

# GERMAN REPLY REACHES WASHINGTON OFFICIALS

## American Ships Engaged in Legitimate Trade Will Not Be Interfered With Nor Lives on Neutral Ships Endangered.

### MAIN CONTENTIONS OF U. S. NOT ANSWERED

#### Kaiser is Willing to Permit America to Place Four Hostile Ships in Passenger Service—Must Not Carry Contraband—Full Text of Note.

Berlin, via London.—Germany's offer, embodied in the reply to the American note regarding the sinking of the Lusitania and submarine warfare, which was delivered to American Ambassador Gerard 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 entertaining in return the confident hope that the American government will see that these ships do not carry contraband; such ships 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.

The text of the note follows:

"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 reference to 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 the 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 always had 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 destruc-

tion, 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 (by?) that 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 without mercy until our utter destruction, we were conducting a war in self-defense 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 methods 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 interest 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 rain submarines and the promise of rewards therefor and neutrals who use merchantmen as travelers 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 where-with the German nation has been imbued towards 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 assurance 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 pas-

senger 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 on 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 condition 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 within dangerous localities in spite of previous warnings.

"If, however, it should not be possible for the American government to acquire an adequate number of neutral passenger steamers, the Imperial government is prepared to interpose no objection as to 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 extend to apply under the identical 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 proposal 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.

"The 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.  
(Signed) "VON JAGOW."

**Power of Appeal in Advertising.**  
San Francisco, Cal.—The growing power of the newspaper advertisement and its advance to a higher plane of moral appeal and responsibility were pointed out by Talcott Williams, director of the Columbia University School of Journalism, in an address here, as powerful and encouraging factors in the past half century's newspaper history.

"The American advertisement in the past half century has made an advance greater than in all its history before through the pressure of public opinion, the increased vigilance of the American newspaper and the higher standards of the solicitor and advertiser," said Dr. Williams, who spoke before the International Press Congress at the Panama-Pacific Exposition.

"The moral advance of the advertisement began with the futile attempts to exclude lottery notices three quarters of a century ago. Any man who will compare American advertisements with those of the English, French, German and other European newspapers will find our press and our public not apart, but together, has raised the moral standards of our newspapers to a level nowhere else maintained.

"Truth in the advertisement is more and more enforced under a social law which in all jurisprudence, age by age, imposes heavier penalties and wider sanctions on all written agreements which affect value. The American public has been the first, as its laws and its newspapers show, to see that the advertisement which began as the tool of trade, has become the weapon of democratic instructions.

"The use of the advertisement to bring all causes and pleas before the tribunal of the people will grow. Churches, education corporations, must turn to this agency or the public will turn from them. The newspaper must keep its columns worthy of this new task and remember that all free publicity which should pay is an unjust tax upon the publicity which pays."

**Danger in Waiting.**  
Just because an Oregon scientist declares that old men do the best work is no reason, of course, why young fellows should put off contemplated achievements until the arrival of declining years. It may be that the man who accomplishes little in his early maturity will make up for the lack when he starts down the western slope of life. It doesn't sound reasonable, however.

# GERMANY'S REPLY HAS BROUGHT CRISIS

## CRITICAL POINT BETWEEN THE TWO COUNTRIES HAS BEEN REACHED.

### STUDY ADDS TO PESSIMISM

#### Officials Feel That United States Must Refuse to Accept Proposals to Americans.

Washington.—Study on Germany's reply to the American note on submarine warfare strengthens the conviction of high officials that a critical point in the relations between the two countries has been reached.

Not only do officials feel the United States must refuse to accept German proposals for the future conduct of American citizens on the high seas, it was declared, but the failure of Germany to disavow the sinking of the Lusitania with the loss of American lives, in their view, has brought on a crisis.

That there will be no action by the United States for at least another week was indicated. Several days will be required to measure fully the consequences and responsibilities the American government will incur in framing a policy to meet the situation. Secretary Lansing probably will go to Cornish, N. H., to confer with President Wilson. He said he would study the note carefully and then communicate with the President.

Count von Bernstorff, the German Ambassador, intends to call on Secretary Lansing during the week to learn informally whether he can be of any service in the situation.

### LOOK OUT FOR BOMBS ON SHIPS.

#### New Orleans Paper Receives Letter Saying Ships Will Be Sunk.

Washington.—Warning to look out for bombs concealed in their holds were flashed from the naval wireless towers at Arlington to two ships at sea, which sailed from New Orleans July 8.

Sending of the warning was ordered by Secretary Daniels after receipt of a telegram from a New Orleans newspaper saying a letter to that paper signed "Pearce" indicated that explosives had been placed aboard these vessels.

The radio message was sent broadcast over the sea and even if it is not picked up directly by the Howth Head or Baron Napier, some other ship in the neighborhood may relay it.

Naval officers think responses may be caught by some of the wireless stations along the South Atlantic coast.

