State Department Gives Out Text of Note to Germany

Continued from page one.

rine warfare as the commanders of German vessels are conducting it, it unhappily does not stand alone.

On the contrary, the government of the United States is forced by recent events to conclude that it is only one instance, even though one of the most extreme and most distressing instances, of the deliberate method and spirit of indiscriminate destruction of merchant vessels of all sorts, nationalities, and destinations which have become more and more unmistakable as the activity of German undersea vessels of war has in recent months been quickened and extended.

The Imperial Government will recall that when, in February, 1915, it announced its intention of treating the waters surrounding Great Britain and Ireland as embraced within the seat of war and of destroying all merchant ships owned by its enemies that might be found within that zone of danger, and warned all vessels, neutral as well as belligerent, to keep out of the waters thus proscribed or to enter them at their peril, the government of the United States earnestly protested. It took the position that such a policy could not be pursued without constant gross and palpable violations of the accepted law of nations, particularly if submarine craft were to be employed as its instruments, inasmuch as the rules prescribed by that law, rules founded on the principles of humanity and established for the protection of the lives of noncombatants at sea, could not in the nature of the case be observed by such vessels. It based its protest on the ground that persons of neutral nationality and vessels of neutral ownership would be exposed to extreme and intolerable risks; and that no right to close any part of the high seas could lawfully be asserted by the Imperial Government in the circumstances then existing. The law of nations in these matters, upon which the government of the United States based that protest, is not of recent origin or founded upon merely arbitrary principles set up by convention. It is based, on the contrary, upon manifest principles of humanity and has long been established with the approval and by the express assent of all civilized nations.

The Imperial Government, notwithstanding, persisted in carrying out the policy announced, expressing the hope that the dangers involved, at any rate to neutral vessels, would be reduced to a minimum by the instructions which it had issued to the commanders of its submarines, and assuring the government of the United States that it would take every possible precaution both to respect the rights of neutrals and to safeguard the lives of non-combatants.

In pursuance of this policy of submarine warfare against the commerce of its adversaries, thus announced and thus entered upon in despite of the solemn protest of the government of the United States, the commanders of the Imperial Government's undersea vessels have carried on practices of such ruthless destruction which have made it more and more evident as the months have gone by that the Imperial Government has found it impracticable to put any such restraints upon them as it had hoped and promised to put. Again and again the Imperial Government has given its solemn assurances to the government of the United States that at least passenger ships would not be thus dealt with, and yet it has repeatedly permitted its undersea commanders to disregard those assurances with entire impunity. As recently as February last it gave notice that it would regard all armed merchantmen owned by its enemies as part of the armed naval forces of its adversaries and deal with them as with men-of-war, thus, at least by implication, pledging itself to give warning to vessels which were not armed and to accord security of life to their passengers and crews; but even this limitation their submarine commanders have recklessly ignored.

Vessels of neutral ownership, even vessels of neutral ownership bound from neutral port to neutral port, have been destroyed along with vessels of belligerent ownership in constantly increasing numbers. Sometimes the merchantmen attacked have been warned and summoned to surrender before being fired on or torpedoed; sometimes their passengers and crews have been vouchsafed the poor security of being allowed to take to the ship's boats before the ship was sent to the bottom. But again and again no warning has been given, no escape even to the ship's boats allowed to those on board. Great liners like the Lusitania and Arabic and mere passenger boats like the Sussex have been attacked without a moment's warning, often before they have even become aware that they were in the presence of an armed ship of the enemy, and the lives of noncombatants, passengers, and crew have been destroyed wholesale and in a manner which the government of the United States cannot but regard as wanton and without the slightest color of justification. No limit of any kind has in fact been set to their indiscriminate pursuit and destruction of merchantmen of all kinds and nationalities within the waters which the Imperial Government has chosen to designate as lying within the seat of war. The roll of Americans who have lost their lives upon ships thus attacked and destroyed has grown month by month until the ominous toll has mounted into the hundreds.

