



Full German Note Increases Tension; Strongly Justifies Whole Submarine Policy; Friendly in Tone, Puts Off Final Reply

MEXICANS DYING FROM STARVATION NEED QUICK AID

Hundreds of Thousands of Men, Women and Children in Peril.

EPIDEMICS ADD TO SUFFERINGS

Red Cross Tells of Terrible Conditions, Which Are Steadily Growing Worse.

Washington, May 30.—Hundreds of thousands of men, women and children are starving in Mexico. In Mexico City alone 600,000 inhabitants are in danger of perishing from hunger and epidemics. Serious food riots have taken place. At one place the people ate the carcass of a mule which had died of starvation. Epidemics of smallpox and typhus fever prevail.

At Jalapa, the capital of Vera Cruz, women standing in a breadline for hours have fainted from exhaustion. Scarcity on the west coast is practically without food supplies. Several children were trampled to death and women were injured in efforts to get something to eat.

These appalling pictures of conditions in Mexico were given out by the Red Cross to-day. It is based on trustworthy reports received by that organization, and it emphasizes the great need of contributions of corn, beans, rice and flour for distribution at once. As fast as these foodstuffs are received at the Bush Terminal in Brooklyn, they will be shipped to Galveston and from there sent to the various distributing points on the Mexican border. General A. A. Doherty, Red Cross quatermaster, will go to Mexico City to arrange for warehouses from which supplies will be distributed.

"Conditions in Mexico are growing steadily worse," says the Red Cross statement. "At Monterey several thousand persons are fast dying. Many more families apply at night for aid. The farmers from the surrounding country are coming to the city to buy corn to feed their workmen and families, but cannot obtain it. Multitudes die on the verge of starvation. At Durango the government's efforts to keep down the price of food supplies failed, as buyers from Monterey and Tereza, where famine prevails, are willing to pay more for it. "Food supplies are becoming so scarce and the cost is so high that the poorer classes are unable to buy and are in a deplorable condition. At Toluca all food is about exhausted. There is no flour and very little corn. Food Supplies Exhausted.

"The conditions in outlying districts are still worse, and tales of the starvation of the poorer people are constantly coming to the city. At Vera Cruz and in the surrounding country famine conditions prevail. At Jalapa, the capital of Vera Cruz, the general conditions of the town is appalling. Messrs. who visited by the Chamber of Commerce to relieve the distress and corn was imported, but the funds were soon exhausted. The local civil authorities then took up the matter with little success. The day that no car arrives the town goes hungry.

"Most distressing scenes took place at the municipal hall when these ration tickets were distributed. Some 2,500 women were collected at 7 o'clock in the morning to get in line for the distribution, which began at 11 o'clock, and, standing in the sun so long, unable to move for fear of losing their ration tickets and their chance for a mere handful of corn, resulted in many cases of fainting from exhaustion. Some were injured, and on several occasions one or two have been killed. A woman carrying a baby a month or two old was seen staggering out of the line and sinking to the ground. The women ahead of her called to the men selling the corn, warning their right in her face, but she received no attention. Many other women for hours went home crying, for the supply ran out, and, summing up the case, it means the practical starvation of the town.

"On the west coast the inhabitants are reported as starving. Also, also is practically without food supplies, and conditions are most distressing in all that region. When a boatload of corn was brought into Acapulco the rush of the people was so great to get some of the grain that several children were trampled to death and a number of women injured.

"In Mexico City the situation is very dire and the shortage in all cereals is felt intensely. As early as March 100,000 persons were reported suffering from hunger. Conditions have grown steadily worse and many are starving. Mules, horses and oxen have been killed or exported, as there is nothing to feed them. At one place when a mule died from starvation the people fell upon the carcass for food. For the food supplies that remain famine prices have been reached, so only the rich can buy. Epidemics of smallpox and typhus prevail, and medicine is prohibitive in price.

Food Riots in Capital. "The city has 600,000 inhabitants in danger of perishing from hunger, misery and epidemics. Serious food riots have taken place. The crowds invading

SAW SUBMARINE NEAR NEBRASKAN

Schooner's Crew Reports Craft in Sight a Few Hours Before Steamer Was Hit.

Crosshaven, Ireland, May 30. The mate of the schooner J. M. Rose, which has arrived here, reports that members of the schooner's crew saw a submarine at 4 o'clock last Tuesday afternoon a few hours before the American steamer Nebraska was seriously damaged by an explosion. The J. M. Rose was in sight of the submarine from twenty to thirty minutes after first sighting the submersible west of Fastnet. The schooner later saw the Nebraska in distress in the American flag.

