

BERLIN EVADES U. S. DEMANDS; ASKS INQUIRY

REPLY WITHHOLDS DECISION ON ULTIMATUM—ASKS FURTHER NEGOTIATIONS.

SHUNTS BLAME TO BRITAIN

Answer Contains Attacks on Non-Combatants Either Were Accidental or Provoked—Justifies Lusitania Sinking and Pledges Indemnity for Cushing and Guilford.

Western Newspaper Union News Service.

Berlin—Germany withholds its final decision on the demands advanced by the United States government in connection with the sinking of the Lusitania until the receipt of an answer from the United States to the note which Herr von Jagow, the foreign minister, has delivered to Ambassador Gerard in reply to the American note received by the German government on May 15. In its reply the German government declares that it is not its intention to submit neutral ships in the war zone, which are guilty of no hostile acts, to attacks by submarines or aeroplanes; that it is investigating the circumstances in connection with the attacks on the American steamers Cushing and Guilford, and that in all cases where neutral vessels, through no fault of their own, have been damaged, Germany will pay indemnification.

Lusitania Armed, Contention.

The reply, urged that in the case of the Lusitania, which German alleges was armed and carried large stores of war munitions, it was "acting in justified self defense in seeking with all the means of warfare at its disposal to protect the lives of its soldiers by destroying ammunition intended for the enemy."

The German government recalls the proposals submitted by the United States government to Berlin and London, designed to end the submarine warfare and the shutting out of food supplies from Germany, which it declares, failed of their purpose because the refusal of the British government to agree to them.

The text of the German note was made public Sunday.

The following is the text of the German note:

Express Friendly Desire.

"The undersigned has the honor to submit to Ambassador Gerard the following answer to the communication of May 5, regarding the injury of American interests through German submarine warfare.

"The imperial German government has subjected the communication of the American government to a thorough investigation. It entertains also a keen wish to co-operate in a frank and friendly way in clearing up a possible misunderstanding which may have arisen in the relations between the two governments through the events mentioned by the American government, regarding, first, the cases of the American steamers Cushing and Guilford. The American embassy has already been informed that the German government has no intention of submitting neutral ships in the war zone, which are guilty of no hostile acts, to attacks by submarine or aeroplanes, or aviators. On the contrary, the German forces have repeatedly been instructed most specifically to avoid attacks on such ships.

Blame Britain for "Mishaps."

"If neutral ships in recent months have suffered through the German submarine warfare, owing to mistakes in identification, it is a question only of quite isolated and exceptional cases, which can be attributed to the British government's abuse of flags, together with the suspicious or culpable behavior of the masters of the ships.

"The German government in all cases in which it has been shown by its investigations that a neutral ship was not itself at fault, was damaged by German submarines or aviators, has expressed regret over the unfortunate accident, and, if justified by conditions, has offered indemnification.

"The cases of the Cushing and the Guilford will be traced on the same principles. An investigation of both cases is in progress, the result of which will be presumably communicated to the embassy. The investigation can, if necessary, be supplemented by an international commission of inquiry provided in article III. of The Hague agreement of October 18, 1907.

Defends Sinking of Falaba.

"When sinking the British steamer Falaba, the commander of the German submarine had the intention of allowing the passengers and crew a full opportunity for a safe escape. Only when the master did not obey the orders to leave to, but fled and summoned his crew to the lifeboats, did the German commander order the crew and passengers by signals and megaphone to leave the ship within 15 minutes.

He actually allowed them 25 minutes, and fired the torpedo only when the vessel was hesitating to leave the ship.

"Regarding the loss of life by the sinking of the British passenger steamer Lusitania, the German government has already expressed its neutral attitude in the communication of October 18, 1907.

TORPEDOED BY "U" BOAT.

British Steamer Sparrymoor Sent Down.

London.—The new British steamer Sparrymoor was sunk by a German submarine off Star Point, Orkney Islands, and five men of the crew were drowned by the captain's order while it was being launched and another was badly injured by the explosion of a shell in the engine room.

