

LARGEST LIST OF MARITIME PROVINCE MEN YET IN CASUALTIES

Ottawa, May 7.—One New Brunswick man, Clay Williston, of Bay Du Vin, formerly of the 7th Regiment, appears in the lengthy list of casualties issued yesterday by the War Office, London. He is the only Canadian engineer. There are two Nova Scotia men in the list, Hugh Angus Macdonald, of New Glasgow, and Howard Reid, of Sydney. The complete list follows:

- FIRST BATTALION. Wounded. Geo. Bullon, London (Eng.). Private John Lethbridge, Sarnia, Ontario. Private Wm. F. Adams, Preston, Ontario. Private Thomas Lee Corigan, Hamilton (Ont.). Gunner Horace Mackey, Kingston (Ont.). SECOND BATTALION. Wounded. Private Percy Cline, Easton (Ont.). Private Wm. Alfred Fellows (formerly 12th Battalion), Quebec. Private Guy Lindsay, White Lake (Ont.). Private Arthur Stanley Leves, Spencerville (Ont.). Private James Carry, Picton (Ont.). Private Clement Carl Clarke, Belleville (Ont.). THIRD BATTALION. Wounded. Lance Corp. J. Thompson, Sutton Junction, Que. Private Kenneth L. Dean, Cayuga (Ont.). Private Frank Plummer, Toronto. Private N. L. Green, Toronto. Private Thomas James Kinney, Toronto. Private Charles Herbert Olmstead, Hamilton (Ont.). FOURTH BATTALION. Wounded. Lance Corp. James Dookray, Hilton Heights (Ont.). Private A. D. Fraser, Paris (Ont.). Private Charles Grier, Montreal. Private William Kerr, Brantford, Ontario. Private A. H. Lilly, Brantford (Ont.). Private W. F. Campbell (formerly 9th Battalion), Edmonton (Alb.). FIFTH BATTALION. Wounded. Corp. Harold James Horner, Vancouver (B. C.). Private George Carter (formerly 11th Battalion), Regina (Sask.). Private Wm. Eagles, Merritt (B. C.). Private Frank Charles Douglas, Rokeby (Sask.). Private R. F. De La Gorgendiere, Prince Albert (Sask.). Private Thomas Peter Edmonds, Toronto. Lance Corp. Nelson J. C. Irvine, Grenfell (Sask.). Corp. Henry Dunbar, Bethany (Man.). Private C. Gordon, Nestleton (Ont.). Private Charles Gibson (formerly 11th Battalion), Strathroy (Ont.). Private Arthur G. Hallam (formerly 11th Battalion), Saskatoon (Sask.). Private N. F. Lindsay, Vancouver (B. C.). Private Albert John Collier, Newbury (Eng.). Private Henry Swinney (formerly 11th Battalion), Leith, Scotland. Private Mark Whitehorn, Wormley (Eng.). Private Alexander Anderson, Glasgow, Scotland. Private Wm. Andrew McWilliam, Rosetree, Ireland. Corp. C. M. Wood, Acerrington (Eng.). Lance Corporal John Douglas Hamilton, London (Ont.). Lance Corporal Leonard W. G. Melkie, Ayr, Scotland. Private Frank Dean, Manchester (Eng.). Private John Thomas Hazel, Middleboro (Eng.). Private E. R. Munde, Newcastle-on-Tyne (Eng.). Private John Attenborough, Watford (Eng.). Private F. G. Scott, London (Eng.). Private Robert Phillips, Paisley, Scotland. Private Thomas Lyons, Birmingham (Eng.). Private W. H. Pickup, Acerrington (Eng.). Private Frank C. Goringe (formerly 11th Battalion), Eastbourne (Eng.). SEVENTH BATTALION. Died of Wounds. Private Geo. Clarke Enson, Vancouver. Wounded. Private Wallace Scott Kelly, Kamloops (B. C.). Private Albert Helmer, Ladner (B. C.). Private Edwin G. A. Harrison, Vancouver. Sgt. E. E. Gulle (formerly 12th Battalion), Grande Sidling (B. C.). Private Edwin Charles Hampton, Lacerte (Que.). Private Wm. Dunbar (formerly 12th Battalion), Trail (B. C.). Private Dudley H. Bell, Vancouver. Private Leonard Foster, London (Eng.). EIGHTH BATTALION. Death. Private Alfred Thomas Hills, Horn Church (Eng.). Wounded. Private F. A. Hoskins, Plymouth (Eng.). Dangerously Ill. Private John Allan, Dunsmuir, Ireland. TENTH BATTALION. Died of Wounds. Corporal Frank Lewis, London (Eng.). Died. Private Morgan, Glynmorgan, South Wales. Wounded. Corporal A. G. Bouford, Frome, England. Private R. M. McDonald, Hamilton (Ont.). Private William Ramsden, Grimsby, England. Private James Henderson, Dunblane, Scotland. Private Arthur Edward Webster, London, England. Private James Smith Fraser, Glasgow, Scotland.