The government of the United States has been very patient. At every stage of this distressing experience of tragedy after tragedy it has sought to be governed by the most thoughtful consideration of the extraordinary circumstances of an unprecedented war and to be guided by sentiments of very genuine friendship for the people and government of Germany. It has accepted the successive explanations and assurances of the Imperial Government as of course given in entire sincerity and good faith, and has hoped, even against hope, that it would prove to be possible for the Imperial Government so to order and control the acts of its naval commanders as to square its policy with the recognized principles of humanity as embodied in the law of nations. It has made every allowance for unprecedented conditions and has been willing to wait until the facts became unmistakable and were susceptible of only one interpretation.

It now owes it to a just regard for its own rights to say to the Imperial Government that that time has come. It has become painfully evident to it that the position which it took at the very outset is inevitable, namely, the use of submarines for the destruction of an enemy's commerce, is, of necessity, because of the very character of the vessels employed and the very methods of attack which their employment of course involves, utterly incompatible with the principles of humanity, the long-established and incontrovertible rights of neutrals, and the sacred immunities of noncombatants.

If it is still the purpose of the Imperial Government to prosecute relentless and indiscriminate warfare against vessels of commerce by the use of submarines without regard to what the government of the United States must consider the sacred and indisputable rules of international law and the universally recognized dictates of humanity, the government of the United States is at last forced to the conclusion that there is but one course it can pursue. Unless the Imperial Government should immediately declare and effect an abandonment of its present methods of submarine warfare against passenger and freight-carrying vessels, the government of the United States can have no choice but to sever diplomatic relations with the German Empire altogether. This action the government of the United States contemplates with the greatest reluctance but feels constrained to take in behalf of humanity and the rights of neutral nations.

LANSING.

U. S. Note Arrives in Berlin.

The State Department was advised yesterday afternoon by Ambassador Gerard at Berlin that its note on the submarine controversy had arrived there. It will be delivered to the Berlin foreign office at once.

American School in Greece Burned.

Saloniko, Greece, April 19.—German patrols have isolated the Greek posts at Doiran and Akindjali by blowing up five bridges. The American school in this city was gutted by fire today.

U. S. Sure German Torpedo Hit The Sussex, Unwarned

Statement of facts in Sussex case accompanying note to German government of April 18, 1916.

The French channel steam Sussex, employed regularly in passenger service between the ports of Folkestone, England, and Dieppe, France, as it had been for years (French Foreign Office), left Folkestone for Dieppe at 1.25 p. m., March 24, 1916, with 325 or more passengers and a crew of 53 men. (Declaration of Captain Mouffet; Rear Admiral Grasset's report.) The passengers, among whom were about 25 American citizens (telegram London Embassy, March 25, and Paris Embassy, March 26 and 28), were of several nationalities and many of them were women and children and nearly half of them subjects of neutral states. (Report of Commander Sayles and Lieutenant Smith; Rear Admiral Grasset's report.) The Sussex carried no armament (French Foreign Office; report of Commander Sayles and Lieutenant Smith; affidavits of American passengers), has never been employed as a troop ship, and was following a route not used for transporting troops from Great Britain to France. (British Admiralty statement; French Foreign Office.)

The steamer proceeded on its course almost due south after passing Dungeness. (Declaration of Captain Mouffet.) The weather was clear and the sea smooth. (Affidavits of Edna Hale, John H. Hearley, Gertrude W. Warren.) At 2.50 p. m., when the Sussex was about 13 miles from Dungeness (declaration of Captain Mouffet), the captain of the vessel, who was on the bridge, saw about 150 meters from the ship, on the port side, the wake of a torpedo. (Declaration of Captain Mouffet.) It was also seen very clearly by the first officer and the boatswain who were with the captain on the bridge. (Report of Rear Admiral Grasset.) Immediately the captain gave orders to port the helm and stop the starboard engine (declaration of Captain Mouffet), the purpose being to swing the vessel to starboard so as to dodge the torpedo by allowing it to pass along the port bow on a line converging with the altered course of the steamer. Before, however, the vessel could be turned far enough to avoid crossing the course of the torpedo, the latter struck the hull at an angle a short distance forward of the bridge, exploded, destroyed the entire forward part of the steamer as far back as the first water-tight bulkhead, carried away the foremast with the wireless antennae and killed or injured about 80 of the persons on board. (Declaration of Captain Mouffet; report of Rear Admiral Grasset; deposition of Henry S. Beer.) At the time no other vessel was in sight. (Affidavits of Samuel F. Bemis, T. W. Culbertson, John H. Hearley, and others.)

