

GERMAN ENVOY IMPOSED UPON UNITED STATES

Publisher Charges That Dr. Anton Meyer-Gerhard, for Whom Safe Conduct Was Asked, Not Red-Cross Official, But Chief of German Army Supply Department.

WASHINGTON, June 16.—Published charges that Dr. Anton Meyer-Gerhard, for whom the United States arranged a safe conduct with the allies that he might return to Germany with a personal message from Count Von Bernstorff, the German ambassador, was in reality Dr. Alfred Meyer, chief of the supply department of the German army, who had been secretly in the United States buying munitions of war, are to be investigated by the state department.

Simultaneously another version of the story—that Dr. Alfred Meyer while not passing as Meyer-Gerhard, has been in the country and sailed with the latter for Christiania, incognito, also will be looked into.

Officials Imposed Upon State department officials and members of the corps heard of the story today only from published reports. They recalled, however, that at the personal request of Count Bernstorff, former Secretary Bryan asked the British and French ambassadors for a safe conduct of Dr. Meyer Gerhard.

Mr. Jusserand, the French ambassador, at the time inquired closely also that Sir Cecil Spring-Rice, the British ambassador, had suggested that there was evidence of other activity by Gerhard than Red Cross work.

The upshot of it was, however, that the state department at the request of Count Bernstorff gave a letter.

At Bernstorff's Request "It was a letter," said Secretary Lansing today, "that was given at the request of the German ambassador, stating that Dr. Meyer-Gerhard who had been in this country as the representative of the German Red Cross, desired to return to Germany."

No question, up to that time, nor until today, had arisen at the department as to whether Meyer-Gerhard might really be Meyer, or if Meyer was in the country secretly buying war supplies.

At the British and French embassies, it was said the development was considered one purely for the state department to determine if it had been imposed upon. At the German embassy all officials were absent. Most of them were at the summer embassy at Cedarhurst, L. I.

To Probe Question The department will look into the question, not because it involves any violation of international law, so far as officials could see today, but because if the charge of double identity

(Continued on page six)

ITALIAN INVASION TARENT PROVINCE STILL IN PROGRESS

ROME, June 16.—The invasion of the Province of Tarent by the Italians is proceeding steadily and, according to the Italian general staff, the dominating positions are being occupied gradually. The Austrians, who have dispatched 25,000 men from Tarent to resist the invaders, have not yet accepted battle. On the Isonzo front the Austrians have prepared elaborate defenses, including in some locations several lines of trenches of masonry or concrete.

An elaborate system of entrenchments has been prepared by the Austrians along the Isonzo river, according to an official statement signed by General Cadorna, issued at the war office tonight. At some points there are several lines of trenches, some of which are built of masonry or concrete. These trenches are guarded by many mines and batteries.

The communication declares repeatedly Austrian attacks in Carnia were repulsed.

ZEPPELIN RAID ENGLISH COAST KILLS FIFTEEN

Bombs Dropped on Northeast Coast Start Several Fires—French Raid on Karlsruhe Kills 19—Many Aerial Attacks by Both Sides in Past Fortnight—War of Reprisal Waged

LONDON, June 16.—A Zeppelin raid over the northeast coast of England last night caused the heaviest loss of life among non-combatants from such attacks during the war, with the exception of yesterday's raid by French aeroplanes over Karlsruhe, Germany. Details of the attack on the English coast are held back by the British censor, as was the case in previous raids, but it is announced officially that fifteen persons were killed and as many more wounded and that several fires were started by the bombs. The attack on Karlsruhe caused the death of nineteen persons and fourteen were wounded seriously.

Many Air Attacks Beginning with the German raid on the municipal area of London, May 31, in which four persons were killed, the last sixteen days have brought out reports of a number of aerial attacks by both sides, all of which indicate a determination to force the fighting from the clouds.

