

CRISIS DEVELOPES

PRESIDENT WILSON FACED BY GRAVEST ISSUES IN HISTORY OF THE UNITED STATES

TWO INTERNATIONAL PROBLEMS, THE CRISIS WITH GERMANY AND NEED OF IMMEDIATE ACTION IN MEXICO, AWAIT HIS DECISIONS.

Special Wire to the Courier.
Washington, May 31.—Two international problems, one a crisis in the relations between the United States and Germany, and the other the determination of the administration as to whether an early cessation of internal warfare in Mexico—developed for President Wilson to-day in a combination of circumstances hardly paralleled in American history.

MEXICO WILL BE WARNED

The President had prepared a statement to be issued to-morrow as a warning to the Mexican factions that their incessant strife had forced the innocent populace to the verge of starvation, and that unless the chief elements came to an agreement to restore order, some other means would be found by the United States to accomplish this end.

RELATIONS GRAVE

There was a confidence in executive quarters that the warning would suffice to set in motion definite plans for peace in Mexico, but in respect of the relations with Germany, made increasingly grave by the reply from Berlin to the American note sent as a consequence of the Lusitania disaster, pessimism and high tension were apparent.

PROFOUND DISAPPOINTMENT

The official text of the note from Germany had arrived and was before the President early to-day. Officials generally read it with profound disappointment, for they pointed out, it endeavored to obscure and evade the main issue—the question of human life involved—and sought to interpose a technical argument on matters of law hitherto undisputed under the universally accepted laws of nations. Most important of all, it was noted that attention was given to the request of the United States for assurance that American lives would be safeguarded in the future.

TO-DAY DECIDES

The course of the United States Government is expected to be shaped by the president before the day is over, and will be discussed at length with his cabinet.

German Foreign Secy. Hopes the U. S. Will Take the Same View

Special Wire to the Courier.
Berlin, May 30.—Via London, May 30.—Gottlieb Von Jagow, the Imperial German foreign secretary, to-day delivered 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 in lieu 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.

DESTROYED A GERMAN AERODROME

Italians Occupy Val Dagna Today.
SWISS MOBILIZING

LEAVES WAY OPEN

The American note, of course, leaves the way open for a preliminary discussion of the situation as suggested by the German note. I hope that a common basis of fact, once established may serve as the ground for further conversations. The minister was unwilling to give a definite statement or to commit to the suggestion that an agreement might be reached on a basis of an inspection and certification by the American Government of German ships not carrying war cargoes. Pointing out that he did not intend to anticipate as the other side would before suggestions could be fully taken up or discussed.

BRITAIN AGAIN

In reply to a question, Dr. Von Jagow said that Germany from the start had been willing to abandon

SIX SHIPS LOST INSIDE PERIOD OF THREE DAYS

Increased Activity of the Submarine War, While Berlin Was Preparing the Note to the United States Government.

RISKY PASSAGE
By Special Wire to the Courier.
London, May 31.—The crew of eight men of the Russian ship Mars have arrived at Aberdeen after a perilous voyage. Their ship was shelled and set on fire on Friday by a German submarine off Fair Island, the Shetlands. The submarine towed the crew in a small boat for 40 miles and then cut them adrift without warning.

BRITISH ARMY HEADQUARTERS UNDER FIRE

This Time, However, It is Criticism of Officialism and Visitors.
Special Wire to the Courier.
London, May 31.—The Daily Chronicle, a government organ, editorially expresses the hope that the coalition cabinet will be able to affect certain changes at British headquarters in France which it contrasts unfavorably with French headquarters.

SETTLED ON MERITS

President Wilson has made it clear, however, that the issues raised by the sinking of the Lusitania and other merchant ships of any flag in the future shall be transferred to a place of safety before such a ship is destroyed as a prize of war.

ARE HOSTILE ACTS

Continued attacks on American vessels, even though hostile intent may be disavowed in each case, is regarded by American officials as constituting in legal effect a hostile practice.

