

THE GERMAN

STRONG REPLY MADE IN LATEST REPRESENTATION

FOR FREEDOM OF SEAS

Germany Having Admitted Illegality of Her Acts Can Hardly Defend Them Against a Neutral-United States and Germany Stand Together to Keep Seas Open.

Following is the official text of the latest American note to Germany regarding submarine warfare, which was delivered to the foreign office at Berlin Friday by Ambassador Gerard:

The Secretary of State to Ambassador Gerard (Telegram): Department of State, Washington, July 23, 1915.—You are instructed to deliver to the minister of foreign affairs the following note to the minister of foreign affairs:

The note of the Imperial German government dated the eighth of July, 1915, has received the careful consideration of the government of the United States and it regrets to be obliged to say that it has found it very unsatisfactory, because it fails to meet the real differences between the two governments and indicates no way in which the accepted principles of law and humanity may be applied in the present matter in controversy, but proposes, on the contrary, arrangements for a partial suspension of those principles which virtually set them aside.

The government of the United States, with satisfaction that the Imperial German government recognizes without reservation the validity of the principles insisted on in the several communications which this government had addressed to the Imperial German government with regard to its announcement of a war zone and the use of submarines against merchantmen on the high seas, the principle that the high seas are free, that the character and cargo of a merchantman must first be ascertained before she can lawfully be seized or destroyed, and that the lives of non-combatants may in no case be put in jeopardy unless the vessel resists or seeks to escape after being summoned to submit to examination for a belligerent act of retaliation is per se an act beyond the law, and the defence of an act of retaliation is an admission that it is illegal.

The government of the United States is, however, keenly disappointed to find that the Imperial German government regards itself as in large degree exempt from the obligation to observe these principles even where neutral vessels are concerned, by what it believes the policy and practice of the government of Great Britain to be in the present war with regard to neutral commerce. The Imperial German government will readily understand that the government of the United States can not discuss the policy of Great Britain with regard to neutral trade except with that government itself, and that it must regard the conduct of other belligerent governments as irrelevant to its discussion with the Imperial German government of this government's regard as grave and unjustifiable violations of the rights of American citizens by German naval commanders.

Illegal and inhuman acts, however justifiable they may be thought to be against an enemy who is believed to have acted in complete violation of law and humanity, are manifestly indefensible when they deprive neutrals of their acknowledged rights, particularly when they violate the right to life itself. If a belligerent can not retaliate against an enemy without injuring the lives of neutrals, as well as the principle of humanity, as well as justice and a due regard for the dignity of neutral powers, should dictate that the practice be discontinued.

If persisted in it would in such circumstances constitute an unpardonable offence against the sovereignty of the neutral nation affected. The government of the United States is not unmindful of the extraordinary conditions created by this war or of the radical alterations of circumstances and method of attack produced by the use of instrumentalities of naval warfare which the nations of the world can not have had in view when the existing rules of international law were formulated, and it is ready to make every reasonable allowance for those novel and unexpected aspects of war at sea; but it can not consent to abate any essential or fundamental rights of its people because of a mere alteration of circumstances. The rights of neutrals in time of war are based upon principles which are not subject to the whims of expediency, and the principles are immutable. It is the duty and obligation of belligerents to find a way to adapt the new circumstances to them.

The events of the past two months have clearly indicated that it is possible and practicable to conduct such submarine operations as have characterized the activity of the Imperial German navy within the so-called "accepted practices of regulated warfare." The whole world has looked with interest and increasing satisfaction at the demonstration of that possibility by German naval commanders. It is manifestly possible, therefore, to lift the whole practice of submarine attack above the criticism which has aroused and remove the chief cause of the objection.

In view of the admission of illegality made by the Imperial government when it pleaded the right of retaliation in defence of its acts, and in view of the manifest possibility of conforming to the established rules of naval warfare, the government of the United States can not believe that the Imperial government will longer refrain from showing the wanton act of its naval commander in sinking the Lusitania, or from offering reparation for the American lives lost, so far as reparation can be made for a needless destruction of human life by an illegal act.

