

# U. S. REJECTING GERMAN PROPOSALS, GIVES SOLEMN WARNING TO BERLIN

Not to Violate Its Rights Again—Declares Repetition of Offenses at Sea Would Be Regarded as "Deliberately Unfriendly."—Unyielding in Its Stand.

Washington.—President Wilson's latest note to the German government was made public Friday afternoon. From its sharp tone evidenced in every paragraph it is apparently Mr. Wilson's intention that the note shall be the last. In the first paragraph it states that Germany's last note, to which this is a reply, was "very unsatisfactory;" in its last paragraph it announces that the further refusal of the German government to accede to this government's demands for the safety of American lives at sea will be regarded as "deliberately unfriendly."

Following is the official text of the latest American note to Germany regarding submarine warfare, which was delivered to the Foreign Office at Berlin yesterday by Ambassador Gerard: **THE SECRETARY OF STATE TO AMBASSADOR GERARD, DEPARTMENT OF STATE.**  
Washington, July 21, 1915.  
"You are instructed to deliver textually the following note to the Minister of Foreign Affairs:  
The note of the Imperial German Government, dated July 8, 1915, has received the careful consideration of the Government of the United States, and it regrets to be obliged to say that it has found it very unsatisfactory, because it fails to meet the real differences between the two governments and indicates no way in which the accepted principles of law and humanity may be applied in the grave matter in controversy, but proposes, on the contrary, arrangements for a partial suspension of these principles which virtually set them aside.  
The Government of the United States notes with satisfaction that the Imperial German Government recognizes without reservation the validity of the principles insisted on in the several communications which this Government has addressed to the Imperial German Government with regard to its announcement of a war zone and the use of submarines against merchantmen on the high seas—the principle that the high seas are free; that the character and cargo of a merchantman must first be ascertained before she can lawfully be seized or destroyed, and that the lives of non-combatants may in no case be put in jeopardy unless the vessel resists or seeks to escape after being summoned to submit to examination; for a belligerent act of retaliation is per se an act beyond the law, and the defense of an act as retaliatory is an admission that it is illegal.  
"Keenly Disappointed" By German Stand.  
The Government of the United States is, however, keenly disappointed to find that the Imperial German Government regards itself as in large degree exempt from the obligation to observe these principles, even where neutral vessels are concerned, by what it believes the policy and practice of the government of Great Britain to be in the present war with regard to neutral commerce. The Imperial German Government will readily understand that the Government of the United States cannot discuss the policy of the Government of Great Britain with regard to neutral trade except with that Government itself, and that it must regard the conduct of other belligerent governments as irrelevant to any discussion with the Imperial German Government of what this Government regards as grave and unjustifiable violations of the rights of American citizens by German naval commanders. Illegal and inhuman acts, however justifiable they may be thought to be against an enemy who is believed to have acted in contravention of law and humanity, are manifestly indefensible when they deprive neutrals of their acknowledged rights, particularly when they violate the right to life itself. If a belligerent cannot retaliate against an enemy without injuring the lives of neutrals as well as their property, humanity as well as justice and a due regard for the dignity of neutrals should dictate that the practice be discontinued. If persisted in, it would in such circumstances constitute an unpardonable offense against the sovereignty of the neutral nation affected.  
"Principles Are Immutuable."  
The Government of the United States is not unmindful of the extror-