Both the vessels, the British steamships Howth Head and Baron Napier cleared with cargoes of mules for the British army July 8 and sailed the next day, the former for Dublin and Belfast via Norfolk, and the latter direct for Avonmouth.

### Arras Shelled by Germans.

Arras, France via Paris.—Shells have been dropping into Arras at intervals as they have been for twenty-five days. Every 24 hours a few more buildings crumple and burn, although the fire department still is efficient in extinguishing flames.

### Comment on Note.

Berlin, via London.—Paul Harmer devotes the leading paragraph in The Tageblatt's weekly review to not over-optimistic comment regarding differences between America and Germany. He refers to the American demand that ships be warned before they are sunk and declares this would mean giving up the submarine as a weapon.

### Women as Section Hands.

Berlin.—Women, who have gradually replaced men on the German railroads as ticket choppers at the stations, as guards, etc., are now being installed by the management of the Bromberg railroad as section hands.

### C. A. Blakesley Dead.

Kansas City.—Charles A. Blakesley, 41, for many years paragrapher of the Kansas City Star, is dead.

### Bryan Issues Statement.

Los Angeles, Cal.—William Jennings Bryan, former Secretary of State, issued a statement in which he said editorial comment on Germany's reply to the American Lusitania note represented the extremes of sentiment, but that he believed most of the people were interested solely in protecting American rights and that they would "heartily approve any steps the President may see fit to take to keep Americans out of the danger zone or separate passengers from contraband, especially ammunition."

### War Insurance Premium Raised.

Christiania.—The government war insurance premium for the merchant marine has been raised from 12 per cent to 24 per cent in the case of ships sailing in the North Sea, the English Channel and the East Atlantic. While the insurance of ships is handled through the government cargo is taken care of by a mutual insurance company made up of ship-owners. The premium on cargo from the United States has been increased to 4 per cent, while the rate from Norway remains at 1 per cent.

# DESPERATE FIGHT TO SAVE BIG SHIP

## OFFICERS OF MINNEHAHA SURE FIRE WAS CAUSED BY BOMB EXPLOSION.

### SHOOK THE ENTIRE VESSEL

#### Ship Would Have Been Lost if Bomb Had Been Placed Near Explosives Which She Carried.

Halifax, N. S.—A bomb placed aboard the Atlantic Transport liner Minnehaha, probably while she lay at her pier in New York, caused an explosion and fire at sea, which forced the steamer to put in here for examination in the opinion of the vessel's officers.

The explosion occurred in No. 3 hold and shook the vessel from stem to stern. Those of the crew forward at the time were stunned and two sailors were hurled bodily into the air. Flames followed quickly and for two days and nights the crew battled to save the ship.

The ship's officers do not doubt that Erich Muentzer, alias Frank Holt, or confederates, were responsible for the explosion which occurred on the afternoon of July 7, the date on which Muentzer predicted that some vessel, the name of which he appeared uncertain of, would be destroyed.

Muentzer's plans were frustrated by the fact that this weapon of destruction was placed with miscellaneous freight forward and was not near an enormous cargo of ammunition.

While the sailors fought the fire Captain Claret headed for Halifax and brought the vessel safely through a gale and fog to an anchorage in the lower harbor here. The flames, meanwhile, had eaten their way into No. 4 hold, but later it was announced they had been extinguished. The theory of spontaneous combustion was not held, as the explosion was followed by suffocating fumes which seriously hampered the crew in their fight and which the officers insisted had been let loose by some infernal instrument.

### NAVY BUILDING PROGRAM.

#### Construction of Many Submarines Will Be Urged in Congress.

Washington.—The next building program of the United States Navy will include estimates for nearly double the number of submarines appropriated for by the last session of congress. From officials in close touch with the administration's plans for the navy it was learned that while the general board would wait until September before making its recommendations at least 30 and probably more submarines certainly would be required.

Some naval officers of high rank think as many as 50 or 75 submarines would not be too many, but those who are taking into account the necessity for enlarging other parts of the navy program believe a conservative estimate of the number which eventually will be agreed upon is about 30. The last congress in three sessions authorized 26 submarines and the United States has a total now of nearly 70 in commission, or building. Within two years the total, it is estimated, may be brought up to 100 under-sea craft.

Secretary Daniels, it is understood, favors a large building program, believing that in the development of the efficiency of the submarine arm lies the most important task of the navy today. The action of the last congress in appropriating for 16 submarines when only eight or more were asked for is believed to have given the secretary confidence that the next session of congress would be even more generous.

### Mrs. Thaw Too Ill to Appear.

Albany, N. Y.—Evelyn Nesbit Thaw remained abed on advice of her physician, Doctor McGibbon of Chateaugay Lake. It was regarded as unlikely that he would sanction her going to New York to testify in the jury proceedings to determine the mental state of her husband, Harry K. Thaw.

### Germans Defeated in Africa.

London.—The complete surrender of German forces in German Southwest Africa to General Botha, commander of the forces of the Union of South Africa; the French advance in the Vosges of 700 yards, on a front of 600 yards and the capture there of upwards of 800 unarmored Germans, and the stand being made by the Russians in Southern Poland against the Austro-German forces, give British military critics subject for comment on what they term the "turn of the tide" in the war.