The government of the United States, while not indifferent to a friendly spirit in which it is made, can not accept the suggestion of the Imperial government, that certain vessels distinguished and agreed upon which shall be free on the seas now illegally proscribed.

The very agreement would, by implication, subject other vessels to illegal attacks, and would be a cur-

901 LOST IN RIVER

(Continued from first page.)

drum, deck gear and furniture slid into the water in a conglomerate mass.

Beginning late Saturday night, a line began passing through the armory. They came all through the night and all day Sunday. Identifications were made with rapidity and unidentified bodies Sunday night had reached to less than one hundred.

Tension and repression were shown in the identification line. Those who walked in it had given up hope and with clenched hands, steeled themselves for the sight they sought but dreaded. As fast as identifications were made the bodies were turned over to undertakers and carried to lines of hearses drawn up alongside the armory.

Ministers said more people attended church Sunday than for many Sundays past. Chicago turned to prayer and thought. The preachers nearly all asked congregations to turn their backs to the altar and face the altar.

With the details of the catastrophe summed up people shuddered that a thousand people would go to their deaths with hundreds of persons powerless to aid standing within a stone's throw—that that great mass could drown in a narrow river twenty feet from the dock.

The Eastland and four other steamers had been chartered for the picnic occasion. Under misty skies seven thousand men, women and children went to the Clark street dock early Saturday to fill five large steamers with holiday mirth in a trip to Michigan City. The steamer Eastland was the first to be loaded.

Rain began to fall as the wharf superintendents lifted the gang planks from the Eastland, declaring that the government limit of twenty-hundred passengers had been reached.

The passengers swarmed to the left side of the ship as the other steamers drew up the river toward the wharf. A tug was hitched to the Eastland, ropes were ordered cast off and the steamer engines began to hum. The Eastland had not budged, however.

Instead, the heavily laden ship wavered sidewise, leaning first toward the river bank. The lurch was so startling that passengers joined the large concourse already on the river side of the docks.

The ship never heeled back. It turned slowly but steadily toward its left side. Children clutched the skirts of their mothers and sisters to keep from falling. Water began to enter lower port holes and the hawsers tore out the piles to which the vessel was tied.

Screams from passengers attracted the attention of excursionists on the dock awaiting the next steamer. Wharf men and picketers soon lined the edge of the embankment, reaching out helplessly toward the wavering steamer.

For nearly five minutes the ship turned before it finally divered under the current of the river. During the listing of the vessel lifeboats, chairs and other loose appurtenances on the decks slipped down the sloping floors, crushing the passengers toward the rising waters.

Then there was a plunge with a sigh of air escaping from the hold, mingled with crying of children and shrieks of women and the ship was on the bottom of the river, casting hundreds of living creatures to the water.

Many sank entangled with clothing and bundles and did not rise, but hundreds, coming to the surface, seized floating chairs and other objects. Persons on shore threw out ropes and dragged in those who would hold the lifelines.

Employees of commission firms along the river threw crates, chicken coops and other floatable objects into the water, but most of these were swept away by the current.

THE WAR LAST WEEK

(Continued from first page.)

he Zlota Lipa, and the Upper Bug, and all efforts to dislodge them had proved unavailing.

Early in the week, however, von Hindenburg's preparations were evidently completed. With a remarkable co-ordination of movement attacks were launched on every sector of the enormous battle line. In the extreme north from Windau to the Lower Niemen the Germans have made decided progress, but their function in that region seems to be principally the protection of the German left flank, and is therefore more of a defensive force than a part of the attacking line.

The principal section of attack may be divided into three sectors: (a) The Narow sector, northwest of Warsaw, between a Wkra and the Narow through Ciechanow and Ostroleka. (b) The Vistula sector, west of Warsaw, along the Grojec-Bloniec-Ciechanow line, and (c) The Lublin sector, southeast of Warsaw, along the line of the railroad from Ivangorod to Cholm.

It is along these sectors that the brunt of the German attack is being delivered, and success in any sector will probably mean the retirement of the Russians from Warsaw to the line of the Bug.