inary conditions created by this war or of the radical alterations of circumstance and method of attack produced by the use of instrumentalities of naval warfare which the nations of the world cannot have had in view when the existing rules of international law were formulated, and it is ready to make every reasonable allowance for these novel and unexpected aspects of war at sea; but it cannot consent to abate any essential or fundamental right of its people because of a mere alteration of circumstance. The rights of neutrals in time of war are based upon principle, not upon expediency, and the principles are immutable. It is the duty and obligation of belligerents to find a way to adapt the new circumstances to them.  
The events of the past two months have clearly indicated that it is possible and practicable to conduct such submarine operations as have characterized the activity of the Imperial German Navy within the so-called war zone in substantial accord with the accepted practices of regulated warfare. The whole world has looked with interest and increasing satisfaction at the demonstration of that possibility by German naval commanders. It is manifestly possible, therefore, to lift the whole practice of submarine attack above the criticism which it has aroused and remove the chief causes of offense.  
In view of the admission of illegality made by the Imperial Government when it pleaded the right of retaliation in defense of its acts, and in violation of the manifest possibility of conforming to the established rules of naval warfare, the Government of the United States cannot believe that the Imperial Government will longer refrain from disavowing the wanton act of its naval commander in sinking the Lusitania or from offering reparation for the American lives lost, so far as reparation can be made for a needless destruction of human life by an illegal act.  
The Government of the United States, while not indifferent to the friendly spirit in which it is made, cannot accept the suggestion of the Imperial German Government that certain vessels be designated and agreed upon which shall be free on the seas now illegally proscribed. The very agreement would, by implication, subject other vessels to illegal attack and would be a curtailment, and therefore an abandonment, of the principles for which this Government contends and which in times of calmer counsel every nation would concede as of course.  
To Uphold Rights "At Any Cost."  
The Government of the United States and the Imperial German Government are contending for the same great object, have long stood together in urging the very principles, upon which the Government of the United States now solemnly insists. They are both contending for the freedom of the seas. The Government of the United States will continue to contend for that freedom, from whatever quarter violated, without compromise and at any cost. It invites the practical cooperation of the Imperial German Government at this time when cooperation may accomplish most and this great common object be most strikingly and effectively achieved.  
The Imperial German Government expresses the hope that this object may be in some measure accomplished even before the present war ends. It can be. The Government of the United States not only feels obliged to insist upon it, by whomsoever violated or ignored, in the protection of its own citizens, but is also deeply interested in seeing it made practicable between the belligerents themselves, and holds itself ready at any time to act as the common friend who may be privileged to suggest a way.  
In the meantime the very value which this Government sets upon the long and unbroken friendship between the people and Government of the United States and the people and Government of the German nation impels it to press very solemnly upon the Imperial German Government the necessity of a scrupulous observance of neutral rights in this critical matter. Friendship itself prompts it to say to the Imperial Government that repetition by the commanders of German naval vessels of acts in contravention of those rights must be regarded by the Government of the United States, when they affect American citizens, as deliberately unfriendly."

LANSING.

WASHINGTON  
Charles R. Crane, of Chicago, and other friends of Paul S. Reineck, American minister to China, are planning a reception for the minister in New York to celebrate his first return from his post.  
James M. Sullivan, American minister to the Dominican Republic, has tendered his resignation to President Wilson, and it has been accepted.  
President Wilson urged officials of the American Red Cross not to discontinue efforts to relieve famine sufferers of Mexico, despite the difficulties they are encountering.  
Official reports received in Washington show that the Panama Canal is now on a paying basis.  
Maryland, Virginia and West Virginia will soon be freed of the federal cattle quarantine.  
In the entire world there are 3,424 spoken languages and dialects.

# COMMENT ON NOTE BY NEWSPAPERS

Leading Papers Regard the Note as an Ultimatum.

## ISSUE RESTS WITH GERMANY

New York World Declares That "Even the Military-mad Autocracy of Berlin Can Have No Excuse For Mistaking Meaning."

Below will be found the editorial comments of a number of leading newspapers of the country, on the President's note to Germany:

New York World.  
"The United States is no longer concerned with what Germany says. It is concerned only with what Germany does."  
"President Wilson's third note to the German government in respect to the issues of law and humanity raised by the Lusitania massacre is the final word of the United States. The note is not an ultimatum in form, but it is an ultimatum in substance. The Imperial government is, courteously but emphatically informed that the United States intends to maintain its rights as a neutral on the high seas, without compromise and at any cost and that repetition by the commanders of German vessels of acts in contravention of those rights must be regarded by the government of the United States as deliberately unfriendly."  
"The issue now rests with Germany; even the military-mad autocracy of Berlin can have no excuse for mistaking the meaning of these serious and measured words."  
"These demands are not excessive, and in formulating them President Wilson speaks not only for the American people, but for civilization itself. Unless the United States maintains its neutral rights without compromise and at any cost, there are no neutral rights left which any belligerent is bound to respect and the whole world is given over to the terror of the sword."

New York Herald.  
It is in the solemnity of its warning to the German government that the American note is most impressive. All things else, though important in themselves, dwarf into relative insignificance beside the formal notice of the government of the United States that every consideration of friendship impels it to "press very solemnly upon the Imperial German Government the necessity of a scrupulous observance of neutral rights in this critical matter," and that "repetition by the commanders of German naval vessels of acts in contravention of those rights must be regarded by the Government of the United States, when they affect American citizens, as deliberately unfriendly."