An air attack by one side has been followed so closely by a counter-attack from the other, although in a different locality, that retaliation is strongly indicated. For instance, yesterday 23 aeroplanes delivered an attack on the German city of Karlsruhe, killing nineteen persons and wounding 14 and inflicting material damage. The raid on England mentioned in the foregoing dispatch follows this onslaught within 24 hours.

The most important aerial engagements of the last two weeks over the continent and England are as follows:

Details of Attacks Aeroplanes of the allies attacked the headquarters of the German crown prince June 3 and two days later a German aeroplane dropped explosive bombs on the French seaport of Calais.

June 6 a Zeppelin air-ship visited the east coast of England and killed five persons. It was on the 7th of June that Lieutenant Warneford, a young Canadian aviator, destroyed a German Zeppelin in an air duel over Belgium. From his aeroplane he wrecked the dirigible and caused the death of her crew. June 8 Ghent was badly damaged by a British raider and the following day Venice was bombarded by an Austrian aeroplane. June 12 Austrian aviators bombarded towns on the Italian frontier and two days later British airmen attacked the German dirigible sheds at Evere.

Germany is showing considerable bitterness, judging from dispatches reaching London, over the air raid yesterday on the city of Karlsruhe. The press is demanding retaliation. On the other hand, Paris reports that this raid was a reprisal for the dropping of bombs by the Germans on open French and English towns.

YAQUIS DECLARE WAR ON GERMANY, MEXICO AND U. S.

WASHINGTON, June 16.—Orders went from the navy department today to Admiral Howard, commanding the Pacific fleet, to take 300 blue-jackets, as well as the 300 marines previously arranged for, on his expedition to the Yaqui valley. Assistant Secretary Roosevelt said that the admiral had wide discretionary powers to land an expedition if necessary to rescue Americans who want to come out of the region of Indian depredations.

The Yaqui Indians, according to today's state department advices, have declared war on Germany, Mexico and the United States. Their declaration of war on Germany, the advices said, was because a German colonist, a crack rifle shot, defended his home in the last Yaqui raid with remarkable success and much disaster to the raiders.

LUSITANIA NOT AT FULL SPEED WHEN TORPEDOED

Lookout Saw Torpedo Coming and Says That Speed of Hundred Miles an Hour Would Not Have Dodged It—No Wireless Instructions Sent the Captain.

LONDON, June 16.—Inquiry into the sinking of the steamship Lusitania was resumed today with the examination of Alfred Booth, chairman of the board of the Cunard Steamship company. The attorney-general, Sir Edward Carson, asked Mr. Booth why it was that the Lusitania was economizing by using only nineteen of her twenty-five boilers at the time she was torpedoed.

"So far as submarines are concerned, there is no difference between 21 and 24.5 knots," Mr. Booth replied. Mr. Carson then asked whether there was any difference between 18 knots, the speed at which the Lusitania was proceeding when attacked, and 21 knots. Mr. Booth replied that no steamer making more than 14 knots was known to have been struck by a torpedo from a submarine until the Lusitania was hit.

No Wireless Instructions The witness said the Cunard company was unable to communicate with the vessel by wireless except through the admiralty and therefore had given no wireless instructions to Captain Turner. General instructions given previously covered the closing of the water tight compartments, the swing out of boats on entering the danger zone and an order not to slow down to take on a pilot or to lie to off Liverpool for the tide. It was left to Captain Turner's discretion to arrange the time of the vessel's arrival. He said that all he knew relative to warnings issued to intending passengers was what he had read in English newspapers.

Mr. Booth was cross-examined by an attorney representing survivors as to whether the company "took any steps to prevent the Lusitania from doing what she did do, namely, "entering the war zone on schedule." The witness replied he did not know what schedule time meant, but Captain Turner had been given entire discretion.

No Word During Voyage Mr. Booth said he received no word from Captain Turner during the voyage. On the morning of the day the Lusitania was torpedoed, the Cunard company asked the admiralty to communicate with the ship concerning threats against it.