The objective of the army attacking in the first sector is, as it has been since the early days of the war, the Warsaw-Petrograd railway, one of the three great railroad systems centering in and supplying the city. The progress of the Teutons in this sector has not been particularly marked in itself, therefore, constitutes no great threat to the Przasnysz, which was evacuated by the Russians last week, is the centre of this sector, but its fall does not seem to have opened to any extent the German way through.

Ostroleka, a strongly fortified town on the right, has been reported captured, but the latest Russian reports state that it is still under a heavy bombardment, so that its fate may be regarded still as a matter of doubt. At no other points do the Germans seem to have made much headway.

Along the second sector, however, the sector of the Vistula, von Hindenburg has made notable progress, and it is his operations more than those of the armies supporting his flanks that constitute the greatest present menace to the Polish capital. His forces have reached Novo Georgievsk at the confluence of the Vistula and the Bug, and are at the least a report, battling for the bridgehead which is guarded by the fortress of Novy Dvor in the eastern angle of the Vistula and the Bug, and by the Russian forces south of the Vistula.

The attack is, in its very element, a direct frontal attack against strong-ly intrenched lines, but nevertheless is breaking down all resistance and moving slowly forward. The Vistula is the most difficult military obstacle and, ipso facto, the most effective defensive screen in Eastern Europe. It is broad, rapid, carries a great volume of water, and with its swift banks makes a readily defensible obstacle. But the German army is astride it, and not until Warsaw is taken will this feature be of value to the Russians and then only to prevent a further German advance.

In the third sector, that of Lublin, entire military interest must center on the railroad from Ivangorod to Cholm. Along this line the progress is as great as along the Vistula section, and while undoubted gains are recorded, and gains of importance, too, the railroad itself, as far as the official reports show, has not yet been reached or cut. If it is reached it is extremely doubtful if Warsaw can hold.

Although the particular section of this road between Lublin and Cholm is the most difficult for both Austrians and Germans to attack, due to the character of the country across which their artillery must be transported and the absence of a road which would facilitate this transportation, it is obvious why the attack is being made along this sector are simple.

In the first place, the object of the combined German drive from the three directions is not only to capture Warsaw, but to cut off and compel the surrender of the Russian army occupying the huge salient which has Warsaw as a centre. Were the Teuton attack to be made against Kovel, further to the east, where the attacking troops would have behind them the excellent system of Galician railways radiating from Lemberg, he would be too far from Warsaw to close in upon it in time to reap the benefits of his success.

Moreover, the Kovel would mean that the supply columns would have to skirt around the Bug on an arc, as the banks of that river are lined with marsh belts which make its crossing a matter of grave difficulty. The Germans are, therefore, taking the shortest and most direct route and the route which, if they succeed, will be most prolific of results.

Military critics of Europe are almost unanimously of the opinion that Warsaw must fall, and that within a very short time. If it does fall and the Russian army makes good its retreat, it is overwhelmed by the victorious Teutons, what possibilities will the new situation present?

Before a suggestion can be attempted, it must be realized that the least fall of Warsaw can mean, aside from the capture of an important railroad centre and manufacturing city, is the retirement of the whole Western front of the Russians behind the line of the Vistula and the Bug.

GERARD DELIVERS NOTE TO GERMAN GOVERNMENT

American Ambassador Visits Foreign Office at One O'Clock Friday.

Berlin, via London, Friday: The new American note to Germany was delivered to the foreign office by Ambassador Gerard at one o'clock Friday afternoon.

Washington: With the delivery by Ambassador Gerard to the foreign office in Berlin of the new American note warning Germany that the loss of American lives through further violations of neutral rights would be regarded as "unfriendly," the United States rests its case for the present at least.

If the note meets with a friendly reception and there appears no intention on the part of Germany to further violate neutral rights on the high seas, the president shortly will take up the situation that has arisen with Great Britain over interference with American commerce by the allies.

A note virtually ready now to be dispatched to Great Britain again protesting against deviations from international law in the operations of the order in council against commerce with Germany.

Investigating Arrest in Berlin. Ambassador Gerard began investigating Friday the arrest of George Speers, an alleged representative of an American copper concern. He had been under surveillance for several months.