New York Times.  
With courage and with firmness President Wilson and Secretary Lansing have responded to the hopes and the deep convictions of the American people. In the controversy with Germany it was time that there be an end of the long parleying in which our protests and our demands drew forth only evasions and irresponsible counter proposals. The nation has now spoken in words and in a tone which leaves room for no further declarations on our part. It rests with Germany to say whether she desires the continuance of friendly relations between the two governments and the two peoples.  
The words are of serious import. In diplomatic correspondence they are not employed save upon grave occasions. They are not to be lightly uttered or lightly taken.  
Philadelphia Public Ledger.  
"When one government tells another that it is disregarding obligations it has itself admitted, committing illegal and inhuman acts in disregard of the rights and lives of neutrals, acts that if persisted in will constitute an unpardonable offense and adds that a refusal to abstain from such acts will be regarded as deliberately unfriendly, the final word of diplomacy has obviously been said. Such a final word has now been spoken by the United States to Germany. There can be no possible doubt of its meaning. The door to argument or explanation is no longer open. It is an ultimatum in fact if not in form."

Richmond Times-Dispatch.  
"Wilson has closed the door on further discussion. These words amount to an ultimatum. Germany must decide whether she will keep the peace with the United States."  
Birmingham Age-Herald.  
"In all probability Germany's reply will be satisfactory, but President Wilson will stand by his 'last word,' and the people will stand loyally and unflinchingly with him."  
Chicago Tribune.  
The reply of the government to the latest German note appears to be final, so far as the American contentions of law and right are concerned. If not an ultimatum in form, it is an ultimatum in fact. The door of discussion is closed.  
There now can be no doubt of the duty of press and public, and that is to accept the stand taken by our government, without cavil or reservation, and to give the government our unfinching and unreserved support, whatever the consequences fate may have in store for the nation."

THE COUNTRY AT LARGE  
Another outbreak occurred in Bayonne, N. J., when Sheriff Kinkaid marched through the streets with 50 deputies, who had just arrived to relieve men on guard at the oil plant.  
William M. Ivins, a prominent New York lawyer, who was counsel for William Barnes in his libel suit against Theodore Roosevelt, died at the age of 64 years.  
The White Star liner Cymric sailed from New York for Liverpool with one American on her passenger list and a cargo of contraband articles.  
Edward C. Martin, one of the editors and part owner of McClure's Magazine, died at Watchung, N. J.

# WAR SIDELIGHTS



**HAS AN AERIAL TORPEDO BOAT**  
U. S. May Adopt Invention of Admiral Fiske.  
**VERA CRUZ IS HIS CAPITAL**  
Carranza Insists on Countries Having Diplomats There.

**NEW TESTS FOR ISHAM SHELL**  
Rear-Admiral D. N. Taylor Invents Net To Guard Battleships Against Submarine Attacks.  
**SCHEMING FOR RECOGNITION**  
Not Likely To Be Recognized, As Villa is Regarded in Army Circles As Having the Better Of the Military Situation.

Washington.—The Navy Department is expected to adopt as a part of the equipment of the battleship fleet an aerial torpedo boat, the invention of Rear-Admiral Bradley Fiske, who is now attached to the Navy War College at Newport.  
The aerial boat is designed to carry a torpedo from shore toward an approaching or invading fleet and discharge it practically as would be done by a submarine.  
Secretary of the Navy Daniels has taken a new interest in the Isham shell. The theory of this shell is that it can be exploded outside of a battleship with more efficiency for destruction than that of the largest armor-piercing shells of the navy. Rear-Admiral Fiske conducted experiments with this shell some months ago but it is understood that Mr. Isham has some new features. Rear-Admiral Fiske and a special board will conduct new tests.  
Rear-Admiral D. W. Taylor, chief of the bureau of construction of the Navy Department, will report shortly on the effect of torpedo fire on battleships. It has been stated erroneously that his experiments so far showed that torpedoes could not be successfully resisted and that the explosion of one or more torpedoes would destroy a battleship. Rear-Admiral Taylor is to report both on his tests of torpedoes against catboats, representing sections of battleships, and on the value of his anti-torpedo net. Many navy officials believe that the new net discounts very largely the fiercest torpedo attack.

**WANTS U. S. TO BUY BELGIUM.**  
Wanamaker Says It Could Be Turned Over To People.  
Philadelphia.—The purchase of Belgium from Germany by the United States and the imposition of high duties on imports and exports by this country were among the suggestions made by John Wanamaker in an address here at a meeting of that prominent business and professional men formed a local branch of the National Security League.  
Mr. Wanamaker, who was later elected president of the organization, said it is now the duty of the business men of this country to do all in their power to restore normal conditions in Europe, and proposed that \$100,000,000 be loaned without interest to the Government for the purchase of Belgium. He suggested that later the Government of that country could be turned over to its own people.

