

## RUSSIAN REINFORCEMENTS REACH GALICIA; FRIENDLY TERMS MARK U. S. NOTE TO BERLIN

### Tide of Battle Appears To Swing to Russian Side in Galicia

Are Attacking Von Lensingen's Army which Crossed River Dneister—Possibility They May be Able to Hold Lemberg—Germans Withdrawing Troops from East and Battle Reported Developing South of Ypres.

London, June 10.—Russian reinforcements have arrived in the Baltic provinces and in Galicia, and it has become their turn to attack. According to the German official report received tonight part of the German force on the Dvbsa river in the Baltic provinces, threatened by an encircling movement, were obliged to withdraw, although in the region of Shavil and on the Niemen they claim to be making progress, despite a stubborn Russian resistance.

More important, in the belief of military observers here, however, is the apparent change that is taking place in the Galician battle. Here again, according to the German account, the Russians are advancing to the south and southeast of Lemberg and also are attacking Gen. Von Lensingen's force which crossed the Dneister near Zurawna.

In Eastern Galicia and Bukowana, however, the Russians are falling back between the Pruth and Dneister rivers with the intention it is believed here, of making the Dneister their line of defence, from the Roumanian frontier to the southeast of Premysl. They have very strong positions along this line and military experts say that if they can drive back the Germans who crossed the river near Zurawna, Lemberg will remain in their hands and they will be in a position to deliver a vigorous offensive at any rate as soon as the Austrians and Germans begin to withdraw troops for their western and southern campaigns.

#### Battle South of Ypres.

It is possible that this withdrawal commenced some days ago, for Dutch correspondents report the arrival of large numbers of troops in Belgium and the commencement of a battle to the south of Ypres. The official reports, however, make no mention of such a battle.

Along most of the French front the fighting is of a character similar to that which has been in progress for many months. The French generally are said to be on the offensive, but as to results the claims of Berlin and Paris are contradictory.

Heavy fighting continues on the Italian front, particularly along the Isonzo river where the Italians claim to have taken Monfalcone, an important town near the coast.

German submarines continue their activity. Today they accounted for two British torpedo boats, while the loss of ten fishing vessels and one steamer, the Erna Boldt, is credited to the underwater boats. Forty-one members of the crews of the torpedo boats were rescued. As these vessels always carry crew of 33 men it is believed that the loss of life in their sinking will approximate thirty.

### LORD MILNER ADVOCATES CONSCRIPTION IN BRITAIN; LETTER FROM COLIN M'KAY

(Staff Correspondence of the Standard.)

London, May 26.—When I left St. John I know many people thought the war would be over by fall. That also was the opinion of many people in the Mother Country. Now nobody in these islands entertains that view, or if he does he is told he is a fit candidate for a lunatic asylum.

Some of the letters I have written to The Standard may appear to have been of an alarmist character. In a way they ought to have had that character; people who have indulged the comfortable belief that it will only be a few months before Germany is beaten to her knees ought to be alarmed, or at least shocked.

The Empire is up against a mighty big proposition; make no mistake about that. And it is not yet adequately prepared. Lord Milner cannot be considered an alarmist, yet he has in the Times today a letter which amply justifies anything I have written. Would such a man advocate conscription if he thought the late government had lived up to its responsibilities and this war was going to be a walk-over? He writes:

(Continued on page 3)

### N.T.R. WILL BE MONUMENT OVER LAURIER'S POLITICAL REMAINS

Montreal, June 10.—Hon. Arthur Meighen, Solicitor General, in an address tonight before the Westmount Conservative Association in Victoria Hall, referred to the Transcontinental Railway as likely to prove a monument over Sir Wilfrid Laurier's political remains. "Two hundred million dollars," he said, "have been plucked on two streaks of lust between Moncton and Winnipeg."

Mr. Meighen said the interest on the Transcontinental burden was at the rate of \$1,000 an hour. He blamed the Liberals for having precipitated political strife and said the Conservatives "had to strike out in defence."

### GREAT BRITAIN'S NAVAL LOSSES, EXCLUSIVE OF THOSE LOST ON THE BULWARK, 4,409

London, June 10.—The number of men who have perished through the sinking of British naval craft since the outbreak of the war is, 4,409, according to a statement made by T. J. MacNamara, financial secretary of the admiralty, in the House of Commons this afternoon.

This total does not include the men who lost their lives on the mine-layer Princess Irene and the British battleship Bulwark, both of which were blown up in Sheerness harbor.