The approach of the torpedo was witnessed by several other persons on the vessel. (Affidavits of Samuel F. Bemis, Henry S. Beer, Gertrude W. Warren.) One of these, an American citizen named Henry S. Beer, was leaning on the port rail about ten feet behind the bridge and gazing seaward when he saw the approaching torpedo about 100 yards away and exclaimed to his wife and companion: "A torpedo!" Immediately following his exclamation the missile struck the vessel. (Depositions of Henry S. Beer and Mrs. Henry S. Beer.)

In further corroboration of the fact that the captain saw the torpedo coming toward the vessel, is the sworn statement of the engineers on duty that the order to port the helm and to stop the starboard engine was received and obeyed. (Report of Admiral Grasset.) No reasonable explanation can be given for this unusual order other that the captain saw something which caused him to change his course sharply to starboard.

In addition to this evidence which would in itself appear to be conclusive that the agent of destruction was a torpedo, is that of Lieut. Smith, United States Navy, attached to the American Embassy at Paris, who, accompanied by Maj. Logan, United States Army, of the Embassy, went to Boulogne, inspected the hull of the Sussex and personally found beneath the mass of water-soaked debris of the wreck fifteen pieces of metal, which they retained in their possession as they did not believe the pieces formed part of the vessel. The inspection of the hull disclosed that the vessel was wrecked by an external explosion, the boilers being intact, and that a short distance forward of the bridge was a large dent showing that the vessel had received a heavy blow, the direction of impact being from abaft the beam along a line at an acute angle with the keel of the vessel. (Report of Lieut. Smith, cabled April 1.) This evidence coincides with and corroborates the statement that the vessel was swinging to starboard and away from the torpedo when struck.

The pieces of metal, which the American officers had collected, were compared by Lieut. Smith, Lieut.-Commander Sayles and Maj. Logan with mines and plans of mines in possession of the French naval authorities at Boulogne, Rochefort and Toulon, and British naval authorities at Portsmouth. These officers are positive in their opinion that these pieces of metal were not parts of a mine. (Report of Lieut. Smith, cabled April 2 and 5.)

Among these 15 pieces of metal were two screw-bolts showing the effects of an explosion, which were stamped with "K" and "56" on faces of the head of one, and "K" and "58" on faces of the head of the other. On examining German torpedoes in the possession of the French naval authorities at Toulon, and of the English naval authorities at Portsmouth, the American officers found that identical screws with the letter "K" and a number were employed to fasten the "war" head (kopf) to the air chamber. (Lieutenant Smith's reports, cabled April 2, 5 and 13.)

The screws used in French and English torpedoes have no markings and are of a slightly different size. (Same reports.) Furthermore, the American officers were able by comparison and close examination to positively identify and locate all the remaining 13 pieces of metal as parts of a German torpedo, as follows:

Fragment 3, part of inner seat of water relief valve of engine valve.

Fragments 4 and 5, punto bands of engine-room casing.

Fragments 6 to 10 inclusive and 12, parts of engine cylinders.

Fragments 11, 13, 14, 15, parts of steel war head still being the distinctive red paint common to German torpedo war heads. (Report of Lieutenant Smith, cabled April 5.)

In view of these authenticated facts there can be no reasonable doubt but that the Sussex was torpedoed and that the torpedo was of German manufacture. As no vessel was seen by any person on the Sussex, the conclusion is irresistible that the torpedo was launched without warning from a sumarine which was submerged at the time of the attack and remained beneath the surface after the explosion.

The conclusion thus reached from the evidence (the affidavits being those of American citizens) collected by the Department of State is substantiated by the statements in the Imperial Government's note of April 10, 1916. According to those statements—

(a) A German submarine torpedoed a steamer 1 1-2 miles southeast of Bull Rock Bank.

Department Comment—The point of attack is exactly in the course which was taken by the Sussex after passing Dungeness and about 1-2 mile from the place where the captain of the Sussex states he was torpedoed.