The attorney for the Steward's union asked whether there were Germans working on the Cunard dock in New York. Mr. Booth replied that perhaps German-Americans or Americans of German descent were employed there. The attorney then asked whether it would have been possible for a spy to board the Lusitania for the purpose of signalling submarines. Mr. Booth answered that he was not prepared to say this would have been impossible, but the company took all necessary steps to prevent such an act.

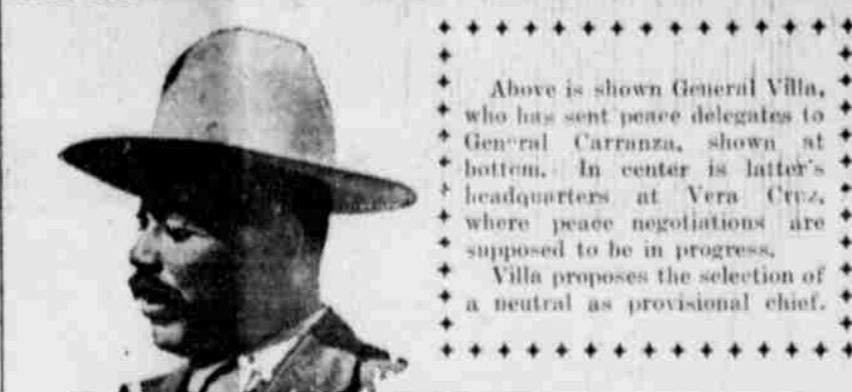
Baron Mersey, president of the court, elicited from Mr. Booth that the Lusitania had neither coal nor firemen enough on board to make the trip across under full boiler power. Escape Impossible Baron Mersey said he desired to know whether arrangements could not have been made for the ship to traverse the danger zone in the dark. The attorney general promised to endeavor to supply this information.

Able Seaman Quinn, in the crew's nest when the Lusitania was struck, took the stand. He said he saw the torpedo coming and expressed the opinion that the Lusitania could not have escaped, even if she had been "going a hundred knots an hour."

NEW CABINET FOR PORTUGAL FORMING

LISBON, June 16.—President Braga has requested Jose Castro, acting premier and minister of the interior, to form a new cabinet. Senor Castro became head of the ministry upon the resignation of Premier Chagas, April 27 after the revolutionary outbreak.

MEXICAN CHIEFTAINS MAY MAKE PEACE



RUSSIANS RETREAT

as several isolated attacks in the district north of Przasnysz, all of which were successfully repulsed. "In Galicia the Germans made good their losses by bringing up fresh troops not before seen on this front, and they resumed the offensive in the Jaroslau district in the right bank of the San, supported by a strong artillery fire. After three days of hard fighting we yielded some ground on the right bank of the Lubasowka and the Wyszynka, a tributary of the San.

"On the Dniester on Sunday we delivered a successful counter attack on the left bank of the Tisminetz and the Stry rivers. Here we made 1200 prisoners, including 29 officers, and captured seven machine guns. The same day the Germans attacked in the sector south of Bridgehead of Jidatseff, taking the village of Rogouhno. At dawn of the day following we delivered a counter attack and recaptured the villages of Rogouhno and Jouravkoff. We secured a gun with its equipment and several artillerymen. In this engagement the Germans hoisted a white flag and treacherously opened fire. Consequently they were all bayoneted by our soldiers.

The enemy continues his attack on the Bridgeheads near Nijnioff, employing strong forces of artillery. During last Sunday we repulsed these attacks and took over 1500 prisoners. "Between the Dniester and the Pruth, in the region of Czernowitz, we have withdrawn beyond our frontier."

BRITISH MAKING GIANT AEROPLANES

LONDON, June 16.—Giant aeroplanes of great carrying capacity are in process of manufacture for the British government, according to an announcement made in the house of commons this afternoon by H. J. Tennant, under secretary of the war office. This statement was made in reply to the suggestion by a member of the house that machines of this character were needed adequately to deal with raiding Zeppelins.