### Villa Claims Important Victory.

Washington.—General Villa telegraphed pan American Consul agent at Chihuahua that he had led General Hill's Carranza forces into a trap and severely defeated them in the vicinity of Aguas Calientes. The consular report reached the state department contradicting a message from an American Consul at Aguas Calientes earlier in the day saying Villa had been defeated and that his forces were retreating northward. State department officials were unable to clear up the discrepancy.

# THE CLEMSON AGRICULTURAL COLLEGE

In Co-Operation with UNITED STATES DEPARTMENT OF AGRICULTURE, And State Department of Education.

Bishopville, S. C., May 28, 1915.  
To All Demonstration Agents and Members of the Boys' Corn Clubs of S. C.:  
I beg leave to announce following prizes:

**First Prize.**  
To the boy in the State making the highest general average according to rules and regulations contained in Circular No. "A" 74, Revised Edition, and in Clemson College Corn Club Catechisms Vols. I. and II., will be awarded a gold medal offered by the Hon. A. F. Lever, and Forty (\$40) dollars in cash offered by the H. G. Hastings Seed Co., of Atlanta, Ga.

**Second Prize.**  
To the boy making the second general average according to rules and regulations contained in Circular No. "A" 74, Revised Edition, and in Clemson College Corn Club Catechisms Vols. I. and II., will be awarded a 14k. gold, open faced, 19 jeweled, adjusted Waltham movement watch, offered by the W. H. Mixson Seed Co., of Charleston, S. C., and thirty (\$30) dollars in cash offered by the H. G. Hastings Seed Co., of Atlanta, Ga.

**Third Prize.**  
To the boy in the State making the highest yield at the lowest cost per bushel, in accordance with the rules and regulations contained in Circular No. "A" 74, Revised Edition, and in the Clemson College Corn Club Catechisms Vols. I. and II., will be awarded Thirty (\$30) dollars in cash offered by the H. G. Hastings Seed Co., of Atlanta, Ga.

**Fourth Prize.**  
To the boy in each congressional district of the State making the highest average according to rules and regulations contained in Circular No. "A" 74, Revised Edition, and in the Clemson College Corn Club Catechisms Vols. I. and II., will be awarded one thousand (1000) pounds of Sulphate of Ammonia, or an agricultural short course of one month at Clemson College. This prize is offered by American Coal Products Co., of Atlanta, Ga.

**Fifth Prize.**  
To the two boys in each County of the State making the highest two general averages according to rules and regulations contained in Circular No. "A" 74, Revised Edition, and in the Clemson College Corn Club Catechisms Vols. I. and II., will be awarded one month free scholarship to agricultural short course at Clemson College. These prizes are offered by Clemson College.

**Sixth Prize.**  
To the County Agent who secures the greatest percentage of bona fide club reports on the largest enrollment of boys, enrollment to count twenty-five per cent and reports to count seventy-five per cent will be awarded Twenty-five (\$25) dollars in cash, offered by the H. G. Hastings Seed Co., of Atlanta, Ga.

L. L. BAKER,  
Supervising Agent of Boys' Corn Club Work.  
W. W. LONG, State Agent.  
J. E. SWARINGEN,  
State Supt. of Education.

**Weeping Willows.**  
The weeping willows, so-called (scientific name *S. babylonica*), is a native of China, from which country it has been taken over most of the civilized earth. It varies in height and dimensions, according to climate and soil, and invariably maintains its drooping habit, the chief cause of its attractiveness.

**Quiet Shoes.**  
To make nice sick-room shoes in which you can step about softly, out from old felt hats sole and heel pieces. Glue these on and you have a quieter shoe than those sold as nurses' shoes. The patten of little feet, so hard on some people's nerves, is easily deadened by the same method, also helping to keep the little feet warm when playing on a cold floor.

**Business vs. Idleness.**  
The opportunities and perplexities of business are softness and luxury compared with the incessant cravings of vacancy and the unsatisfactory expedients of idleness.—Doctor Johnson.

**Kilometer.**  
A kilometer is a length of 1,000 meters, equal to 3,280 feet, or 0.621 of a mile. The kilometer is the chief unit for long distances in the metric system of measurement.

**Enlarged Tonsils and Adenoids.**  
Before operating to remove adenoids and tonsils the health of the child should always be built up. If there is an existing cold this must be treated and cured. If the teeth are decayed they must be filled. Treating the teeth and the practicing of deep breathing exercises will be all that is needed to cure tonsil disease if it is strictly local, and not the expression of a systematic condition or some recent infection.

**Onion's Good Properties.**  
From the best authorities we learn that colds are caused by three things—a chill, a germ and a uric acid tendency which provides a soil for the germ's growth. The pungent oil of the onion neutralizes and destroys the germs that infest the mouths of us all, even of those in good health.