton vessel to ply between Portland and the Coquille river. Mr. McGee recently returned from Portland, where he secured contracts with coal dealers to handle 200 tons of coal weekly and received assurances from the Portland Chamber of Commerce of 200 tons of freight for each return trip, providing merchants on the Coquille favored the new service.

It is Mr. McGill's intention to give weekly service between Riverton and Portland and if a market can be secured for 300 tons of coal each week, the northbound trips would be capacity cargoes.

Two Counties to Build Road.
Tillamook—The County courts of Yamhill and Tillamook counties, at a session in this city, decided to form a joint road district to build the Sour Grass route, each county appropriating \$10,000. It is the intention of the County courts to call for bids at once, and it is estimated that the road can be built and planked in 60 days for \$20,000.

Salmon Outlook Good.
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