The sinking of the Sparrymoor is the latest in a series of attacks on the British fleet supporting the army on the Gallipoli peninsula, which has resulted in the sinking of the battleships Triumph and Majestic, with the ever increasing activity of their boats in the waters around the British islands and the threat to carry this underwater warfare to the Suez canal, while they have not caused uneasiness in naval circles here, have brought the officials to a realization of the great danger that will exist if Germany is able largely to increase her fleet of "U" boats.

BREACH IS WIDENED

WASHINGTON DISAPPOINTED AND DISSATISFIED BY BERLIN'S SIDESTEPPING.

Western Newspaper Union News Service.

Washington, D. C.—Germany's answer to the American note concerning the sinking of the Lusitania, with a loss of more than 100 American lives, produced a feeling of profound disappointment here. Dissatisfaction at failure of Germany to answer the demands of the United States was reflected in government circles generally.

President Wilson had retired early, before the text arrived, but from a reading of the summary published May 30 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.

U. S. Officials Silent.

Press dispatches giving the text of the reply came during the evening and were sent to the White House. The official text from Ambassador Gerard arrived just before midnight.

A prompt answer will give the American government's understanding of the facts, that the Lusitania was unarmed and carried no concealed guns, that she sailed from the United States a peaceful merchantman, and that under all rules of international law and humanity, the vessel should have been visited and searched and her passengers transferred to a place of safety, whether she carried ammunition or not.

Riddle German Defense.

American law does not prohibit American ammunition from being carried on passenger ships, it was asserted, but only self-expanding material, and liners in the past have been permitted to carry arms and ammunition by special ruling of the state department on the meaning of federal statutes.

Germany's failure even to discuss the reparation demanded by the American note and evasion of the request that guarantees be given that American vessels and lives be not endangered in the future are the main points, however, which the United States government would refer to in the second note.

The expressions of regret and offers of reparation for unintentional attacks on neutral ships are expected to have little weight in determining the nature of the answer of the United States.

Will Insist on Compliance.

While it is generally thought the United States will answer Germany's requests for facts with a restatement of the circumstances as recited in the American note of May 13, the promptness with which the reply will be dispatched is counted upon to serve as an indication that the American government wishes an early answer and does not desire to engage in a protracted diplomatic discussion.

Persons close to President Wilson have learned that he is determined to obtain reparation for the Lusitania victims and assurances of respect for American rights in future and that, failing this, he would not hesitate to sever diplomatic relations with Germany.

In diplomatic quarters here it was again reiterated the Lusitania was unarmed.

Furthermore the British government entered into an informal statement with the United States early in the war to see that no British vessels left the American ports armed.

DEFINES GERMAN ATTITUDE

Von Jagow Explains Reply to United States Note.

Berlin.—Gottlieb von Jagow, the imperial German foreign secretary, Sunday received the correspondent of the Associated Press and outlined the reasons which impelled the German government to send an ad interim note to the United States government instead of a final and definite answer to the American representatives regarding the Lusitania and other ships that have been torpedoed, and Germany's submarine policy.

"The issues involved," said Herr von Jagow, "were of such importance and the views in regard to the Lusitania show such variance, that the German government believed it essential to attempt to establish a common basis of facts before entering into a discussion of the issues involved.

"We hope and trust that the American government will take the same view of the case and let us know in what points their understanding of the facts differs from the German viewpoint as set forth in the note, and in what points they agree, before looking for a direct answer to their communication.

Reserves Comment on Note.

"The American note, of course, leaves the way open for a preliminary discussion of the situation as suggested in the German note. I hope that such a common basis of fact, once established, may serve as the groundwork for further conversations."

The minister was unwilling to give a more definite outline to, or to comment on, the suggestion that an arrangement might be reached on a basis of an inspection and certification by the American government of passenger ships not carrying war cargoes, pointing out that he did not feel authorized to anticipate, as the departments of the government must be heard before suggestions could be definitely taken or discussed.