### THE ALTERNATIVE NOT STATED IN CASE GERMANY REFUSES DEMANDS OF U.S.

Wilson's Note Informs Berlin That it is on the Principle of Humanity as Well as on Law Founded on This Principle That United States Must Stand—Facts Concerning Lusitania's Sinking Lift Case Out of Class of Ordinary Subjects of Diplomatic Discussion.

Washington, June 10.—The United States, in its latest note to Germany, made public tonight, formally asks the Imperial government for assurances that measures hereafter will be adopted to safeguard "American lives and American ships" on the high seas. The alternative, in case of refusal, is not stated.

It was this note which William Jennings Bryan refused to attach his signature, resigning, instead, his portfolio of Secretary of State, and there by precipitating a dramatic cabinet crisis. Robert Lansing, Secretary of State ad interim, signed the communication which went forth with the approval of President Wilson and his entire cabinet.

Friendly terms characterize the document, which renews representations made in the American note that reached Germany on May 15, after the Lusitania was torpedoed and sunk with a loss of more than 100 American lives. The German government, it is declared, "must have been misinformed" when it assumed that the Lusitania carried guns, as official information is at hand to corroborate the original contention of the Washington government—that the Lusitania was an unarmed passenger ship which, since it did not resist, capture, could not be sunk without transferring passengers and crew to a place of safety.

The communication informs Germany that it is "on the principle of humanity, as well as upon the law founded upon this principle, that the United States must stand." Opportunity is given to Germany to submit any evidence that American officials did not execute their tasks thoroughly in inspecting the Lusitania before she sailed, but the main fact—that the liner was given no warning, and made no resistance, and was primarily a passenger ship—the American government declares, throws "into the background any special circumstances of detail," and lifts the case "out of the class of ordinary subjects of diplomatic discussion or of international controversy."

The issuance of another statement by former Secretary Bryan, coincident with the publication of the note tonight, added to the surprise in official quarters at the character of Mr. Bryan's argument. High officials said the note employed the very process—question—which Mr. Bryan advocated, and did not necessarily lead to war.

The text of the note follows: "The Secretary of State, ad interim, to the American Ambassador at Berlin.

"Department of State, Washington, June 9, 1915.

"American Ambassador, Berlin: "You are instructed to deliver textually the following note to the Minister of Foreign Affairs:

"In compliance with Your Excellency's request I did not fail to transmit to my government immediately upon their receipt your note of May 28, in reply to my note of May 15, and your supplementary note of June 1, setting forth the conditions, so far as reached by the Imperial German government concerning the attacks on the American steamers Cushing and Gulf Light. I am now instructed by my government to communicate the following reply:

"The government of the United States notes with gratification the full recognition by the Imperial German government, in discussing the cases of the Cushing and the Gulf Light, of the principle of the freedom of all parts of the open sea to neutral ships, and the frank willingness of the Imperial German government to acknowledge and meet its liability where the fact of attack upon neutral ships which have not been guilty of any hostile act by German aircraft or vessels of war is satisfactorily established, and the government of the United States will, in due course, lay before the Imperial German government, as it requests, full information concerning the attack on the steamer Cushing.

#### The Fatuba Case.

"With regard to the sinking of the steamer Fatuba, by which an American citizen lost his life, the government of the United States is surprised to find the Imperial German government contending that an effort on the part of a merchantman to escape capture and secure assistance alters the obligation of the officer seeking to make

the capture in respect of the safety of lives of those on board the merchantmen, although the vessel has ceased her attempt to escape when torpedoed. These are not new circumstances. They have been in the minds of statesmen and of international jurists throughout the development of naval warfare, and the government of the United States does not understand that they have ever been held to alter the principles of humanity upon which it has insisted. Nothing but actual forcible resistance, or continued efforts to escape by flight when ordered to stop for the purpose of visit on the part of the merchantman, has ever been held to forfeit the lives of her passengers or crew. The government of the United States, however, does not understand that the Imperial German government is seeking, in this case, to relieve itself of liability, but only contends to set forth the circumstances which led the commander of the submarine to allow himself to be hurried into the course which he took.

