

# Full Text of President Wilson's Note to Germany; Last Word in Subsea Controversy

WASHINGTON, April 18.—The full text of the American note to Germany follows:

"You are instructed to deliver to the secretary of foreign affairs a communication reading as follows:

"I did not fail to transmit immediately by telegraph to my government your excellency's note of the 19th instant in regard to certain attacks by German submarines, and particularly in regard to the disastrous explosion which on March 24 last wrecked the French steamer Sussex in the English channel. I have now the honor to deliver, under instructions from my government, the following reply to your excellency:

"Information now in the possession of the government of the United States fully establishes the fact in the case of the Sussex and the inferences which my government has drawn from that information, it regards as confirmed by the circumstances set forth in your excellency's note of the 19th instant. On the 24th of March, 1916, at about 2:30 o'clock in the afternoon, the unarmed steamer Sussex, with 225 or more passengers on board, among whom were a number of American citizens, was torpedoed while crossing from Folkestone to Dieppe. The Sussex had never been armed; was a vessel known to be habitually used only for the conveyance of passengers across the English channel, and was following the route taken by troopships or supply ships. About eighty of its passengers, noncombatants of all ages and sexes, including citizens of the United States, were killed or injured. A careful, detailed and scrupulously impartial investigation by naval and military officers of the United States has conclusively established the fact that the Sussex was torpedoed without warning or summons to surrender, and that the torpedo by which it was struck was of German manufacture. In the view of the government of the United States these facts, from the first, made the conclusion that the torpedo was fired by a German submarine unavoidable. It now considers that conclusion substantiated by the statements of your excellency's note. A full statement of the facts upon which the government of the United States has based its conclusion is enclosed.

**German Position Challenged.**  
"The government of the United States, after having given careful consideration to the note of the imperial government on April 10, regrets to state that the impression made upon it by the statements and proposals contained in that note is that the imperial government has failed to appreciate the gravity of the situation which has resulted, not alone from the attack on the Sussex, but from the whole method and character of submarine warfare, as disclosed by the unrestrained practice of the commanders of German undersea craft during the last twelve months and more in the indiscriminate destruction of merchant vessels of all sorts, nationalities and destinations. If the sinking of the Sussex had been an isolated case the government of the United States might find it possible to hope that the officer who was responsible for that act had willfully violated his orders and had been criminally negligent in taking none of the precautions they prescribed, and that the ends of justice might be satisfied by imposing upon him an adequate punishment, coupled with a formal disavowal of the act and payment of a suitable indemnity by the imperial government. But, though the attack upon the Sussex was manifestly indefensible and caused a loss of life so tragical as to make it stand forth as one of the most terrible examples of the inhumanity of submarine warfare as the commanders of German vessels are conducting it, it unhappily does not stand alone.

**Other Violations of Law.**  
"On the contrary the government of the United States is forced by recent events to conclude that it is only one instance, though one of the most extreme and most distressing instances of the deliberate method and spirit of indiscriminate destruction of merchant vessels of all sorts, nationalities and destinations which have become more and more unmistakable as to the activity of German undersea vessels of war has in recent months been quickened and extended.

The imperial government will recall that when, in February, 1915, it announced its intention of treating the waters surrounding Great Britain and Ireland as embraced within the seat of war and of destroying all merchant ships owned by its enemies that might be found within that zone of danger, and warned all vessels neutral as well as belligerent, to keep out of the waters thus proscribed, or to enter at their peril, the government of the United States earnestly protested. It took the position that such policy could not be pursued without constant gross and palpable violations of the accepted law of nations, particularly if submarine craft were to be employed as its instruments, inasmuch as the rules prescribed by that law, founded on the principles of humanity and established for the protection of the lives of noncombatants at sea, could not in the nature of the case be observed by such vessels. It based its protest on the ground that persons of neutral nationality and vessels of neutral ownership would be exposed to extreme and intolerable risks and that no right to close any part of the high seas could lawfully be asserted by the imperial government in the circumstances then existing. The law of nations in these matters upon which the United States based that protest is not of recent origin or founded upon merely arbitrary principles set up by convention. It is based, on the contrary, upon manifest principles of humanity and has long been established with the approval and by the express assent of all civilized nations.

The imperial government, notwithstanding its protest, in carrying out the policy announced, expressing the hope that the dangers involved, at any rate to neutral vessels, would be reduced to a minimum by the instructions which it had issued to the commanders of its submarines, and assuring the government of the United States that it would take every precaution both to respect the rights of neutrals and to safeguard the lives of noncombatants.

**Principles Are Violated.**  
"In pursuance of this policy of submarine warfare against the commerce of its adversaries, the announced and thus relied upon in spite of the solemn protest of the government of the United States the commanders of the imperial government's undersea vessels have carried on a practice of such ruthless destruction, which have made it more and more evident as the months have gone by that the imperial government has found it impossible to put any such restrictions upon its acts, and again the imperial government has given its solemn assurance to the government of

the United States that at least passenger ships would not be thus dealt with, and yet it has repeatedly permitted its undersea commanders to disregard those assurances with entire impunity. As recently as February last it gave notice that it would regard all armed merchantmen owned by its enemies as part of the naval forces of its adversaries and deal with them as with men-of-war, thus, at least by implication, pledging itself to give warning to vessels which were not armed and to accord security of life to their passengers and crews; but even this limitation the submarine commanders have recklessly ignored.