Dr. von Jagow expressed pleasure at the newspaper announcement that American line steamers were not carrying contraband, but as suggested the advisability of supplementing such newspaper announcements by much more definite and authoritative announcements.

Replying to a question, Dr. von Jagow said that Germany from the outset has been willing to abandon her submarine warfare against merchantmen in response to a return by Great Britain to the regulations of war regarding contraband generally accepted before the war, the specific condition being the lifting of the embargo on foodstuffs and raw material now on the list of conditional contraband. It was not Germany's fault but Great Britain's, he said, that the well-known proposals of the United States for a compromise failed.

Defends Submarine Warfare.

"The question of foodstuffs and raw materials," Dr. von Jagow said, "is not a question of necessity for Germany, but one of principle. Germany has shown, I think that it cannot be starved out by Great Britain's embargo on foodstuffs. We may be a little short of some or particular food products, but we have enough to live on and keep up the struggle."

"The same is true of raw materials, which, according to the London declaration, belligerents have no right to interfere when they are not specifically destined for the armed forces of an enemy. Germany is able to get along, even if the imports of such materials are cut off. Germany, however, objects to the cool assumption of the British cabinet that when it is unable to defend the German armies legitimately on the battlefield it is entitled to try to force the nation to its knees by economic pressure, disregarding all accepted precepts and regulations of war.

"The analogy of the besieged fortress does not apply to Germany. The residents who settle in a fortress do so cognizant of the risk and aware that they can leave before the siege begins; but there is no precedent of the siege of the civilian population of a whole nation in its own land with no possibility of escaping. Germany will fight such an unjustified method of war with all the means at her disposal."

Nebraska Attack Accidental?

Dr. von Jagow said he had absolute no information regarding the American steamer Nebraska, which was damaged by an explosion in the Irish sea last week, and in the absence of any definite news as to whether the ship was torpedoed or struck by a mine, he declined to express any opinion as to the effect of the incident upon the pending negotiations.

ROCKS ALL SEATTLE

FIFTEEN TONS OF DYNAMITE BILLED TO RUSSIA EXPLODES IN HARBOR.

WATCHMAN BLOWN TO ATOMS

Shock as Explosive Wrecks Scow Shatters Plate Glass Windows Valued at \$40,000 and Is Felt for Thirty-five Miles.

Western Newspaper Union News Service.

Seattle, Wash.—Fifteen tons of dynamite, stored on a scow anchored in the harbor here, said to have been awaiting shipment to Russia, exploded at 2 o'clock Sunday morning, completely wrecking the scow. Damage estimated at \$40,000 was done to plate glass windows in Seattle. An unknown watchman who is supposed to have been guarding the dynamite is missing and doubtless was killed.

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

The cause of the explosion is unknown, but Port Warden A. A. Paysee is of the opinion that it was accidental.

Japan Ship Refused Shipment.

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

Mr. Lillico in a statement to the police said the shipment was to have been sent a week ago on the Japanese steamer Shenshi Maru, but that that vessel would not take it and the consignment was being held for another.

The shock of the explosion was tremendous. Buildings throughout the entire downtown district rocked as if they were about to fall and hundreds of plate glass windows fell into the street.

E. Moen, quartermaster of the United States coast guard cutter Manning, which was anchored within a few hundred yards of the scow, saw the explosion.

"When I was making a turn around the deck near the stern of the Manning, I heard a slight explosion. I took a walk around to find out if anything had happened aboard our ship. As I reached the bow the powder scow lifted on a pillar of flame 100 feet high and burst into a million fragments."

Residents in the hill districts overlooking the bay also saw the flame leap into the air and supposed that a steamer had blown up.

The explosion was felt within a radius of thirty-five miles from Seattle, a shock at first thought to have been an earthquake being experienced as far north as Everett and as far south as Tacoma.

Threats Indicate Plot.