(b) The attack took place at 3:35 o'clock, p. m., Central European time.

Department's comment—3:35 p. m., Central European time would correspond to 2:55 p. m., Western European time. The time of the striking of the torpedo according to the captain of the Sussex, and the stopping of the clocks on board the vessel, was 2:50 p. m., Western time.

(c) The torpedo, when it struck, caused an explosion which tore away the whole foreship up to the bridge.

Department's comment — The forepart of the Sussex was wrecked as far back as the first water-tight bulkhead, according to the official reports.

(d) The German submarine was submerged when the torpedo was launched and there is no statement that it came to the surface after the attack.

Department's comment—The conclusion was reached that the submarine was submerged from the fact that no one on the Sussex saw a submarine, though the weather was fine.

(e) No warning was given and no attempt was made to give one since it is not mentioned.

Department's comment—The evidence collected shows affirmatively no warning was given.

(f) A sketch by the submarine commander of the steamer which he torpedoed does not agree with a photograph of the Sussex in the London Graphic.

Department's comment — This sketch was apparently made from memory of an observation of the vessel through a periscope. As the only differences noted by the commander, who relied on his memory, were the position of the smokestack and the shape of the stern, it is to be presumed the vessels were similar in other respects.

(g) No other German submarines on that day attacked steamers in that locality.

Department's comment—As no vessel is reported to have been torpedoed without warning by a submerged submarine other than the Sussex it is beyond question that that vessel was torpedoed by the submarine whose commander's report is relied upon in the note of April 10.

LANSING.

NET CLOSES ON MANY PLOTTERS

Wholesale Arrests of German Agents Would Follow Break with Kaiser.

Wholesale arrests against plotters against the United States will take place within twenty-four hours if diplomatic relations with Germany are broken off. It was learned yesterday that officials of the Secret Service and the Department of Justice have under close espionage more than 200 men in various parts of the United States, among them consular agents of the German government, who are alleged to have been parties to a gigantic conspiracy to violate American neutrality.

That arrests have not been made previously has been due to the delicate international situation, President Wilson having been anxious that no step be taken which might add to the seriousness of the situation.

The first move by this government will be against the gigantic secret service organization which Germany has maintained in the United States ever since the commencement of the war.

Practically every violation of American neutrality which American officials have uncovered since the war began has been traced to the directors of this secret service, it was stated at the department yesterday.

The arrest of Wolf von Igel, private secretary to Capt. Franz von Papen, former military attache of the German Embassy at Washington, resulted in the seizure of papers which furnish an additional connecting link between the Germans picked to do such work as the blowing up of the Welland Canal; the amassing of huge stores of munitions in this country, the placing of bombs on ships leaving American ports and the destruction of munition factories, and the high German officials who have been supervising the general work.

Grave charges of German interference with the Mexican policy of the United States also are before the department.

ARMY AND NAVY.

CONTINUED FROM PAGE SIX.

Mrs. Joseph K. Taussig, guest of her brother and sister-in-law, Mr. and Mrs. Henry Johnson, New York, has returned to her home in Norfolk.

Mrs. Robert Reed, of Pittsburgh, Pa., is the guest of her brother and sister-in-law, Commander and Mrs. D. M. Wood.

Naval Constructor and Mrs. Harry G. Knox had dinner at the country club for Paymaster and Mrs. S. E. Barber, Paymaster and Mrs. D. B. Wainwright, Jr., Lieut. and Mrs. H. B. Kelly, Naval Constructor and Mrs. I. I. Yates, Mrs. F. M. Perkins and Lieut. M. F. Draemel.

Lieut. Commander Ward K. Wortman and Lieut. H. M. Kieffer, U. S. S. Parker, have been on leave in Washington.

Mrs. Gill Wylie and Mrs. Jack Gardner are guests of Rear Admiral and Mrs. Walter McLean at their home in the yard, to be with their mother, Mrs. Donald McLean, who is ill.

Lieut. M. F. Draemel had dinner on the Vermont, followed by a party at the Colonial Theater, Norfolk.

Mrs. F. William Halsey, of Annapolis, has been spending a few days with relatives in Norfolk.