AMERICA TO BE PEACEMAKER OF WORLD—BRYAN

Great Commoner Declares in First Section of Causeless War That the Great Peace-Making Opportunity of All History Awaits United States—Change International Law.

WASHINGTON, June 16.—Former Secretary Bryan, in the first section of his statement on "the causeless war," today prophesied that the great peace-making opportunity in all history was certain to come to the United States, and declared there would be a time for an international conference with the return of peace, to change the rules of international law which "seem to have been for the nations at war rather than for the nations at peace."

"Under the stress and strain of the titanic struggle in which they are engaged," Mr. Bryan's statement says, "each side has felt itself justified in encroaching upon the rights of neutrals. The ocean highways, the common road of all, have to some extent been appropriated for war purposes and delicate diplomatic questions are forced upon the neutral nations.

Head of Neutral Group "Just at this time the questions are most acute, the belligerent governments are least able to deal with them with the calmness and poise which their great importance demands. No wonder every neutral nation is increasingly anxious for the war to end; but of all the neutral nations, ours has the most reason to pray for the return of peace—most reason to set its face resolutely against participation in this war. This nation, the head of the neutral group of the sincere friend of all the belligerents is in duty bound to set an example in patience and self-restraint.

"In all history no such opportunity has ever come to any other nation as that which is destined to come to the United States. In all history no other peacemaker has ever been in position to claim as rich a blessing as that which will be pronounced upon our president when the time for mediation comes—as come it must." Introducing his statement, Mr. Bryan graphically describes the horrors and afflictions of the war, and says: "Neutral nations cannot look on with indifference—the ties that bind them together are too strong, the relationship too intimate. This is especially true of the United States. We have a composite population—every nation of Europe having contributed liberally to our citizenship. These, our countrymen, themselves born abroad or immediately descended from foreign-born ancestors, cannot but take a lively interest in the conduct, as well as in the results of the war, and a still larger circle shares the concern of those directly connected. Not a soldier falls on either side but the sorrow expressed in his home finds an echo at some fireside in the United States."

Not for Indifference "Aside from sentimental considerations, Mr. Bryan asserts, neutral nations suffer serious disturbances because of the war.

Neutral Nations' Problems "Nearly every neutral nation finds new domestic problems thrust upon it and old problems made more difficult and old problems made more difficult."

(Continued on page six)

CHICAGO MAYOR ENDS CAR STRIKE BY ARBITRATION

Mayor Thompson Accepted as Arbitrator in Dispute Over Increased Wages That Tied Up Street Car Traffic in Windy City—Elevated and Surface Lines Resume.

CHICAGO, June 16.—The strike of 14,000 streetcar men was called off at 5 o'clock today. All points at issue will be settled by arbitration. Operation of cars on all lines was to be resumed as quickly as the striking men could be notified.

The end of the strike, which has tied up electric transportation for two days, came with the selection of Mayor William Hale Thompson as the third member of a board of arbitration, the main question at issue. Officials of the companies will select an arbitrator by Saturday, it was announced. W. D. Mahon, international president of the Streetcar Men's union, probably will be named to represent the men.

The selection of Mayor Thompson came at the end of a fifteen-hour conference. Union leaders, officials of the traction lines and members of the mayor's aldermanic strike committee were in attendance.

Threatened breakups were frustrated after both labor leaders and traction officials announced they could reach no agreement, when Mayor Thompson invited the conference to take off their coats. The mayor then locked the doors of his office. He told the men that he would keep them there until a solution of the situation was reached.

The mayor took a gold horseshoe from his desk and hung it over his desk clock.

"That was given to me for good luck," he said, "so I'm going to wish that it will bring good luck to this conference."

After a heated discussion on the question of selecting a third arbitrator, Leonard A. Busby, president of the Chicago surface lines, mentioned the name of Mayor Thompson. Names of scores of prominent men previously suggested had been thrown into the discard.

Mayor is Accepted The committee representing the streetcar men, headed by Mahon, retired with his associates to another room to consider the proposal of accepting Mayor Thompson. Within ten minutes they returned.

