



WEATHER
 FAIR TO-DAY AND PROBABLY SUN-
 DAY.
 Yesterday's Temperatures:
 High, 79; Low, 59.
 Full report on Page 9.

German Reply Lays Down Conditions On Which U. S. Citizens May Travel; Washington Feels Crisis Is at Hand

**MUENTER BOMB
 CAUSED BLAZE
 ON MINNEHAHA**

**Explosion Shook Ship
 From Stem to Stern,
 Officers Say**

**HATCHES BLOWN
 OFF BY FORCE**

**Crew Fought Flames for
 24 Hours Before They
 Were Under Control.**

FUMES HINDER WORK

**Captain Brings Vessel to Port
 in Gale—Cargo To Be
 Taken Off.**

Halifax, N. S., July 9.—A bomb placed aboard the Atlantic Transport liner Minnehaha as she lay at her pier in New York caused the explosion and fire at sea, in the opinion of the officers of the steamer, which put in here for examination to-day. The Minnehaha is now safe in harbor here, with the fire that followed the explosion extinguished.

The explosion occurred in No. 3 hold and was of terrific force, shaking the vessel from stem to stern. Those of the crew who were forward at the time were fairly stunned by the shock, and two sailors were hurled bodily into the air. Flames followed quickly, and for two days and two nights the crew battled heroically to save the ship which, after the explosion, was under the command of Captain Claret. The fire, which was under control by 11:30 to-morrow morning, had heated the vessel to the bottom.

For there is no doubt in the minds of the officers that Muentzer, or confederates, were responsible for the outrage, which, well timed, occurred at 4:15 o'clock on the afternoon of July 7, the date upon which the dynamite predicted that some vessel, of the name of which he appeared uncertain, would be destroyed.

Muentzer's Plans Frustrated.

Muentzer's plans were frustrated by the fact that his weapon of destruction was placed with miscellaneous freight forward, and so was separated by stout bulkheads from an enormous cargo of ammunition which, with other inflammable munitions of war intended for the Allies, filled the after holds.

While the sailors fought the fire, Captain Claret headed his ship for Halifax and brought her safely through a southeasterly gale and thick fog to an anchorage in the lower harbor here at 1 o'clock this afternoon. By that time the flames had eaten their way through No. 3 hold and into No. 4 hold, but late this afternoon it was announced that they had been extinguished.

The theory of spontaneous combustion was never entertained, as the explosion was followed by the issuance from the hatches of suffocating fumes that seriously hampered the crew in their fight, and which the officers insisted had been let loose by some infernal instrument.

Thrilling Stories of Crew.

Thrilling stories were told by the one hundred men who made up the crew of the freighter. The first two days out were uneventful. The Minnehaha sailed from New York at 7:14 o'clock last Sunday evening.

A half hour after midnight on Wednesday morning Captain Claret and his officers were somewhat startled by the receipt of a wireless message warning them that bombs were reported to have been placed in vessels that had sailed for English ports recently. The captain immediately ordered the small

**A COUNT SZECHENYI DEAD
 May Be Husband of Gladys Vanderbilt.**

London, July 10, 3:49 a. m. The Budapest correspondent of the "Post" states that news has just been received that three prominent members of the Hungarian nobility have fallen on the battlefield. They are Count Bela Esterhazy, son-in-law of Count Andrássy; Count Nicholas Zichy and a Count Szechenyi.

It is not known to what branch of the family Count Szechenyi belongs.

The former Miss Gladys Vanderbilt is the wife of Count Szechenyi.

**HUGHES DECIDES
 BECKER'S PLEA;
 KEEPS SILENCE**

**Cockran to Announce Decision on Return To-day
 from Trip to Maine.**

(By Long Distance Telephone to the Tribune.)
 Rangleey, Me., July 9.—W. Bourke Cockran, counsel for Charles Becker, arrived here to-day and argued before Justice Charles E. Hughes, of the United States Supreme Court, who has a summer home on the lake, an application for a writ of error.

Mr. Cockran arrived here early this afternoon and went at once to Justice Hughes's home. The brief brought here by Mr. Cockran was rather lengthy. After it had been read and argued Justice Hughes made his decision. What that was efforts to learn to-night were unsuccessful.

It is the custom of United States Supreme Court justices to permit counsel to announce the decision. Mr. Cockran, who went to the Bangsley Lake House on leaving Justice Hughes, would not say whether his application had been successful. He spent the night here and will leave for New York on the 11:30 train to-morrow morning.