OBITUARY

Frank Harvey Tingley, Moncton (N. B.). Gunner George Valentine McInerney, Reston (N. B.). Gunner John Angus McKinnon, Reserve Mines (N. S.). Died of Wounds. Gunner James McMullen, No. 135 Esplanade, Sydney (N. S.). Wounded and Missing. Driver Raymond A. Saunders, Hobson (N. S.). DIVISIONAL SIGNAL COMPANY. Wounded. Louis LeLacheur, No. 101 Mecklenburg street, St. John (N. B.). FIRST BATTALION. Wounded. Lieutenant F. G. Chadwick, Moncton (N. B.). FIFTH BATTALION. Wounded. Andrew Clarence Baldwin, Chatham (N. B.). Private Victor Hayes, Digby (N. S.). SEVENTH BATTALION. Wounded. Bruce McLellan, Lot No. 18, Indian River (P. E. I.). Private William Francis Fitzgerald, Halifax (N. S.). Private Arthur L. McNamara, Halifax (N. S.). TENTH BATTALION. Wounded. Emanuel Dolron, New Glasgow (P. E. I.). THIRTEENTH BATTALION. Wounded. Private C. L. Berry (formerly 17th Battalion), Clementsville (N. S.). Color-Quartermaster-Sergeant Arthur Adams, Hampton (N. B.). (since died). Private Henry Stanley Dewar, East Wallace (N. S.). Private Robert G. Bell, No. 9 Admore avenue, Amherst (N. S.). FOURTEENTH BATTALION. Wounded. Private Geo. Wilson, (formerly 12th Battalion), No. 26 St. Andrew street, St. John (N. B.). Private Robert D. Taylor, St. John (N. B.). Private Chas. O'Brien, Halifax (N. S.). Missing. Private Edward Speight, No. 622 Main street, St. John (N. B.). Killed in Action. Sgt. John D. Harris Arundell, one British North America, St. John (N. B.). FIFTEENTH BATTALION. Wounded. Private Wm. Parker Lockhart, (formerly 17th Battalion), Truro (N. S.). Lance Corporal George Johnston Wilson, Derby Jet. (N. B.). Private Fred. Van Buskirk, Annapolis (N. S.). SIXTEENTH BATTALION. Wounded. Private J. H. White, Noel Road (N. S.). Wounded and Missing. Sgt. George W. C. McMorris, Great Shenogue (N. B.). Ottawa, May 7.—This morning's makes the thirtieth casualty list since the bloody battle at Ypres. Up to midnight the record office had given out a total of 2,083 names of Canadians falling in that historic struggle. It comprises 297 officers and 1,786 men. Of the former, 73 were killed, 108 wounded and 46 missing. From the ranks the losses so far reported are killed, 97; wounded, 1,687; missing, 12. London, May 8.—In the House of Commons, Under-Secretary Tennant, replying to Donald MacMaster, of Montreal, announced that the total casualties of the Canadian division are 232 officers and 6,934 men. The Princess Patricia's Regiment alone lost twenty officers and 308 men up to May 7. THE QUIP MODIST. (Manchester Guardian). There are some jests that have more wisdom in them than much solemnity can boast, and that which "Eye-witness" describes in his latest dispatch is one of them. On the 1st of April a British airman dropped upon the quarters of some German troops in Lille what appeared to be a large bomb, and stayed long enough above the scene of his exploit to make sure that the startled enemy, when they were sufficiently reassured to approach what was, as a matter of fact, merely a football, had read and appreciated the message attached to the "bomb"—"April fool! The German temper being what they are only too ready to prove it, this must have been a very bloody and successful form of attack, for, having made a national duty of a hatred as heavy as the potato bread which feeds it, it is highly amusing to be laughed at for your pains and to see what should have been the blood-curdling slogan of that hated tussled back to you as on an All Fool's Day greeting. The wisdom of the jest lies in the fact that it embodies what is so very much the best way of acknowledging this gloomy, elaborately drilled Teutonic jiff, if it has to be acknowledged at all. This Quip Modest is vastly more effective than any retorts in kind, if only because the Germans have so abundantly proved themselves incapable of it. Whereas the Germans, if they hold any communication at all with us, can only give us the Lie Direct and invent fresh and fearful stages of dispute, we, in the intervals of carrying on the war very vigorously, can yet get back now and then to Quip Modest, or even Retorts Courteous. This, apparently, the Germans cannot do, and the failure is not a symptom of strength. Plans grow faster between four and six a.m. than at any other time during the day. NOW IS THE TIME TO PLAN FOR THE SUMMER. St. John's summers are so deliciously cool that the city is a place of refuge during the hot season, and study just as pleasant as at any other time. Students can enter at any time. Catalogues mailed to any address. S. KERR, Principal. At the General Public Hospital yesterday the death took place of Mrs. Annie Elizabeth McRae, wife of John Rufus McRae, of 149 Erin street. She had only been in the hospital for a few days in