"We'll take him," was the simple announcement that electrified the weary group of men. Handclapping and cheering echoed through the corridors of the city hall.

(Continued on page six)

CHICAGO MAYOR ENDS CAR STRIKE BY ARBITRATION

Mayor Thompson Accepted as Arbitrator in Dispute Over Increased Wages That Tied Up Street Car Traffic in Windy City—Elevated and Surface Lines Resume.

CHICAGO, June 16.—The strike of 14,000 streetcar men was called off at 5 o'clock today. All points at issue will be settled by arbitration. Operation of cars on all lines was to be resumed as quickly as the striking men could be notified.

The end of the strike, which has tied up electric transportation for two days, came with the selection of Mayor William Hale Thompson as the third member of a board of arbitration, the main question at issue. Officials of the companies will select an arbitrator by Saturday, it was announced. W. D. Mahon, international president of the Streetcar Men's union, probably will be named to represent the men.

The selection of Mayor Thompson came at the end of a fifteen-hour conference. Union leaders, officials of the traction lines and members of the mayor's aldermanic strike committee were in attendance.

Threatened breakups were frustrated after both labor leaders and traction officials announced they could reach no agreement, when Mayor Thompson invited the conference to take off their coats. The mayor then locked the doors of his office. He told the men that he would keep them there until a solution of the situation was reached.

The mayor took a gold horseshoe from his desk and hung it over his desk clock.

"That was given to me for good luck," he said, "so I'm going to wish that it will bring good luck to this conference."

After a heated discussion on the question of selecting a third arbitrator, Leonard A. Busby, president of the Chicago surface lines, mentioned the name of Mayor Thompson. Names of scores of prominent men previously suggested had been thrown into the discard.

Mayor is Accepted The committee representing the streetcar men, headed by Mahon, retired with his associates to another room to consider the proposal of accepting Mayor Thompson. Within ten minutes they returned.

"We'll take him," was the simple announcement that electrified the weary group of men. Handclapping and cheering echoed through the corridors of the city hall.

(Continued on page six)

BUTTE MINERS UNION WITHDRAWS FROM FEDERATION

DENVER, Colo., June 16.—Charles H. Moyer, president of the Western Federation of Miners, when informed that the Butte Miners' Union had adopted resolutions withdrawing from the federation, said today that no attempt would be made to resist the separation.

"Any local may withdraw from the federation," he explained, "but the charter prohibits from the local taking any union property with it when it leaves. This clause of the charter was upheld in the recent decision of Judge John R. McClernan, in which it was held that the federation was entitled to all the property and funds of the Butte union.

"As a matter of fact, the Butte Miners' union now consists of a mere handful of men—probably about 35. There are some 6000 men working in the Butte district who withdrew from the federation on account of the local disagreement in the Butte union and who have dignified their willingness to come back into the organization as soon as the Western Federation secures the charter and other papers of the Butte local and perfects a re-organization in Butte."

WASHINGTON, June 16.—Excellent prospects of the winter wheat crop were very generally maintained during the week ending yesterday and the condition of spring wheat continues favorable, according to the department of agriculture's national weather and crop bulletin issued today. Continuation of such growing conditions throughout the season will materially assist toward the production of one billion bushels in this year's wheat crop, which on June 1 conditions, the department of agriculture estimated at 951,000,000 bushels.

GENERAL VASQUEZ KILLED IN BATTLE

LAREDO, Tex., June 16.—General Hdefonso Vasquez, formerly Carranza commander at Nuevo Laredo, opposite here, died yesterday near Monterey of wounds received in the battle last Saturday at Icamole, according to a telegram from Monterey received today in Nuevo Laredo. The telegram declared Villa forces were defeated at Icamole, which lies near Paredon, Nuevo Leon, and that they fled, leaving ammunition supplies, many dead and a number of prisoners. The Carranza troops, the message added, are marching on Torreon.

BILLION BUSHEL WHEAT CROP IN SIGHT