Your Excellency's note, in discussing the loss of the American lives resulting from the sinking of the steamer Lusitania, adverts at some length to certain information which the Imperial German government has received with regard to the character and outfit of the vessel, and Your Excellency expresses the fear that this information may not have been brought to the attention of the United States. It is stated that the Lusitania was undoubtedly equipped with masked guns, supplied with trained gunners and special ammunition, transporting troops from Canada, carrying a cargo not permitted under the laws of the United States to a vessel also carrying passengers, and serving, in virtual effect, as an auxiliary to the naval forces of Great Britain. Fortunately these are matters concerning which the government of the United States is in a position to give the Imperial German government official information. Of the facts alleged in Your Excellency's note, if true, the government of the United States would have been bound to take official cognizance in performing its recognized duty as a neutral power and in enforcing its national laws. It was its duty to see to it that the Lusitania was not armed for offensive action, that she was not serving as a transport, that she did not carry a cargo prohibited by the statutes of the United States, and that, if in fact she was a naval vessel of Great Britain, she should not receive clearance as a merchantman; and it performed that duty and enforced its statutes with scrupulous vigilance, through its regularly constituted officials. It is able, therefore, to assure the Imperial German government that it has been misinformed. If the Imperial German government should deem itself to be in possession of convincing evidence that the officers of the government of the United States did not perform these duties with thoroughness the government of the United States sincerely hopes that it will submit that evidence for consideration.

"Whatever may be the contentions regarding the carriage of contraband on her board the Lusitania, or regarding the explosion of that material by the torpedo, it need only be said that in the view of this government these contentions are irrelevant to the question of the legality of the methods used by the German naval authorities in sinking the vessel.

#### Contenting for Sacred Rights of Humanity.

"The sinking of passenger ships involves principles of humanity which throw into the background any special circumstances of detail that may be thought to affect the cases, principles which lift it, as the Imperial German government will no doubt be quick to recognize and acknowledge, out of the class of ordinary subjects of diplomatic discussion or of international controversy. Whatever be the other facts regarding the Lusitania, the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers, and carrying more than a thousand souls who had no part or lot in the conduct of the war, was torpedoed and sunk, without so much as a challenge or a warning, and that men, women and children were sent to their death in circumstances unparalleled in modern warfare. The fact that more

(Continued on page 2)

### ARREST GERMAN RESERVIST ON PERJURY CHARGE

In an Affidavit Swore He Saw Guns on Lusitania Day Before She Sailed on Last Trip.

New York, June 10.—A Federal grand jury investigation to determine whether there was a conspiracy "to defraud the United States" in connection with the affidavits submitted by the German embassy to the State Department to prove that there were guns aboard the steamship Lusitania was begun here today by the Federal grand jury. It is specifically directed against Paul Koenig, also known as Stenler, who according to the Federal authorities, is the head of a secret service department maintained by the Hamburg-American Steamship Line.

The first result of the investigation was the arrest today for perjury of Gustave Stahl, a German reservist, who made one of the affidavits submitted by the embassy and who is alleged to be closely associated with Koenig. The warrant on which he was arrested alleges that he committed perjury in an investigation by the jury against "Paul Koenig, alias Stenler and others," under that section of the Penal Code covering conspiracy to defraud the United States. He was taken into custody immediately upon the conclusion of his testimony, and sent to the Tombs for lack of the \$10,000 bail demanded by the government.

Stahl, in his affidavit, which was made before a city notary public, swore that he visited the Lusitania on April 30, the day before she sailed and saw four guns on her deck concealed by leather covers. The repetition of this story, when he was called as a witness in the investigation of Koenig's activities, was the basis of the perjury charge. In addition to the statement by Dudley Field Malone, collector of the port, and by officials of the Cunard line, that the Lusitania was unarmed, the government authorities said tonight that they had evidence by which they would prove that Stahl was not on board the Lusitania, either on April 30, or any other day, before the departure of the Lusitania on her fatal trip.

### GEN. O'BREGON LOSES RIGHT ARM IN BATTLE

Washington, June 10.—General Obregon, Carranza's commander in the fighting against Villa at Leon, lost his right arm and narrowly escaped death by a shell while directing operations on the firing line.

Phoenix, Ariz., June 10.—Instructions to be prepared to take the field at a moment's notice, with the warning that fever and smallpox are very common in Mexico, were received here today by the Arizona militia from the War Department at Washington.

#### WOLGAST KNOCKS WHITE OUT.

Appleton, Wis., June 10.—Ad Wolgast, ex-lightweight champion, knocked out Young White of Oshkosh in the seventh round at the Appleton A. C. tonight. Wolgast won every round easily.

### Germany Flatly Rejects Two of Points Made by United States Gov't

In Latest Note on William P. Frye Case Germans Claim Right to Sink all American Vessels Carrying Contraband and Pay the Damage Afterwards.