The explosive was to be shipped to Vladivostok on the steamer Hazel Dollar, loading army supplies at Tacoma. It became known that two weeks ago the Russian consul at San Francisco was said to have received information that an attempt would be made to blow up the Hazel Dollar before she left Seattle. Detectives were employed by the Russian government and for two weeks have been guarding the vessel.

Reports from the detective agency guarding the steamer state that they believed internal machines had been placed in the dynamite stored on the steamer.

Fire Marshal Harry Bringhurst 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 such a theory.

G. A. R. ENCAMPMENT.

To Be Held at Sioux City June 8, 9 and 10.

Sioux City.—With the approval of National Commander David J. Palmer, an effort is being made to make the 41st annual encampment of Iowa department, G. A. R., which will be held at Sioux City June 8, 9 and 10, a reunion of the veterans of Iowa, Nebraska, South Dakota and Minnesota.

National Commander Palmer presided at the opening reception in the auditorium, Tuesday evening, June 8, and at the old-time "campfire" on Wednesday evening, June 9. There will be other addresses, of course, by noted comrades. Wednesday afternoon, Rev. Jos. Fort Newton will speak on "Lincoln," and United States Senator W. S. Kenyon will speak on "The Debt We Owe."

The big parade, headed by a five and drum corps of sixty veterans, will take place at 2 o'clock Thursday afternoon; the line of march being from the auditorium to Mizou park, where a novel and interesting military tournament will be staged by Companies H and L, 56th Iowa National Guard.

The committee on arrangements has spared no effort to devise and present a program of entertainment that can be enjoyed by the veterans with the least effort and exposure to sun and weather. "Comfort" is the motto of the committee.

London.—Italy and Austria now are engaged in the familiar roles of issuing contradictory official communications relative to the border fighting, but it is claimed there have been as yet no important engagements. Of the 250 miles of common frontier between Italy and Austria, it is estimated that only one-fifth is of a character for critical military operations, and Italy's forces now in the field are following the course dictated by geographical necessity, one army driving toward the River Isonzo and Trieste and the other into the Tyrol.

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Diese Abteilung ist für die Familienglieder, welche am liebsten Deutsch lesen.

Vom Schauplatz des europäischen Völkler-Krieges

Der Lusitania-Fall noch einmal.

Die ungeheuerliche Tatsache, daß die Lusitania unter Verordnungen der britischen Admiralität mit vollem Bewußtsein in's Verderben gehen ließ, und die Schlußfolgerung, daß England eine Katastrophe wie die der Lusitania gewünscht habe, um die Vereinigten Staaten in den Krieg gegen Deutschland hineinzuziehen, behauptet der Kongreßabgeordnete Richmond P. Hobson in einer Erklärung, die er veröffentlichte. Er stellt fest, daß ein Beamter im New Yorker Bureau der Cunard - Linie eine Dame, die auf der Lusitania Passage nehmen wollte, heimlich gewarnt habe, das Schiff zu benutzen, während andere Passagiere in Sicherheit gewarnt wurden.

Die Erklärung Hobson's lautet wörtlich: "Eine verwitwete Rusine von mir wollte im New Yorker Bureau der Cunard - Linie auf der Lusitania Passage belegen. Da nahm sie den betreffenden Agent, ein alter Freund, beiseite und sagte ihr, das Schiff liege unter dem Befehl der britischen Admiralität und sie dürfe unter keinen Umständen darauf Passage nehmen. Er nahm ihr das Verprechen ab, dies bis nach der Fahrt geheim zu halten. Diese Tatsache regt zu verschiedenen einseitigen Fragen an: Warum ließe die Cunard - Linie nicht an alle Passagiere, die mit dem Schiff fahren wollten, dieselbe menschenfreundliche Warnung ergehen, die dieser Agent um alter Freundschaft willen meiner Rusine gab, statt das Schiff mit einer vollen Passagierladung zu betreiben, darunter diese hervorragende Amerikaner, deren Verlust die Stimmung der Amerikaner notwendigerweise tief beeinflussen müßte?"