Lieut. and Mrs. Clyde G. West have returned from Washington, accompanied by their mother, Mrs. Duvall.

Paymaster and Mrs. S. Earl Barber had dinner for Lieut. and Mrs. H. B. Kelly, Mr. and Mrs. Hugh D. Davis, Mrs. White Howard, of Charlottesville, Va. and Harold Hathaway.

Mrs. Henry E. Jenkins and baby left to be the guests of Mrs. Jenkins's parents, Medical Director and Mrs. James D. Gatewood, in Washington, D. C.

Mrs. Chauncey Shackford and little son have left for New York to join Lieut. Commander Shackford.

ARMY ORDERS.

Col. John W. Rockman, Coast Artillery Corps, is relieved from duty as fort commander, Fort Adams, R. I., to take effect at such time as will enable him to comply with this order, and will report in person not earlier than May 14, 1916, at such time as he may become legally eligible for detached service to the president of the Naval War College, Newport, R. I., for the purpose of completing the course at the college.

Maj. John C. Gilmore, jr., Coast Artillery Corps, is assigned to duty as fort commander, Fort Adams, R. I., to take effect upon the relief of Col. John W. Rockman, Coast Artillery Corps, of those duties.

Second Lieut. Stiles M. Decker, Coast Artillery Corps, is relieved from duty at the Coast Artillery School, Fort Monroe, Va., to take effect at such time as will enable him to comply with this order, and will sail for Honolulu, Hawaii.

Leave of absence for two months, to take effect upon his relief from detail in the Ordnance Department, is granted First Lieut. Burton O. Lewis, Ordnance Department.

Leave of absence for two months, to take effect upon his relief from detail in the Ordnance Department, is granted First Lieut. Dwight K. Shurtleff, Ordnance Department.

So much of paragraph 33, Special Orders, No. 80, April 5, 1916, War Department, as directs Second Lieut. Paul L. Ferron, Coast Artillery Corps, to proceed to Honolulu, Hawaii, is revoked. He is relieved from assignment to the Thirtieth Company and placed on the unassigned list.

Each of the following-named officers of the Coast Artillery Corps is relieved from his present assignment in the Coast Defenses of Oahu, to take effect on the date specified, and will proceed to the United States on the first available transport thereafter: First Lieut. Daniel N. Swan, jr., August 10, 1916, to the Coast Defenses of Sandy Hook; Second Lieut. Hermann H. Koenig, August 5, 1916, to the Coast Defenses of San Francisco.

Each of the following-named officers of the Coast Artillery Corps, upon his relief from duty at the United States Military Academy and upon the expiration of any leave of absence which may be granted him, will proceed to Manila, Philippine Islands: First Lieut. Edward W. Putney, First Lieut. James H. Cunningham.

Each of the following-named officers of the Coast Artillery Corps is relieved from his present assignment, to take effect at such time as will enable him to proceed to Manila, Philippine Islands, on the transport scheduled to leave San Francisco, Cal., on the date indicated: First Lieut. John H. Pirie, August 5, 1916; Second Lieut. Edward Montgomery, September 5, 1916; Second Lieut. Francis J. Tooher, August 5, 1916, and Second Lieut. Francis J. Turney, September 5, 1916.

Capt. Charles T. Richardson, Ordnance Department (first lieutenant, Coast Artillery Corps), upon his relief from detail in the Ordnance Department and upon the expiration of any leave of absence which may be granted him, will proceed to Manila, Philippine Islands.

Second Lieut. John F. Kahle, Coast Artillery Corps, is relieved from duty in the Coast Defenses of Chesapeake Bay, to take effect at such time as will enable him to comply with this order, and will sail on the transport scheduled to leave San Francisco, Cal., on or about August 5, 1916, for Honolulu, Hawaii.

Capt. Guy V. Henry, Thirteenth Cavalry, upon arrival in the United States will proceed to West Point, N. Y., and report in person to the superintendent, United States Military Academy, for duty.

The name of Capt. Verne La S. Rockwell, Eleventh Cavalry, is placed on the list of officers detached from their proper commands to take effect June 19, 1916, and the name of Capt. Julian R. Lindsey, cavalry, is removed therefrom, to take effect June 16, 1916.