Town Almost Destroyed. The Russian towns near Windau were almost totally destroyed by the Russians in their retreat from the Germans, according to a Berlin news dispatch.

Make Your Ford Run Like a New One

WE SPECIALIZE 'N FORD SPECIALTIES

K. W. Master Vibrators.
Regular price, \$15.00
Our price, \$13.50 delivered.

takes the place of the separate vibrators, thereby giving a fast, powerful vibrator and condenser which produces more speed, power, and flexibility and practically eliminating all trouble and annoyance.

It assures perfect and uniform ignition, producing a fat, hot spark at the proper time, and makes it possible to throttle down and run slow on high gear.

With the K. W. Master Vibrator there is but one adjustment to make, consequently the synchronization is always perfect and the cylinders act in unison. Complete with instructions.

FORD ELECTRIC LIGHTING OUTFIT.

Can be installed on any Ford. Outfit complete with all necessary wires and globes.

List Price - \$7.50
Our Price - \$5.00

"Matchless" Electric Horn.
A perfect electric horn. Neat, attractive design. Loud, distinctive, pleasing tone. A positive warning signal. Durably constructed and guaranteed to give permanent and efficient service.

Furnished complete with push button and wiring.
Regular price, each \$7.00
Our price \$5.00

Schrader Universal Tire Pressure Gauge.
Regular price \$1.00
Our price 90c postpaid

SPARK PLUGS—SPECIAL!
90c each postpaid.

BLOWOUT PATCHES.
A strong and durable insulating patch that makes a perfect and substantial bridge under a blow-out.

Made of seven plies of heavy duck moulded to shape of tire; flaps hold patch in place; will not creep.

All sizes at lowest prices.

WE CARRY AT ALL TIMES A FULL LINE OF AUTO SUPPLIES, ETC. WRITE US FOR PRICES ON OILS, GREASES, ETC. CHEAPEST AS QUALITY PERMITS

Walker's Auto Supply Co. ORANGEBURG, S. C.

Eczema Can Be Cured!

Why suffer from this distressing skin disease when you can obtain permanent relief?

Zemerine stops the itching and acts quickly.

Zemerine is a doctor's scientific prescription for the treatment of Eczema and other diseases of the skin. It is helping others and will help you.

50¢ AND \$1.00 AT ALL DRUGGISTS OR POSTPAID UPON RECEIPT OF PRICE BY

ZEMERINE CHEMICAL COMPANY
ORANGEBURG, S. C.

Sell Your Hides at Home

Butchers and Beef Clubs, send me your Hides and get Check by return mail at highest market prices. Write or telephone to me for information.

WISLE W. MARTIN,
Tanner and Leather Dealer. COLUMBIA, S. C.

ATTACK ON THE ORDUNA HAS NOT BEEN PROVED

State Department Reluctant to Act on Partisan Testimony at Hand.

No progress has been made in the investigation of the case of the British liner Orduna, at which the German submarine is alleged to have fired a torpedo without warning. No evidence has been received to establish beyond doubt that the torpedo was fired, and until this is available it was said in official quarters at Washington the case probably would not be pressed.

None of the American passengers on the Orduna were awake at the time of the attack, and the state department, it is understood, is reluctant to act on what might be construed as partisan testimony, such as the statements of the officers and crew of a British vessel. As yet no report has been asked from Ambassador Gerard at Berlin because a prima facie case has not been established.

Submarines Take Week's Vacation. During the seven days ending Thursday not a British ship was torpedoed by a German submarine. One thousand three hundred and twenty sailings were reported. This is the first week of the war that British shipping has escaped scot free.

Refuses Sixteen Pardons.

Governor Manning Wednesday upheld the finds of the pardon board in 16 cases, where recommendations were made that the petitioners serve out the sentences passed by the trial judges.

Kills Wife, Stepson and Self.

Chester Hall, of Detroit, Mich., Friday shot and killed his wife and his seventeen-year-old stepson during a family quarrel, over the lack of employment by the stepson.

Strike on at Remington Plant.

A strike has been called at the Remington arms plant, but the reports as to the number of participants are at variance.