Washington, June 10.—Germany's latest note to the United States on the sinking of the American sailing ship William P. Frye by the Prinz Eitel Friedrich, received here today, makes the far-reaching claim of a right to destroy any American vessel carrying contraband, while agreeing to pay damages for the act.

Two points made by the United States are rejected by Germany. One was the statement of the American government in its note of April 28 that prize court proceedings meant unnecessary delay, all matters concerned being susceptible of prompt settlement through diplomatic channels and the other was that the destruction of the Frye was "unquestionably a violation of the obligations imposed upon the Imperial government under existing treaty stipulations between the United States and Prussia."

The effect of Germany's answer today, if its assertions are accepted by the United States, would be to throw

into the prize courts for decision all cases of whether destruction of an American vessel constituted an extreme case of military necessity.

The German answer insists that the stopping of supplies to an enemy belligerent may be effected by the destruction of the contraband and the destruction of the ship carrying the contraband, without violation of treaty obligations. It contends that a prize court is necessary to fix the amount of compensation and that there is no occasion for direct diplomatic negotiations on the case unless the prize court should fail to award compensation.

The obligation of a belligerent to pay compensation remains, regardless of the action of the prize court, the German note contends and should the prize court fail to award compensation Germany would undertake to arrange equitable indemnity. As a precaution and a preliminary procedure Germany suggests that the American claimants enter their claims on record.

### TWO BRITISH TORPEDO BOATS SENT TO BOTTOM

### BRYAN ASKS PEOPLE OF U.S. FOR A HEARING

Asks No Mercy if Public Sentiment Condemns Him—Is a Champion of New System, Persuasion, Instead of Force.

Washington, June 10.—William J. Bryan, in an appeal addressed "To the American people," tonight, asks them to hear him before they pass sentence upon his laying down the portfolio of Secretary of State in the midst of international stress.

Confident that the public will credit him with honorable intentions, Mr. Bryan frankly says that good intentions are not enough, and that if the public verdict is against him, he asks no mercy, asserting that men in public life must be "willing to bear any deserved punishment from ostracism to execution."

Interpreting the American note to Germany on submarine warfare, which he refused to sign, as conforming to the "old system" of diplomatic standards, precedents for which "are written in characters of blood upon almost every page of human history," and characterizing himself as a champion of the new system—persuasion, instead of force—and as "a humble follower of the Prince of Peace, the former Secretary of State pleads for the United States to lead the world 'out of the black night of war into the light of that day' when swords shall be beaten into plowshares.

Mr. Bryan points to the Austrian note to Serbia as "the most recent example of the 'old system'."

"It was Austria's firmness that dictated the ultimatum against Serbia, which set the world at war," continues the statement. "Every ruler now participating in this unparalleled conflict has proclaimed his desire for peace and demed responsibility for the war, and it is only charitable that we should credit all of them with good faith. They desired peace, but they sought it according to the rules of the old

Torpedoed by German Submarines off East Coast of England—Crews Rescued—Four Trawlers Sunk.

Bulletin—London, June 10.—Two British torpedo boats were torpedoed this morning off the east coast of England by a German submarine. The boats are the No. 10 and the No. 12. Both of them went to the bottom. The survivors, forty-one in number, have been brought ashore. The attack took place at a very early hour.

This information was given out by the Admiralty today.

The British torpedo boats No. 10 and No. 12 had each a complement of thirty-five men. No. 10 had a displacement of 244 tons, a speed of 25 knots, and was 166 feet long. No. 12 had a displacement of 253 tons, a speed of 26 knots, and was 172 feet long. Both were built in 1906.

#### Trawlers' Crews Rescued.

London, June 10.—A news despatch received here from Maasliuis says the crews of the British trawlers Sea Vive and Edward, which have been sunk by German submarines, were rescued by a Dutch steamer and brought into Maasliuis.

The Grimby trawler Cardiff was sunk by a German submarine yesterday afternoon in the North Sea. Her crew was saved by another trawler and landed in Grimby today.

Muiden, Holland, via London, June 10.—The trawler Letty was blown up today off Doggerbank in the North Sea. The members of the crew were drowned.

### AMERICAN NOTE RECEIVED IN BERLIN

Berlin, June 10, via London, June 11.—The first sections of the American note to Germany arrived in Berlin late this afternoon and the other sections began coming in early in the evening. The note will be deciphered and presented to Herr Von Jagow, the German Foreign Secretary, tomorrow.

system. They believed that firmness would give the best assurance of the maintenance of peace, and faithfully following precedent, they went so near the fire that they were, one after another, sucked into the contest. Never before have the frightful follies of this fatal system been so clearly revealed as now."