consequence of complications following a birth. There are in addition to the husband, nine small children left to mourn. Mrs. McRae, who was the daughter of Joseph Sproule, of the village of Grand Pré, was only thirty-eight years of age. The funeral arrangements will be announced later. Samuel Bayard Baxter. Saturday May 8. News of the death of Samuel Bayard Baxter, of Land's End, Kings county, was brought to the city yesterday morning and it will be learned with regret by many friends here. He was only twenty-three years of age, the son of Joseph and Mary Ann Baxter. He had not been in good health for the last two years, but was seriously ill only since Sunday. He passed away at 8 o'clock Thursday evening. Mr. Baxter is survived by his parents, five sisters and two brothers. They are Eliza, Ada, Amy, Helie, Olivia, Arthur and John. Another brother, Edward, lost his life in the Crystal Stream disaster, a few years ago. The funeral will be held today at 1 o'clock from St. Alban's Church of England, Land's End, of which Mr. Baxter was a member. Miss Elizabeth McRae. Miss Elizabeth, second daughter of Mr. and Mrs. Patrick McRae, Exmouth street, died on Thursday. Besides her parents, she is survived by two brothers and two sisters. Her father is a city employe. Anthony H. Sanders. Yarmouth, N. S., May 7.—(Special)—Anthony H. Sanders, the proprietor of the Machine Shop and the Milton Iron Foundry, died on Thursday, May 6, at the age of seventy-six years. He was a native of this county and as a boy entered the works of Burrell Johnson Iron Co. in 1871, in company with his brother, John Sanders, of Grand Pré. They started the Milton Iron Foundry. The firm dissolved in 1895 when he started the machine works. He leaves a son and three daughters. Thomas F. Granville. Monday May 10. The death of Thomas F. Granville occurred last night at his residence, 45 Adelaide street, in the seventy-fifth year of his age. He leaves behind a wife, one son, Stanley D., cashier of the Standard office, and two daughters, Alva E. at home, and Edna M., of Providence (R. I.). Two brothers and two sisters also survive. His wife, Mrs. John Granville, died in 1908. He was a member of the Baptist church, in the activities of which he always took marked interest. He was the oldest charter member of Loyalist Lodge, Independent Order of Foresters, Mr. Granville was born in Queens county and was engaged in shipbuilding on the river for a considerable period and later commanded vessels. He came to this city forty years ago and started business as a general merchant in Indian town. After the Indian town fire, when his store was destroyed, he opened a store in Main street and later conducted a market. He had many friends and business associates will learn with regret of his death. Mrs. J. R. McRae. Mrs. Annie Elizabeth, wife of J. R. McRae, died Friday, in her 88th year, at her residence, 149 Erin street, at 10 o'clock. She was the daughter of Joseph Sproule of this city, and three sisters and three brothers. The sisters are Mrs. Archie Sharp, of Boston, and Mrs. Clara M. Taylor, of New York. Her brothers are James and Joseph, of Maine. The funeral was held from her late residence, 149 Erin street, yesterday afternoon at 1.45 o'clock. James L. Gordon. Numerous friends heard with regret of the death of James L. Gordon, a popular North End man, which occurred Saturday morning at his home, 668 Main street. He had been ill for a considerable time. He was a valued employee with N. C. Scott for some years. He was a son of the late Mary and James Gordon, and is survived by three sisters, Mrs. J. F. Sutherland, of New York, Mrs. M. A. and Miss Jennie and Julia A., at home. Aaron Traflet. The death of Aaron Traflet, of the advanced age of eighty-three years, occurred Saturday morning at the residence of his son, Leo Traflet, of Elm street, after a long illness. He is survived by two sons, Fred LEB., and Leonard W., of Fairville, and four daughters, Mrs. R. Seward and Mrs. C. Belding, of Chance Harbor, Miss Mand L., and Miss Susie F., of this city. Mr. Traflet was a native of the Parish of Musquash and lived there until twenty-four years ago, when he removed to Fairville. On the death of his wife, twenty years ago, he removed to the North End. He was a boat builder by trade and was well known throughout the city. The funeral was held yesterday afternoon at 2.30 o'clock from 62 Elm street. Alexander Breiner. Frederickton, May 8.