Asked on Three Points.

It is known that the writ was asked on three points, alleging violations of Becker's constitutional rights. The first was that the immunity agreement between the State of New York through Frank Moss, then First Assistant District Attorney, and Jack Rose, Harry Vallon and Bridget Webber, practical and Rose—the others were similar in text—that read:

"And it being agreed that the said Jacob Rose will immediately attend before the said Grand Jury and fully and truthfully give his evidence concerning the murder of Herman Rosenthal and the criminal liability therefor of the said Charles Becker, the District Attorney, with the knowledge and consent of the court, agrees that the said Jacob Rose shall not be prosecuted for and that the others were similar in text—that read:

"That the said Jacob Rose did not fire any of the shots at the body of Herman Rosenthal, and provided also that the said Jacob Rose shall remain in the city prison or any other prison for a term of not less than one year, to be agreed to by the District Attorney, until Charles Becker shall have been tried for said murder and the indictment shall be disposed of."

This, Mr. Cockran argued, made it necessary for Rose and the other informants to save the trial had given the order which effected Rosenthal's death.

Change of Venue Plea.

The second point on which Mr. Cockran sought the writ of error was that the defendant was denied a change of venue, which had been moved on the ground that before the trial had actually started, District Attorney Whitman gave out a story to the newspapers which influenced the jurors against Becker. The story was that Charles Becker's brother, John, had been instrumental in trying to shape a last-hour story to save the four gunmen.

That Becker's constitutional rights were violated in that the man to whom he made his plea for executive clemency, Governor Whitman, was not the

Continued on page 4, column 6

TEXT OF GERMAN REPLY TO UNITED STATES.

Berlin, July 8.—The undersigned has the honor to make the following reply to His Excellency, Ambassador Gerard, to the note of the 10th ultimo re the impairment of American interests by the German submarine war. The Imperial Government learned with satisfaction from the note how earnestly the Government of the United States is concerned in seeing the principles of humanity realized in the present war. Also this appeal finds ready echo in Germany and the Imperial Government is quite willing to permit its statements and decisions in the present case to be governed by the principles of humanity just as it has done always.

The Imperial Government welcomed with gratitude when the American Government in the note of May 15 itself recalled that Germany had always permitted itself to be governed by the principles of progress and humanity in dealing with the law of maritime war. Since the time when Frederick the Great negotiated with John Adams, Benjamin Franklin and Thomas Jefferson the treaty of friendship and commerce of September 9, 1785, between Prussia and the Republic of the West, German and American statesmen have, in fact, always stood together in the struggle for the freedom of the seas and for the protection of peaceable trade. In the international proceedings which since have been conducted for the regulation of the laws of maritime war Germany and America have jointly advocated progressive principles, especially the abolishment of the right of capture at sea and the protection of the interests of neutrals.

Even at the beginning of the present war the German Government immediately declared its willingness, in response to proposals of the American Government, to ratify the Declaration of London and thereby subject itself in the use of its naval forces to all the restrictions provided therein in favor of neutrals. Germany likewise has been always tenacious of the principle that war should be conducted against the armed and organized forces of an enemy country, but that the enemy civilian population must be spared as far as possible from the measures of war. The Imperial Government cherishes the definite hope that some way will be found when peace is concluded, or perhaps earlier, to regulate the law of maritime war in a manner guaranteeing the freedom of the seas, and will welcome it with gratitude and satisfaction if it can work hand in hand with the American Government on that occasion.

If in the present war the principles which should be the ideal of the future have been traversed more and more the longer its duration, the German Government has no guilt therein. It is known to the American Government how Germany's adversaries, by completely paralyzing peaceable traffic between Germany and neutral countries, have aimed from the very beginning and with increasing lack of consideration at the destruction, not so much of the armed forces as the life of the German nation, repudiating in doing so all the rules of international law and disregarding all rights of neutrals.

On November 3, 1914, England declared the North Sea a war area and by planting poorly anchored mines and by the stoppage and capture of vessels made passage extremely dangerous and difficult for neutral shipping, so actually blockading neutral coasts and ports contrary to all international law. Long before the beginning of submarine war England practically completely intercepted legitimate neutral navigation to Germany also. Thus Germany was driven to a submarine war on trade.