The name of First Lieut. Albert H. Mueller, Tenth Cavalry, is placed on the list of officers detached from their proper commands to take effect June 7, 1916, and the name of First Lieut. Charles S. Hoyt, cavalry, is removed therefrom, to take effect June 6, 1916.

Maj. John H. Rice, Ordnance Department, will proceed at the proper time to Fort Leavenworth, Kans., for the purpose of delivering lectures before the students at the Army Service Schools, and upon the completion of this duty will return to his proper station, via Rock Island Arsenal, Rock Island, Ill., on official business in connection with the Ordnance Department.

Brig. Gen. William A. Mann, U. S. A., is relieved from his present duties, and is assigned to the command of the Second Brigade, to take effect upon the relief of Brig. Gen. Robert K. Evans, U. S. A., from the command of that brigade. Brig. Gen. Mann will proceed at the proper time to Laredo, Tex., and assume command of the Second Brigade.

Maj. Edwin F. Wolfe, Medical Corps, now on detached service in the Southern Department, is assigned to temporary duty at the base hospital at Fort Bliss, Tex., as disbursing officer and medical supply officer. Maj. Wolfe will proceed to Fort Bliss for duty accordingly.

Leave of absence for two months, to take effect upon his relief from duty in the Signal Corps, is granted First Lieut. James H. Van Horn, Signal Corps.

Leave of absence for twenty days is granted Capt. Arthur Pollion, First Cavalry, military attache.

The name of First Lieut. Ira Longanecker, Twenty-second Infantry, is placed on the list of officers detached from their proper commands, to take effect August 2, 1916, and the name of First Lieut. Gordon R. Catts, infantry, is removed therefrom.

The name of First Lieut. Cassius M. Dowell, Eleventh Infantry, is placed on the list of officers detached from their proper commands to take effect July 8, 1916, and the name of First Lieut. William T. MacMillan, infantry, is removed therefrom.

A board of officers to consist of Capt. Fred W. Palmer, Medical Corps; Capt. Arthur S. Cowan, Signal Corps; Capt. Ray W. Bryan, Medical Corps; Capt. Frank P. Lahm, aviation officer, Signal Corps, and First Lieut. Harry Gantz, aviation officer, Signal Corps, is appointed to meet at the Signal Corps Aviation School, San Diego, Cal., for the purpose of examining such officers as may be ordered before it with a view to determining their qualification for rating as junior military aviators in the Aviation Section of the Signal Corps.

The following-named aviation students will report in person to Capt. Fred W. Palmer, Medical Corps, president of the board of officers appointed in paragraph 2, Special Orders, No. 81, April 13, 1916, War Department, for examination to determine their qualification for rating as junior military aviators in the Aviation Section of the Signal Corps: First Lieut. John P. Curry, Fifth Infantry; Second Lieut. Roy S. Brown, First Cavalry; Second Lieut. Ralph Royce, Twenty-sixth Infantry.

Leave of absence for ten days, to take effect upon the completion of his examination for promotion, is granted Second Lieut. George D. Riley, Coast Artillery Corps.

NAVAL ORDERS.

MOVEMENTS OF VESSELS.

Baltimore, arrived at Portsmouth Yard, April 17; Chattanooga, arrived at San Diego, April 17; Cheyenne, arrived at San Francisco, April 16; D-1, D-2, D-3, arrived at Block Island, April 17; Dorsun, arrived at Hampton Roads, April 14; Iris, arrived at Mare Island, April 18; Lamson, arrived at Key West, April 19; Nero, arrived at San Diego, April 16; Ozark, arrived off tail of Horseshoe Lightship, April 18; Patuxent, arrived Norfolk Yard, April 18; Potomac, arrived Balboa, April 18; Solace, arrived at Tompkinsville, April 18; Sonoma, arrived New York Yard, April 18; Texas, arrived New York Yard, April 18; Tonopah, arrived Block Island, April 17; Unas, arrived Charleston Yard, April 18; Vestal, sailed for Boston, April 18.

NOTES.

The Jason, now at Hampton Roads, has been ordered to proceed to Newport and refit at Hampton Roads.