United States Consul Skinner at London was telegraphed here for all available information concerning the presence of submarines in the vicinity of the Nebraska.

DIES FOR MOVIE FAME IN RECORD DIVE OFF BRIDGE

Philadelphia Plunges 216 Feet to East River as Wife and Friends Watch.

All records for diving or jumping off the Brooklyn Bridge were broken yesterday, when Henry Clark, a machanic at 543 Lancaster Avenue, West Philadelphia, made a fatal plunge of 216 feet. His body had not been recovered last night.

On June 1, 1913, Otto Eppers, a south of 135 Dear Street, Brooklyn, jumped from an elevation on the bridge 136 feet above the East River and survived. Lured on by an ambition to beat Eppers' record and also to gain notoriety so that he could act for motion pictures, Clark was drowned in the performance of his carefully staged feat yesterday morning. Just before he dove he waved his hand at his wife and several friends, who were standing on a pier at the foot of Dover Street.

"It's all right. I know what I'm doing," he shouted down to Patrolmen Kennedy and Leddy, of the Bridge Squad, who were making desperate efforts to save Clark before he escaped their grasp.

Planned Dive That Cost His Life. Every detail of his attempt to gain notoriety had been planned in advance. He told his friends what he was going to do and invited them to be present. Accompanied by his wife, Clark arrived in New York Saturday night and took room in a hotel near the Pennsylvania Terminal. After breakfast yesterday he started for the Brooklyn Bridge, clad in light garments, which would facilitate easy swimming.

At 10 o'clock he was standing in the center of the main span, which is 166 feet above the river. Just as the bridge patrolmen caught sight of him he climbed from the bridge promenade to one of the big suspension cables running upward toward the Manhattan tower. Hand over hand Clark climbed up the cable. Just as he reached the top he let go of the cable and fell. Passengers on elevated and surface cars on the bridge could see his figure clearly outlined 216 feet above the East River. Medicines stopped their cars, women screamed in anticipation of what was going to happen, and a tug-boat alongside one of the Brooklyn towers blew a whistle to no effect. Patrolmen Kennedy and Leddy, clad in heavy coats to protect them from the cold wind, knew that they could not reach the man, but they made an attempt to get out on the cable.

Spine Broken by Fall. Bearing that he would be forcibly carried down, carrying on his back, Clark waited for a few seconds, and then he dived first to the river. Those who saw him fall say that apparently he plunged before he had got well balanced. He struck on his back, and it is thought that an injury to his spine hastened his drowning. Police-boys of the Bridge Squad agree that in a dive from such a height, with a cold wind blowing, Clark was undoubtedly unconscious before he struck the water.

Mrs. Clark and her friends were taken to Police Headquarters and questioned about her husband's act. She said that he had been employed by the Pennsylvania Railroad, but that before he had jumped from bridges and received no injury, she said. Ten years ago he leaped from a bridge in Harzburg, Penn., and four years ago performed a similar feat from a Schuylkill River bridge in Philadelphia. Clark was 31 years old. Harbor police are searching for his body.

FULL TEXT OF GERMAN NOTE ON LUSITANIA

Berlin (via London), May 31.—The following is the text of the German note:

The undersigned has the honor to submit to Ambassador Gerard the following answer to the communication of May 15 regarding the injury to American interests through German submarine warfare.

The imperial 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, firstly, the cases of the American steamers Cushing and Gulfight. 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 a submarine or submarines or aviators. On the contrary, the German forces have repeatedly been instructed most specifically to avoid attacks on such ships.

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, 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.

An investigation of both cases is in progress, the result of which will presently be communicated to the embassy. The investigation can, if necessary, be supplemented by an international call on the international commission of inquiry, as provided by Article III of The Hague agreement of October 18, 1907.

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 order to heave to, but fled and summoned help by rocket signals, did the German commander order the crew and passengers by signals and megaphone to leave the ship within ten minutes. He actually allowed them twenty-three minutes' time and fired the torpedo only when suspicious craft were hastening to the assistance of the Falaba.

Regarding the loss of life by the sinking of the British passenger steamer Lusitania, the German government has already expressed to the neutral governments concerned its keen regret that citizens of their states lost their lives.

On this occasion the imperial government, however, cannot escape the impression that certain important facts having a direct bearing on the sinking of the Lusitania may have escaped the attention of the American government.

In the interest of a clear and complete understanding, which is the aim of both governments, the imperial government considers it first necessary to convince itself that the information accessible to both governments about the facts of the case is complete and in accord.