—Alexander Breiner, office manager for Fraser, Ltd., died at his boarding house here yesterday after four months' illness, due to a complication of diseases. He was a native of Aberdeen, Scotland, and had been residing here for two years. Previous to coming here he was employed with the company at Cabano and he also worked for a time in British Columbia. He was a capable accountant and was popular with his acquaintances. He was thirty-one, and is survived by his parents, Mrs. M. A. Breiner, of this city, and a brother, P. W. McNaughton, of Sackville. Mrs. Margaret McMaster. The death of Mrs. Margaret McMaster, wife of John McMaster, occurred yesterday at her late residence, 45 Harding street, Fairville. Besides her husband, she leaves two sons and three daughters: Austin, Frederick and Miss Edith at home, and Mrs. Harry Myers, Mrs. Hollis Knox, of Fairville. The funeral will take place on Sunday afternoon at 2.30 from her late residence. Henry Thomas. Friday, May 7. The death of Henry Thomas, eldest son of the late James H. Thomas, occurred yesterday afternoon at Carvell Hall, Waterford street. He had been an invalid for the last twelve years and for near six months had been confined to his bed. Previous to his illness, Mr. Thomas was connected with W. H. Thorne & Co., Ltd. He was in his sixtieth year. He leaves a wife, Mrs. H. Thomas, a daughter, the late Stephen Blizard, one son, Stephen Allan, of this city and one daughter, Muriel, at home. Three brothers, James J. of this city, John L. of New York, and William S. of the Bank of Nova Scotia, Fredericton, and one sister, Mrs. C. W. deForest of this city also survive. The funeral is to take place at 2 o'clock from his late residence in Waterloo street. Mrs. John McRae. Saturday May 8. At the General Public Hospital yesterday the death took place of Mrs. Annie Elizabeth McRae, wife of John Rufus McRae, of 149 Erin street. She had only been in the hospital for a few

GERMANY SEEKS TO JUSTIFY MURDERS

(Continued from page 1.) communication with shore all the way across. Captain Turner was asked whether he had received any messages in regard to the presence of submarines off the Irish coast. He replied in the affirmative. Questioned regarding the nature of the message, he replied: "I respectfully refer to the admiralty for an answer." "I also gave orders to stop the ship," Captain Turner continued, "but we could not stop. We found that the engines were out of commission. It was not safe to lower boats until the speed was off the vessel. As a matter of fact, there was a perceptible headway on her up to the time she went down. Ship Sunk Under Him. "When she was struck she listed to starboard, I stood on the bridge when she sank, and the Lusitania went down under me. She floated about eighteen minutes after the torpedo struck her. My watch stopped at 2.36. I was picked up from among the wreck— and afterwards was brought aboard a trawler. "No warship was conveying us. I saw no warship, and none was reported to me as having been seen. At the time I was picked up I noticed bodies floating on the surface, but saw no living persons. "Eighteen knots was not the normal speed of the Lusitania, was it?" "At ordinary time," answered Captain Turner, "she could make 25 knots, but in war times her speed was reduced to 22 knots. My reason for going 18 knots was that I wanted to arrive at Liverpool without stopping and within two or three hours of high water." "Was there a lookout kept for submarines, having regard to previous warnings?" "Yes, we had double lookouts." "Were you going a zig-zag course at the time the torpedoing took place?" "No, it was bright weather and land was clearly visible." "Was it possible for a submarine to approach without being seen?" "Oh yes, quite possible." "Nothing has been said regarding the impossibility of launching the boats on the port side?" "Yes," said Captain Turner, "owing to the listing of the ship." "How many boats were launched safely?" "I cannot say." "Were any launched safely?" "Yes, and one or two on the port side." "Were your orders promptly carried out?" "Yes." "No Panic on Board." "Was there any panic on board?" "No, there was no panic at all; it was almost calm." "How many persons were on board?" "There were one thousand five hundred passengers, and about six hundred crew." "By the foreman of the jury: "In the face of the warnings at New York that the Lusitania would be torpedoed did you make an application to the admiralty for an escort?" "No, I left that to them. It is their business, not mine. I simply had to carry out my orders, and I would do it again." Captain Turner uttered the last words of this reply with great emphasis. By coroner: "I am very glad to hear you say so, captain." "By a jurymen: "Did you get a wireless to steer your vessel in a northern direction?" "No," replied Captain Turner. "Was the course of the vessel altered after the torpedo struck her?" "I headed straight for land, but it was useless. Previous to this the watertight bulkheads were closed. I suppose the explosion forced them