On November 14, 1914, the English Premier declared in the House of Commons that it was one of England's principal tasks to prevent food for the German population from reaching Germany via neutral ports. Since March 1 England has been taking from neutral ships without further formality all merchandise proceeding to Germany, as well as all merchandise coming from Germany, even when neutral property. Just as it was also with the Boers, the German people is now to be given the choice of perishing from starvation with its women and children or of relinquishing its independence.

While our enemies thus loudly and openly proclaimed war without mercy until our utter destruction, we were conducting a war in self-defence for our national existence and for the sake of peace of an assured permanency. We have been obliged to adopt a submarine warfare to meet the declared intentions of our enemies and the method of warfare adopted by them in contravention of international law.

With all its efforts in principle to protect neutral life and property from damage as much as possible, the German Government recognized unreservedly in its memorandum of February 4 that the interests of neutrals might suffer from the submarine warfare. However, the American Government will also understand and appreciate that in the fight for existence which has been forced upon Germany by its adversaries and announced by them it is the sacred duty of the Imperial Government to do all within its power to protect and save the lives of German subjects. If the Imperial Government were derelict in these its duties, it would be

guilty before God and history of the violation of those principles of highest humanity which are the foundation of every national existence.

The case of the Lusitania shows with horrible clearness to what jeopardizing of human lives the manner of conducting war employed by our adversaries leads. In the most direct contradiction of international law all distinctions between merchantmen and war vessels have been obliterated by the order to British merchantmen to arm themselves and to ram submarines, and the promise of rewards therefor, and neutrals who use merchantmen as travellers thereby have been exposed in an increasing degree to all the dangers of war.

If the commander of the German submarine which destroyed the Lusitania had caused the crew and passengers to take to the boats before firing a torpedo this would have meant the sure destruction of his own vessel. After the experiences in sinking much smaller and less seaworthy vessels it was to be expected that a mighty ship like the Lusitania would remain above water long enough, even after the torpedoing, to permit passengers to enter the ship's boats. Circumstances of a very peculiar kind, especially the presence on board of large quantities of highly explosive materials (word omitted, possibly "dissipated") this expectation. In addition, it may be pointed out that if the Lusitania had been spared thousands of cases of munitions would have been sent to Germany's enemies and thereby thousands of German mothers and children robbed of breadwinners.

In the spirit of friendship wherewith the German nation has been imbued toward the Union and its inhabitants since the earliest days of its existence, the Imperial Government will always be ready to do all it can during the present war also to prevent the jeopardizing of lives of American citizens. The Imperial Government therefore repeats the assurances that American ships will not be hindered in the prosecution of legitimate shipping and the lives of American citizens in neutral vessels shall not be placed in jeopardy.

In order to exclude any unforeseen dangers to American passenger steamers, made possible in view of the conduct of maritime war by Germany's adversaries, German submarines will be instructed to permit the free and safe passage of such passenger steamers when made recognizable by special markings and notified a reasonable time in advance. The Imperial Government, however, confidently hopes that the American Government will assume to guarantee that these vessels have no contraband on board, details of arrangements for the unhampered passage of these vessels to be agreed upon by the naval authorities of both sides.

In order to furnish adequate facilities for travel across the Atlantic for American citizens, the German Government submits for consideration a proposal to increase the number of available steamers by installing in passenger service a reasonable number of neutral steamers under the American flag, the exact number to be agreed upon under the same conditions as the above mentioned American steamers.

The Imperial Government believes it can assume that in this manner adequate facilities for travel across the Atlantic Ocean can be afforded American citizens. There would, therefore, appear to be no compelling necessity for American citizens to travel to Europe in time of war on ships carrying an enemy flag. In particular the Imperial Government is unable to admit that American citizens can protect an enemy ship through the mere fact of their presence on board.

Germany merely followed England's example when she declared part of the high seas an area of war. Consequently, accidents suffered by neutrals on enemy ships in this area of war cannot well be judged differently from accidents to which neutrals are at all times exposed at the seat of war on land when they betake themselves into dangerous localities in spite of previous warnings. If, however, it should not be possible for the American Government to require an adequate number of neutral passenger steamers, the Imperial Government is prepared to interpose no objection to the placing under the American flag by the American Government of four enemy passenger steamers for passenger traffic between North America and England. Assurances of "free and safe" passage for American passenger steamers would then extend to apply under the identical pro-conditions to these formerly hostile passenger steamers.