**LUSITANIA VICTIMS FOUND.**  
Two More Bodies of Americans Recovered From Sea.  
Washington.—The American Consul at Queenstown cabled the State Department that the bodies of Harry J. Kessler, of Philadelphia, and Mrs. R. T. Leverich, of New York, victims of the Lusitania disaster, have been recovered. These bodies and that of Herbert S. Stone probably will be shipped from Liverpool for New York next Wednesday.

**900 MORE COKE OVENS FIRED.**  
Production in Connellsville Region Below Capacity.  
Connellsville, Pa.—Nine hundred ovens were added this week to the producing capacity of the Connellsville coke region, bringing producing possibilities to 400,000 tons a week if all were in blast. That point, however, was not reached, reported production having been 371,000 tons, with shipments 5,000 tons over the preceding week. Furnace ovens in operation are 76.5 per cent. of the total and merchant ovens 62.6 per cent.

**HARDY FOUND GUILTY.**  
Was Charged With Conducting Baseball Lotteries.  
Cincinnati, O.—Edward Hardy, arrested here in connection with the country-wide campaign against baseball lotteries, was found guilty in Municipal Court. On his plea that he was simply an agent for men higher up and had accepted the position of agent because he could get no other work, the minimum sentence of 10 days and \$50 fine was imposed. The 10 days then being remitted and the fine cut to \$25, which Hardy has arranged to pay.

**J. B. HERRESHOFF DEAD.**  
Designed Nearly All Yachts That Kept Cup in America.  
Providence, R. I.—John B. Herreshoff, Bristol's famous blind cup yacht builder, died Wednesday morning. He was 77 years old and had designed nearly all of the yachts which successfully defended the America's cup.  
Worcester, Mass., in 12 days of whirlwind campaign, raised \$162,691 for a Boys' Club building, a "factory of good citizenship."

# 1,000 PERSONS DROWN AS CHICAGO STEAMER UPSETS LEAVING ITS DOCK

Struggling, Panic-Stricken Mass of Women and Children on Excursion Boat Eastland Drown—Worst Marine Disaster on Inland Waters—As the Crowded Boat is About to Leave with Merry-makers She Suddenly Lists and Turns Over.

## CHICAGO'S GREAT CALAMITY.

Latest figures given out by Coroner Hoffman, of Chicago, on the death toll of the capsized steamer Eastland, showed that 892 bodies have been recovered, and that 1,000 of the remaining 1,588 passengers have registered with the Western Electric Company as saved. Of the 516 unaccounted for, it was thought that about 400 were alive and 188 still in the river, making the total dead approximately 1,000.  
"A considerable portion of the blame for the Eastland disaster rests upon the United States Inspection Bureau," said Maclay Hoyne, state's attorney, in a statement in Chicago regarding his investigation of the wreck. "If the inspectors had done their duty the accident could not have occurred. We know the ship was considered unsafe by them, because I have copies of letters sent to Washington which predicted this occurrence. I may introduce these letters at the inquest."  
The state's attorney will submit to the grand jury a letter written in 1913 by John D. York, a naval architect of Chicago, to the steamboat inspector warning him that the Eastland was not a safe boat. Colonel Hannan, secretary to Senator La Follette, puts the blame on faulty laws and lax inspection. He says a representative of the Seamen's Union had called the attention of the inspection service to the danger of allowing large crowds on boats of the Eastland type.  
Acting Mayor Moorhouse decided to raise a relief fund of \$200,000 to be distributed under the direction of the National Red Cross. In addition to this the Western Electric Company, whose employees formed the majority of the ill-fated excursion party, announced that \$100,000 from its employee insurance funds was available for relief.  
The most discussed theories of the disaster are four: That the boat was overloaded; that she was not properly ballasted; that a tug that made fast to warp the Eastland from the docks started pulling too soon; that congestion of passengers rushing to the port side, attracted by some passing sensation, tipped the steamer over.