The Kanawha, now at Boston, has been ordered to proceed as follows: To Port Arthur, Tex., to Guantanamo, to Key West and thence to Port Arthur, Tex.

ORDERS TO OFFICERS.

Commander C. M. Toner, to command Colorado.

Commander Adolbert Althouse, to command Cleveland, May 6, 1916.

Commander G. W. Williams, to command Oregon.

Commander J. M. Reeves, to Navy Yard, Mare Island, Cal.

Commander F. H. Brumby, to Asiatic Station via June transport.

Lieut. Commander W. S. Miller, to command Ericsson.

Lieut. Commander R. B. Adams, to works Carnegie Steel Company, Munhall, Pa.

Lieut. Commander G. W. S. Clark, to Bureau Steam Engineering, Navy Department, Washington, D. C.

Lieut. L. E. Morgan, retired, placed on retired list of officers of the navy in conformity with provisions of section 1453 of Revised Statutes from April 11, 1916.

Lieut. Logan Cresap, to Delaware as gunnery officer.

Lieut. E. L. McSheehy, to receiving ship at Boston, Mass.

Lieut. R. M. Brainard, to Utah as gunnery officer.

Lieut. Russell Wilson, to staff commander, second in command, Atlantic Fleet.

Lieut. A. G. Kirk, to Naval Proving Grounds, Indian Head, Md.

Lieut. (junior grade) B. H. Bieri, to Texas April 28, 1916.

Lieut. (junior grade) T. L. Gatch, to Chattanooga, May 20, 1916.

Lieut. (junior grade) D. C. Godwin, to Oklahoma.

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June 15, 1820

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Mothers should give cross, sick, bilious, feverish children a whole Cascaret anytime as they cannot injure the thirty feet of tender bowels.—Adv.

U. S. Marines Will Seize Wireless Plant At Sayville Used By German Government

(By New York Sun Service.)

New York, April 19.—A detachment of marines will leave the Brooklyn Navy Yard tomorrow morning to take charge of the largest wireless plant in the world at Sayville, Long Island. This plant has maintained almost uninterrupted communication hitherto with Berlin and Nauen, Germany.

The marines will be sent under orders from the Navy Department at Washington. The detachment, when made up, will be composed of twenty-eight men, under command of a sergeant. It will be made up of two details.

The marines have been instructed to take over the huge aerial transmission station and permit no messages to be sent without the authorization of the Navy Department.

U. S. ACTS ALONE IN DEALING WITH BERLIN

State Department Previously Had Refused Proposals from Sweden to Protest International Law Violations.

It was learned today that the United States is not acting in concert or simultaneously with other neutral powers in dealing with the submarine issue. At the same time, it was stated, some neutral governments might be passively sympathetic toward the action taken by this country.

Sweden was desirous of joint action in the interest of neutral rights in general, but this government decided to act alone in making complaints and demands.

It was regarded here yesterday as unlikely that any neutral would act with the United States in the latest developments of the submarine controversy. Aside from the dissimilar interests of the United States and those of Scandinavia and Holland, it was said, the United States in taking so grave a step is 4,000 miles away from the country at which its directed, while the other countries most concerned are facing, as it were, the nation concerned.

PLAN TO DEFEND NEW YORK.

National Guard Arrangements Discussed at Parley.

Albany, April 19.—Secret arrangements have been made for the policing of New York City by regiments of the National Guard in case of a breaking off of diplomatic relations with Germany.

These arrangements were made today at a secret conference between Gov. Whitman, Police Commissioner Arthur Woods, Maj. Gen. John O'Ryan and Adjt. Gen. Stotesbury.

Never Neglect Colds; Treat Them Promptly

Often they lead to those pulmonary troubles which are responsible for more than one-tenth of all lives lost through illness.

Heavy colds which develop deep-seated coughs or cause inflammation of the air-passages and persist in spite of medication, weaken the system to a point where resistance easily is overcome—and asthma, bronchial and pulmonary troubles are the result. To renew normal resistance, Eckman's Alterative has been found highly beneficial in many instances.

Its lime content is so combined with other remedial agents as to be easily assimilated by the average person—and it contains no narcotics or habit-forming drugs of any sort. So it's safe to try.

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