"Warum ließ die britische Admiralität die Rusine, daß an der fünfte Irlands deutsche Unterleibste operierten, die Lusitania nicht den ungefähren Kurs um Nord - Nord - Ost herum nehmen? Warum erzielte das Schiff, das mit 25 1/2 Knoten der Admiralität Ordre, in der Gefährzone nur mit 17 Knoten zu fahren? Wie konnte ein Torpedo ein solches Schiff in weniger als 20 Minuten zerstören? Die elementarste Kenntnis der Schiffsarchitektur müßte jedermann überzeugen, daß so etwas unmöglich ist, wenn nicht eine weitere Ursache dafür im Innern des Schiffes vorhanden war. Ungefährliche Schichten oder eine innere Explosion zum Beispiel.

"Warum war kein Begleitschiff zum Schutz in der Gefährzone? Warum war kein Begleitschiff zur Stelle, um Rettungsarbeiten zu leisten? Warum waren an der Küste keine Vorbereitungen getroffen? Warum dauerte es so lange, ehe die Rettungsarbeiten an Ort und Stelle aufgenommen werden konnten? Wie war es möglich, daß bei ruhiger See angesichts des Landes, mitten am Tage so viele Menschenleben verloren gehen konnten?"

"Warum wurde die Jenur allen erschütternden Einzelheiten während des unerklärlich langwierigen Bergungsvorganges gegenüber aufgehoben, während die Befehle der Admiralität, unter denen das Schiff seinem Verhängnis entgegenging, gebührend veröffentlicht wurden?"

"Deutschland konnte unmöglich Gründe haben, die Vernichtung des Lebens von Amerikanern zu wünschen. Im Gegenteil, Deutschland suchte in dem Wunsche, das Leben von Amerikanern nicht zu zerstören, den verbindlichen Warnung zu verhindern. Der deutsche Kapitän torpedierte das Schiff so nahe wie möglich dem Lande, wo man annehmen konnte, daß für die Rettung der Menschen reichlich Zeit sein würde."

"Andererseits hat England allen Grund eine solche Tragödie zu wünschen — den Wunsch, Amerika in Krieg mit Deutschland zu führen. Unsere eigene Selbstachtung und unsere Stellung in der Geschichte verlangen zum mindesten, daß wir die Tatsachen durch ordnungsmäßige, unparteiische Untersuchung durch ein See - Gericht feststellen. Wir würden der niedrigsten Verdreherei nicht ohne einen gerechten Prozeß zustimmen. Wir können über ein gerichtliches Urteilstück nicht den Stab auf Grund von Anklagen seiner Feinde brechen, die in dem glühenden Verlangen, uns in den Krieg zu verwickeln, erhoben werden."

"Amerika hat sich noch nie aus Vagdelichte in einen Krieg getürzt. Die Sache ist mein, ich will vergelten," spricht der Herr."

Das Räthener - Herr ist noch immer der „unbekannte Faktor“ — mit dem sich die Alliierten veredeln haben.

Als Petrograd von dem „Wendepunkt des Krieges“ sprach, haben die Russen schamlos gelehrt gemacht.

Stettenschan in New York.

Eine mächtige Armada, die sich aus Dreadnoughts, Panzerkreuzern, Torpedobooten, Torpedobootzerörern und Hilfskreuzern zusammensetzt, der Schuß der Nation vor feindlichen Angriffen, dampfte neulich majestätisch in herrlichen Flaggenschmuck, in den Hudson River ein, wofür der Präsident Wilson bereit war, eine Flottenbesichtigung vorzunehmen.

Nie zuvor wurde hier eine solche Augenweide geboten; nie zuvor war hier eine so große, mächtige Flotte verjammelt: Sechzig Schiffe, groß und klein, liegen ihre Dampfpeifen ertönen; in doppelter Reihe, 4 Meilen lang, kamen sie dahergezogen.

Die große Flotte von Kriegsschiffen dampfte in See hinaus, wobei Präsident Wilson von der Brücke der Yacht Mayflower aus, die in der Nähe der Freiheits - Statue vor Anker gegangen war, die Flotte über die Flotte abnahm.