NOT AUXILIARY CRUISER

Germany's contention that the Lusitania was built as an auxiliary cruiser, and was on the British naval list and was armed with cannon, was met with the statement in official quarters that the merchant ships of all nations may be commandeered by the respective governments in times of war, but the change from a peaceful merchantman to an armed auxiliary vessel is a proceeding of such a distinct character as to leave no doubt as to when it has taken place. Great Britain's practice always has been, it was pointed out, to place a commissioned naval officer in command of converted merchantmen which are commandeered only in home ports, and to equip the vessels with guns. According to a report of an official investigation by government officials before the Lusitania was granted clearance papers from New York, the ship carried no guns, mounted or unmounted. Moreover, there has been no agreement for several months between the United States and Great Britain that no British merchant ships leaving American ports shall carry any guns. The argument in the German note that the Lusitania carried Canadian troops and ammunition is regarded by officials as irrelevant, for they declare it is well known that no Canadian troops could pass as an organized body over American soil and the sailing of a few unarmed individuals does not constitute an armed expedition under international law.

EVADERS DIRECT ANSWER

Analyzing the German reply, it is pointed out that the German acceptance of responsibility for attacks on the American ships Gullflight and the Cushing with expression of regret and offers of reparation, could not aid materially in clearing up the situation, which it was declared in the German note such promises do not remove a dangerous practice. This view, it is held, is proved by the attack on the Nebraska and the absence of any assurance that Americans on unarmed merchant ships of any flag in the future shall be transferred to a place of safety before such a ship is destroyed as a prize of war.

IN THE BRITISH TRENCHES IN FLANDERS



The fighting on and around Hill 60 gives point to this picture, drawn especially for this newspaper, the New York Herald and the London Sphere. The order for the advance has been given and the men are scrambling from the trench. A certain number of men carry forward with them bundles of a dozen sand bags with which to reconstruct the captured German trench, for as soon as occupied the new position has to be reconstructed on its rearward side in order to present the necessary protection and loopholes. The sand bag men work like demons in order to secure cover for their comrades with the least possible delay. This drawing has all the accuracy that personal observation conveys.

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"VAIN REGRETS; APOLOGIES, AND INSULTS

ARE CHARACTERISTICS OF GERMANY'S REPLY, SAYS THE AMERICAN PRESS' AND CALL FOR DOWN-RIGHT ACTION.

Special Wire to the Courier.
Philadelphia, May 31.—The Public Ledger says editorially: "The German reply to the American note as authentically summarized from Berlin is in effect a plea of confession and avoidance. It admits the allegation to be true, but drags in irrelevant issues to weaken the force of the admission. It practically ignores the whole point of the President's demand. It offers a lame and perfunctory apology for 'unintentional attacks upon American ships,' but ignores altogether the protest in the name of humanity against submarine warfare upon non-combatants.

MERE SUBTERFUGE

The inquiry for further facts in the Lusitania case is a mere subterfuge, a device to secure delay in meeting the real issue. The assertion that the Lusitania was an armed cruiser is so absurd that the Berlin Foreign Office must have a poor idea of the intelligence of the State Department, if it believes that long discussion can be precipitated in this way. The intimation that the Gullflight and Cushing cases might be settled by arbitration is so offensive that only the inability of German diplomacy to recognize offensiveness can explain it.

INSULTS TO HONOR

Vague regrets that leave the main question untouched, attempts to put the blame elsewhere, apologies that reveal a wilful misconception of the enormity of the offence, are little better than insults to the national honor. "There is nothing in the German note to make seas safer for non-combatants than they were on the day when the Lusitania went down.

PRESIDENT'S DUTY PLAIN

"It becomes the duty of the president to bring Germany with a round turn; to recall her from the realms of disputation; to pin her down to the direct issue which is the right of American citizens to travel on any merchant ship without fear of assassination—the right of American cargo ships to be free from molestation until an examination has first been made.

German Note Evades the Issue; Blames Britain For it All

Berlin, via The Hague, May 31.—The American note regarding the Lusitania and other incidents, was made public here to-day, as follows: "The Imperial Government has subjected the statements of the United States to careful examination, and has a lively wish to contribute in a frank and friendly manner to clear up any misunderstanding which may have entered into the relations between the two governments through the events mentioned in the American note.

THE FALABA CASE

"In the case of the sinking of the English ship Falaba, the commander of the German submarine had the intention of allowing the passengers and crew ample opportunity to save themselves. It was not until the captain disregarded the order to lay out rockets for help, that the commander ordered the crew and passengers by signal from a megaphone to leave within ten minutes. As a matter of fact, he allowed them 23 minutes, and did not fire a torpedo until suspicious vessels were hurrying to aid the Falaba.

"With regard to the loss of life when the British passenger steamer Lusitania was sunk, the German Government already has expressed deep regret to neutrals concerned that

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