The President of the United States has declared his readiness in a way deserving of thanks to communicate and suggest proposals to the Government of Great Britain with particular reference to the alteration of maritime war. The Imperial Government will always be glad to make use of the good offices of the President and hopes that his efforts in the present case, as well as in the direction of the lofty ideal of the freedom of the seas, will lead to an understanding.

Undersigned requests the Ambassador to bring the above to the knowledge of the American Government, and avails himself of the opportunity to renew to His Excellency the assurance of his most distinguished consideration.
 VON JAGOW.

KAISER DENIES ALL BLAME FOR DEATHS IN SUBMARINE WAR

**Proposes "Sacred Fleet," Which
 May Even Include Four
 Enemy Vessels.**

MUST BE EASILY IDENTIFIED

**U. S. Expected to Give Notice of Their
 Movements and to Bar Con-
 traband Cargoes.**

Berlin, July 9 (via London, July 10).—Germany's offer, embodied in the reply to the American note regarding the sinking of the Lusitania and submarine warfare, which was delivered last night to James W. Gerard, the American Ambassador, is:

First, reiterated assurance that American ships engaged in legitimate trade will not be interfered with nor the lives of Americans on neutral ships be endangered.

Second, that German submarines will be instructed to allow American passenger ships to pass freely and safely, Germany entreating in return the confident hope that the American Government will see that these ships do not carry contraband. Such ships are to be provided with distinguishing marks and their arrival announced a reasonable time in advance.

The same privilege is extended to a reasonable number of neutral passenger ships under the American flag, and should the number of ships thus available for passenger service prove inadequate Germany is willing to permit America to place four hostile passenger steamers under the American flag to ply between North America and Europe under the same conditions.

TENSION GROWS WHEN OFFICIALS LEARN OF NOTE

**U. S. Now Expected to
 Assert Her Rights
 Under Law.**

(From The Tribune Bureau.)
 Washington, July 10.—The arrival of the unofficial text of the German reply to President Wilson's second note on the Lusitania, confirmed the forebodings of officials here as to the unsatisfactory nature of its proposals. It is believed that the United States will now necessarily take up a more advanced position, for, as it has failed to receive the assurances for which it asked, there is much less room for further negotiation, and an assertion of the rights of this country is likely.

Many of those in official quarters who have been familiar with Germany's proposals as outlined by Ambassador Gerard in the last few days are in favor of an emphatic assertion by the American government that it intends to exercise the rights which it holds under international law, placing upon Germany the responsibility for any future violation that may cause a breach in friendly relations.

Feel a Crisis Closer.
 The general feeling that the note would be unsatisfactory and bring to a crisis the friendly relations that have existed between the United States and Germany developed more strongly in official quarters as news of its contents spread. For several days tension has been renewed, but officials have declined to manifest their displeasure or apprehension over the situation, believing that nothing could be done or said until the official version of the German reply was at hand.

Although prepared for an unsatisfactory response to the American demands, officials here were frankly surprised at the character of the German document. Not only is no concession granted by Germany that had not already been made in the last note, but it is felt that the German government is seeking even further to restrict the rights of Americans to travel on the high seas.

It is the freely expressed opinion of many officials that Germany has put the issue squarely up to President Wilson. Not one of his reiterated demands has been directly answered in either of the two German notes, and the general feeling is that Germany is in the same position as persons going into a battlefield on land.

Declaring its desire to permit safe travel by Americans, the German government then proposes to guarantee safe passage for American merchant vessels, and for passenger ships if they are clearly marked for identification, and if Germany is notified a reasonable length of time in advance of their arrival in the war zone. The German government "confidently hopes" that the United States will not permit them to carry contraband. To make sure that there are enough ships to give Americans adequate facilities for travel, a limited number of neutral ships, and, if necessary, not over four enemy ships, may be put under the Stars and Stripes and travel in safety on the same conditions.

Gained 30,737 lines over June 1914

The Tribune was the only morning newspaper in New York to show a gain in advertising for June, 1915, over June, 1914. Advertisers bought 30,737 more lines of space last month in Tribune columns than they did in the same period a year ago.

The next paper's record was 6,755 lines LOSS
 The third paper's record was 33,824 lines LOSS
 The fourth paper's record was 50,546 lines LOSS

Yet even with this gain, The Tribune gives its readers a greater proportion of editorial and news matter, as compared to advertising, than any of the papers which showed a loss—except one, whose total advertising was nearly 50,000 lines less than The Tribune's.

The Tribune
 First to Last—the Truth:
 News—Editorials—Advertisements