open. I don't know the exact extent to which the Lusitania was damaged." "There must have been serious damage done to the watertight bulkheads?" "There certainly was, without doubt." "Were the passengers supplied with lifeboats?" "Yes." "Were any special orders given that morning that lifeboats be put on?" "No." "Was any warning given you before you were torpedoed?" "None whatever, it was suddenly done and finished." "If there had been a patrol about might it have been of assistance?" "It might, but it is one of those things one never knows." Heard No Threats. With regard to the threats against his ship Captain Turner said he saw nothing, except that which appeared in the New York papers the day before the Lusitania sailed. He never had heard the passengers talking about the threats, he said. "Was a warning given to the lower decks after the ship had been struck?" Captain Turner was asked. "All the passengers must have heard the explosion," Captain Turner replied. Captain Turner, in answering another question, said he received no report from the lookout before the torpedo struck the Lusitania. After physicians had testified that the victims had met death through prolonged immersion and exhaustion the coroner summed up the case and the jury brought in its verdict. A Public Funeral. Queenstown, May 10.—Preparations were completed early today for the public funeral of victims of the Cunard liner Lusitania. Of 140 bodies in the morgue 76 have been identified, leaving 64 un-

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Identified. The identified dead were buried this morning, but the unidentified bodies will not be buried until this afternoon. A train carrying more relatives and friends of victims arrived here early today. All shops in Queenstown were closed and had their blinds drawn when at 10 o'clock this morning Bishop Brown celebrated a high requiem mass in St. Columban's Cathedral, in the presence of General Hill and Admiral Sir Charles Cook, and the members of their respective staffs. The public mourning was general, nothing but the most necessary business being transacted. Today officials of the Cunard company sent photographers to take photographs of the unidentified dead in the morgue. All the known dead have been embalmed. Sixteen members of the crew of the Lusitania were buried in a common grave with the unknown dead. Frantic search is still being made among the dead by survivors who are seeking relatives. The body of Mrs. Marie De Page, wife of Dr. Antonio De Page, medical director of the Belgian Red Cross, is among the identified dead. She was brought back to Europe \$100,000 contributed in the United States to the Belgian Red Cross fund, but this money was in the liner's safe and went down with the ship. Mrs. De Page has taken possession of \$50,000 in cash, many drafts and a considerable amount of jewelry found on the dead. Two Canadians Die. Geneva, May 10, via Paris, 2.10 p. m.—A news despatch received here from Basel says a number of American citizens, mostly business men, are arriving there from Germany, and they will there await developments in the relations between the United States and Germany. Small Hope for Missing. New York, May 10.—Relatives and friends of passengers missing from the list of Lusitania survivors were on hand at the Cunard line office early today, hoping for good news. Some were rewarded when the line posted a revised list of survivors containing a number of additional names. The hopes of others were dashed when another list was posted containing the names of identified dead. While hope was not entirely abandoned, that more names of survivors were sent. A list of the names of the line feared that the toll of dead would not materially be reduced below present figures. Steps to raise funds for the benefit of the survivors were taken here today with the appointment of a relief committee by Acting Mayor McAnaney. Cleveland H. Dodge was named chairman and Frank A. Vanderbilt, treasurer. Bodies Passed by St. Paul? Washington, May 10.—The state department today called Consul Frost to get in touch, if possible, with the captain of the liner St. Paul and ask about the report that the St. Paul passed floating bodies. Titanic Claims Lost. New York, May 10.—The sinking of the Lusitania echoed back to the loss of the Titanic today, when announcement was made in the federal court of New York that British claimants in the still pending Titanic litigation had been lost in the Lusitania's mail. The notices carried information that the trial of the proceedings for the limitation of liability for the Titanic's owners would be held on Monday next. It was indicated that the trial would now be postponed. South American Protest. Buenos Aires, May 10.