Mit der Heberdreadnought Wooding, dem Flaggenschiff des Admirals Fletcher, an der Spitze folgten die 16 großen Schlachtschiffe und die langer Nachzüg von kleineren Kriegsschiffen an der Mayflower mit einer Geschwindigkeit von 14 Knoten vor St. Pauls vorbei, wobei jedes Schiff den Präsidentensalut von 21 Schüssen abfeuerte.

Zehntausende von Menschen schauten von allen möglichen Ausbühnen dieses Schauplatz an. Der Schiffverkehr auf dem Hudson war schon eine halbe Stunde vor Abfahrt der Flotte eingestellt worden. Die Fähr- und andere Boote lagen an ihrem Dock mit vielen tausenden von Personen an Bord, die herbeigeeilt waren, um die Abfahrt der Flotte zu beobachten.

Obwohl die Mayflower hatten die Dolphin, Fish und Anston, an deren Bord feldjägerbeamte, Mitglieder von Bürgercommittees, Zeitungsleute und eingeladene Gäste beanden, Aufstellung genommen.

Die Flotte fuhr nach Newport, worauf die Wanderer längs der atlantischen Küste begannen wurden.

Britisches Schlachtschiff in den Grund gebahrt.

London. Das britische Schlachtschiff Goliath wurde von türkischen Zerstörern in den Dardanellen torpediert und sank mit mehr als 500 Mann seiner Besatzung. Die Anfringung wurde nach der erste Lord der Admiralität Winston Churchill heute im Unterhause.

Die Goliath wurde, während sie die Flanke von französischen Truppen bei Landungs - Operationen deckte, attackiert und in den Grund gebahrt.

Deutschen von Bize - Admiral De Robeck, dem Kommandanten der britischen Flotte bei den Dardanellen melden, daß 20 Offiziere und 160 Mann getötet wurden. Die Goliath hatte normal eine Besatzung von 750 Mann.

Bei denselben Operationen, bei welchen die Goliath verloren ging, versenkte das britische Zerstörer G-14 zwei türkische Kanonenboote und ein Transportschiff.

Die Goliath war ein Schwester-schiff der Canopus, Ocean, Glory, Albion und Venegance und hatte 12,950 Tonnen Gewicht. Die Bewaffnung bestand aus vier 12-zölligen und zwölf 6-zölligen Geschützen, 10 12-Pfünder und kleineren Geschützen, ferner aus vier Torpedobootzerörern. Das Schiff entwickelte eine Schnelligkeit von 18 Knoten und wurde im Jahre 1909 in Dienst gestellt.

Russen zurückgetrieben.

Wien, über Amsterdam. Eine hier ausgegebene offizielle Bekanntmachung erinnert zuerst daran, daß die Oesterreicher und Deutschen im November und Dezember bei Lodz und Vianova die Russen zangen auf einer 400 Kilometer langen Front (ca. 249 Meilen) zurückdrückten und dadurch einen russischen Einbruch in Deutschland verhinderten. Weiter folgt der Bericht:

Vom Januar bis Mitte April strengten sich die Russen vergeblich an, nach Ungarn durchzubrechen; dies schlug aber mit schweren Verlusten vollkommen fehl. Die Zeit ist gekommen, der Feind durch einen gemeinsamen Angriff mit voller Stärke der vereinigten Truppen beider Kaiserreiche zu zerhacken.

Zu einer zehnjährigen Schlacht schlugen die siegreichen Truppen die dritte und achte russische Armee bis zur Vernichtung und eroberten schnell das Territorium von den Danajcer Westiden bis zum Juffe San—130 Kilometer, nahezu 81 Meilen — zurück.

Die Zahl der Gefangenen beträgt 143,000 Mann, während 100 Geschütze und 350 Maschinengewehre erbeutet wurden.

Sieher ein Beispiel dergerauntheit: die gefangenen Russen müssen jede Woche dreimal Baden und Lesen und Schreiben lernen.