The government of the United States proceeds on the assumption that the Lusitania could be regarded as an ordinary unarmed merchantman. The imperial government allows itself in this connection to point out that the Lusitania was one of the largest and fastest British merchant ships, built with government funds as an auxiliary cruiser and carried expressly as such in the "Navy List" issued by the British Admiralty.

Firm and Prompt Answer Expected to Show Wilson Wants No Delay.

Washington, May 30.—The unofficial copy of Germany's reply to the American note on the Lusitania, as received here to-night, served to increase the irritation and tension caused by the synopsis last night. That the reply has aroused anger and resentment among some of the officials is un concealed.

It was pointed out that Germany, instead of complying with President Wilson's suggestion that it disavow the sinking of the Lusitania, justifies the act on the ground of self-defense in seeking to prevent ammunition from going to the enemy. Moreover, the reply asserts that German commanders are no longer able to observe the customary regulations of the prize law, the excuse being instructions given the merchantmen by the British government.

President Wilson went to bed early to-night, and if he has determined on the substance of his answer to Germany's reply no one but himself knows it. The official copy of the reply was received at the State Department shortly before 11 o'clock. The President, however, left instructions that he was not to be disturbed. The note will be deciphered and the official text laid before him before noon to-morrow.

That the President must act with firmness as well as promptness was the opinion that prevailed here to-night. He asked Germany to give up its submarine warfare against merchant ships on the ground of humanity and justice, and to disavow the sinking of the Lusitania. The German reply, as interpreted here, is couched in such terms as to intimate that the United States is itself partly to blame for the disaster, and that the government officials were not telling the truth when they said the Lusitania was unarmed merchant vessel.

Wilson to Stand Firm. 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.

From a previous knowledge of President Wilson's position it was generally predicted to-night that a prompt answer would be sent to Berlin, perhaps within twenty-four or forty-eight hours.

While it is generally thought the United States will answer Germany's request 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.

Germany's failure even to discuss the reparation demanded by the American State Department was subjected, and to support this contention the United States will add, it is said, that the American steamer Nebraska was torpedoed without warning within the last few days.

Reply Unsatisfactory. President Wilson sent his note to Germany with the intention of backing up his words with all the resources of the American nation. There was to be no turning back. The American government had presented its case and the question of whether or not the United States and Germany would continue on friendly terms lay with the latter government. That the reply is unsatisfactory is plain to be seen, from the almost unanimous feeling here to-night. That the President must back up his words there is little doubt.

One of the purposes of the German reply, as explained by an official of the State Department to-night, is apparently to bring the sinking of the Lusitania before the Hague Tribunal for settlement. This would mean endless delay, but it was pointed out that Germany could seek to justify this course by declaring it is in keeping with a fixed principle on the part of the United States. Germany can point to the numerous peace treaties which Secretary Bryan has signed and assert that it has already accepted these treaties in principle.

Bryan's Peace Treaties. The Bryan treaties provide that there shall be an agreement not to declare war or begin hostilities during an investigation. In a pamphlet issued by the State Department an article from "The American Journal of International Law" is reprinted as showing the effect of these treaties to be such as to cover the Lusitania case. It says: "Its presence in many instruments of this kind and it will be harder in the future than in the past to refuse the reasonable demand of a foreign nation, as did the

German Proposal Repeated. Replying to a question, Herr von Jagow said that Germany from the outset had been willing to abandon her submarine war 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 materials now on the list of conditional contraband. It was not Germany's fault, but Great Britain's, he said, that the well meant proposals

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GERMANY SEEKS BASIS OF FACT, SAYS VON JAGOW

Hopes Common Ground Can Be Found for Further Discussion.

Berlin (via London), May 30.—Gottlieb von Jagow, the imperial German Foreign Secretary, to-day received the correspondent of The Associated Press and outlined the reasons which impelled the German government to send an interim note to the United States government, instead of a final and definite reply to the American representations regarding the Lusitania and other ships that have been torpedoed and Germany's submarine policy.

"The issues involved," said Herr von Jagow, "are 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 fact 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."

"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 ground work 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 entitled to anticipate, as the other departments of the government must be heard before suggestions could be definitely taken up or discussed.

Herr von Jagow expressed pleasure at the newspaper announcement that American Line steamers were not carrying contraband, but he suggested the advisability of supplementing such newspaper statements by more definite authoritative announcements.

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MEMORIAL DAY, 1915: TO THE MEMORY OF 108 AMERICANS WHO DIED ON THE LUSITANIA, MAY 7, 1915.



This picture was taken in the streets of Queenstown and shows one of the American dead borne to burial. (Reprinted from The Tribune of May 24.)