—La Nacion publishes editorially an energetic protest against the torpedoing of the Lusitania. The previous protest of the Buenos Aires press was an outrage against the rights of neutrals, and has aroused the conscience of humanity. Germany Admits Mistake. The Hague, via London, May 10, 7.22 p. m.—It is officially announced that the German government has expressed sincere regret for the sinking of the Lusitania. The commander of the Dutch crew of the North Hinder Lightship on April 14 by a German submarine. Germany explains that the act was in no way intentional, and undertakes to make compensation. "A communication from Berlin," says the official announcement, "states that the German government, after having received a report of the Dutch crew of the vessel with that of the commander of one of the German submarines, has arrived at the conclusion that the torpedoing was done by a German submarine. The commander of the submarine was of the opinion that he was dealing with an enemy ship, as the distinguishing marks used by neutrals had not been illuminated on the side, which was struck by the torpedo." Last Hope Gone. Queenstown, May 10.—An early morning train today brought 109 friends or relatives of passengers of the Lusitania to Queenstown from various parts of the British Isles. Among those who arrived was W. L. Crittenden of the Canadian office in London, who desired to extend aid to the Canadian survivors. The coffins of the sixty-four unidentified dead were filed past by weeping men, women and children, who sought the last opportunity to see if there were among the dead those for whom they were searching. This delayed the funeral procession, the entire forenoon being devoted to last efforts to make identifications. The churches in Queenstown, both Protestant and Catholic, all held memorial services this morning. Assisting at the funeral at the Cathedral was Father Cowley Clark, of London, a survivor of the disaster. Participating in the Protestant service was the Rev. Mr. Swann, Mason, chaplain of the battleship Decatur, which was sunk recently in the Dardanelles. Saved by a Piano. Queenstown, May 10.—F. M. Lassetter, of the 3rd Canadian regiment, who was wounded early in the war and had been on a voyage of three months to recover his health, was saved, together with his mother, by the piano and grand piano of the Lusitania, on which they floated for three hours. Mr. Lassetter says he came up near his mother after the boat went down, and sighted the piano floating with its legs up. He climbed aboard himself. They found the unique craft well above the waves and perfectly seaworthy.

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WILSON'S ANIMAL... Varying Receipt... Latest Views Kaiser Desires Diplomatic Recognition by U. S. in London... Washington, May 10.—A note protesting loss of more than 100 can rights on the German ambassador and copies were sent to London, Paris and other cities. Publication of those announced that morning earlier than 5 a. m. for foreign correspondents to prevent disclosure of the text reached the station in foreign newspaper offices. Although the it had no information make to the American government, being in the United States, pro can government's mitted by well informed officials here, although they professed to be ignorant. Count Bernstorff's formal had intimated that with the request for a press conference. The foregoing is the story from Washington the interpretation of towards the news is likely to the news sent earlier in the day. of yesterday has the American-made gun circles tonight can be not at all worried with the United States in responsible for the relations because she is a flotilla of 200 submarines to destroy every American-made gun. The greatest single step, is to block the American-made gun carry out this plan an open rupture with the American army in Germany, it would be of negligible conflict, according military leaders, and United States would be satisfied by the lessening munitions being shipped. German diplomats will be helpless without supply of guns and officers and they only hope of importations. The German post reached the Globe from sources that the administration is in the slightest, a cabinet has reached a approval is satisfied that the SEVER DIPLOMATIC RELATIONS ON I. An already announced will be met by a matic representative taken the situation together upon German. As stated in effect many, the president must take a stand many take a stand international law and during the last destroyed by Germany. Germany's excuse is responsible for the because of her dete the German food supply upon German. The president has belittled that deal with them ind protect their own rig

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