Chicago.—More than 1,000 persons, most of them women and children, were drowned Saturday within a few feet of land by the capsizing of the steel steamer Eastland as it was about to leave its wharf in the Chicago river with 2,500 relatives and friends of employees of the Western Electric Company for an excursion across Lake Michigan. The ship rolled over on its side in 25 feet of water within five minutes after it began to list.  
Three investigations Under Way.  
The cause of the capsizing has not been determined, but Federal, city and State officers are conducting investigations to determine whether the ship was top heavy from faulty designing, was improperly ballasted or was poorly handled in warping from the wharf. Marine architects asserted that the Eastland was faulty in design, that the top deck had been removed because of the tendency of the ship to list and also pointed to the possibility that the ship had been unevenly or insufficiently ballasted. The Eastland used water ballast, so that it could pump out some on entering shallow lake harbors, so some investigators are working on a theory that the ballast tanks were not filled and the rushing of passengers to one side of the deck caused it to roll over.  
7,000 Were Out For Merry Day.  
Under misty skies 7,000 men, women and children wended their way to the Clark street dock to fill five large lake steamers with holiday mirth in a trip to Michigan City. The steamer Eastland, brought to Chicago from Lake Erie after an unsatisfactory career, was the first to be loaded.  
Rain began to fall as the wharf superintendents lifted the gangplanks from the Eastland, declaring that the Government limit of 2,500 passengers had been reached. White dresses leaped from raincoats along the shore rails as those aboard waved good-bye to friends on shore waiting to board the steamer Theodore Roosevelt and other vessels.  
Then the passengers swarmed to the left side of the ship, as the other steamers drew up the river toward the wharf. A tug was hitched to the Eastland, ropes were ordered cast off and the steamer's engines began to hum. The Eastland had not budged, however. Instead, the heavily laden ship wavered sidewise, leaning first toward the river bank. The lurch was so startling that many passengers joined the large concourse already on the river side of the docks.

**HUNDREDS SAVED QUICKLY.**  
Many sank, entangled with clothing and bundles, and did not rise, but hundreds came to the surface, seized floating chairs and other objects. Those on shore threw out ropes and dragged in those who could hold these life lines. Employees of commission firms along the river threw crates, chicken coops and other floatable things into the current, but most of these were swept away by the stream, which runs five miles an hour.  
Boats put out, tugs rushed to the scene with shrieking whistles and many men snatched off coats and shoes and sprang into the river to aid the drowning. With thousands of spectators ready to aid and the wharf within grasp, hundreds went to death, despite every effort at rescue.

**THE PRESIDENT'S SYMPATHY.**  
Lipton Also Offers Condolences and a Check For \$1,000.  
Chicago.—Acting Mayor Moorhouse, of Chicago, received the following telegram from President Woodrow Wilson:  
"Windsor, Vt., July 25, 1915.  
"Hon. William Hale Thompson,  
"Mayor, Chicago, Ill.:  
"I am sure I speak the universal feeling of the people of the country in expressing my profound sympathy and sorrow in the presence of the great disaster which saddened so many homes."  
A cablegram was received from Sir Thomas Lipton, of London, England, which read as follows:  
"I am greatly shocked to see by the day's newspapers the catastrophe that has fallen on your city. My heartfelt sympathy goes out to those who have lost their dear ones. If you start a relief fund put me down for \$1,000."  
A message of condolence from the organization of the General Slocum Survivors of New York also was received.

**EMPLOYEES WERE INSURED.**  
Relatives Of Drowned Persons Temporarily Provided For.  
Chicago.—Relatives of employees of the Western Electric Company who met death in the Chicago river disaster are provided for under an insurance plan which is maintained through affiliation with the American Telephone and Telegraph Company. The death benefit provides payment of six months' wages to dependents of those having been in the employ of the company for five years or more and one year's pay to those having served for 10 years or more.

**HISTORY OF THE BOAT.**  
Built In 1903, Owned In Cleveland, Remodeled This Year.  
The steamer Eastland was built in 1903 and owned by the Eastland Navigation Company, of Cleveland, Ohio. It was 265 feet long, 35 feet wide and had a draft of 23 feet, with a net tonnage of 1,218. It was brought to Chicago in 1904 and was used in the excursion business to South Haven, Mich., for several years. Later it was taken to Cleveland and placed in the excursion service there.  
This spring the boat was remodeled. It was then brought to Chicago and put on the run to St. Joseph, Mich. It had a steel hull and was known as one of the fastest excursion boats on the Great Lakes. It had a speed of 21 miles an hour.  
Farmer Has 25 Stitches Taken In Face Following Smashup.  
Seaford, Del.—John Green, a farmer living near here, met with an accident when a horse he was driving became frightened at an automobile and ran away, dashing into a large tree and demolishing the carriage. A glass windshield on the carriage was smashed and nearly all the glass struck Green in the face. The end of his nose was cut off and he was badly cut on the head and face.

**END OF HIS NOSE CUT OFF.**  
Farmer Has 25 Stitches Taken In Face Following Smashup.  
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