**Neutral Vessels Destroyed.**  
"Vessels of neutral ownership, even vessels of neutral ownership bound from neutral port to neutral port, have been destroyed along with vessels of belligerent ownership in constantly increasing numbers. Sometimes the merchantmen have been warned and summoned to surrender before being fired on or torpedoed; sometimes the passengers and crews have been vouchsafed the poor security of being allowed to take to the ship's boats before the ship was sent to the bottom. But again and again no warning has been given, no escape even to the ship's boats allowed to those on board. Great liners like the Lusitania and Arabic and mere passenger boats like the Sussex have been attacked without a moment's warning, often before they have even become aware that they were in the presence of an armed ship of the enemy, and the lives of noncombatants, passengers and crew have been destroyed wholesale, and in a manner which the government of the United States cannot but regard as wanton and without the slightest color of justification. No limit of any kind has in fact been set to their indiscriminate pursuit and destruction of merchantmen of all kinds and nationalities within the waters which the imperial government has chosen to designate as lying within the seat of war. The roll of all Americans who have lost their lives upon ships thus attacked and destroyed has grown month by month until the ominous toll has mounted into the hundreds.

**United States Most Patient.**  
"The government of the United States has been very patient. At every stage of this distressing experience of tragedy after tragedy it has sought to be governed by the most thoughtful consideration of the extraordinary circumstances of the unprecedented war and to be guided by sentiments of very genuine friendship for the people and government of Germany. It has accepted the successive explanations and assurances of the imperial government as of course given in entire sincerity and good faith and has hoped even against hope that it would prove to be possible for the imperial government so to order and control the acts of its naval commanders as to square its policy with the recognized principles of humanity as embodied in the law of nations. It has made every allowance for unprecedented conditions and has been willing to wait until the facts became unmistakable and were susceptible of only one interpretation. It now owes it to a just regard for its own right to say to the imperial government that time has come. It has become painfully evident to it that the position which it took at the very outset is inevitable, namely, the use of submarines for the destruction of an enemy's commerce, is, of necessity, because of the very character of the vessels employed and the very methods of attack which their employment of course involves, utterly incompatible with the principles of humanity, the long-established and incontrovertible rights of neutrals and the sacred immunities of non-combatants.

**Issue Up to Germany.**  
"If it is still the purpose of the imperial government to prosecute relentless and indiscriminate warfare against vessels of commerce by the use of submarines without regard to what the government of the United States must consider the sacred and indisputable rules of international law and the universally recognized dictates of humanity, the government of the United States is at last forced to the conclusion that there is but one course it can pursue. Unless the imperial government should now immediately declare and effect an abandonment of its present methods of submarine warfare against passenger and freight carrying vessels, the government of the United States can have no choice but to sever diplomatic relations with the German empire altogether. This action the government of the United States contemplates with the greatest reluctance, but feels constrained to take in behalf of humanity and the rights of neutral nations.

The appendix to the note under the caption, "Statement of facts in Sussex case accompanying note to German government of April 18, 1916," follows:

"The French channel steamer Sussex, employed regularly in passenger service between the ports of Folkestone, England, and Dieppe, France, as it has been for years (French foreign office), left Folkestone for Dieppe at 1:25 p. m. March 24, 1916, with 225 or more passengers and a crew of fifty-three men (declaration of Captain Mouffett, Rear Admiral Grassett's report). The passengers, among whom were about twenty-five American citizens (telegram London embassy, March 25, and Paris embassy, March 26 and 28), were of several nationalities and many of them women and children and nearly half of them subjects of neutral states (report of Commander Sayles and Lieutenant Smith, Rear Admiral Grassett's report). The Sussex carried no armament (French foreign office report of Commander Sayles and Lieutenant Smith, affidavits of American passengers, has never been equipped as a troop ship and was following a route not used for transporting troops from Great Britain in French British admiralty statement, French foreign office).

**Proceeds South.**  
"The steamer proceeded on its course almost due south, after passing Dunwich (declaration of Captain Mouffett). The weather was clear and the sea smooth (affidavits of Edna Hale, John H. Hearley, Gertrude W. Warren). At 3:15 p. m. when the Sussex was about thirteen miles from Dunwich (declaration of Captain Mouffett), the captain of the vessel, who was on the bridge, saw about fourteen mines from the ship on the port side the wake of a torpedo. The captain of the vessel, who was on the bridge, saw about 100 meters from the ship on the port side the wake of a torpedo. (Declaration of Captain Mouffett). It was also seen very clearly by the first officer and the lookout, who were with the captain on the bridge. (Report of Rear Admiral Grassett). Immediately the captain gave orders to

port the helm and stop the starboard engine (declaration of Captain Mouffett), the purpose being to swing the vessel to starboard so as to dodge the torpedo by allowing it to pass along the port bow on a line converging with the altered course of the steamer.

**Strikes the Hull.**  
"Before, however, the vessel could be turned enough to avoid crossing the course of the torpedo, the latter struck the hull at an angle a short distance forward of the bridge, exploded, destroyed the entire forward part of the steamer as far back as the first watertight bulkhead, carried away the foremast with the wireless antennae and killed or injured about eighty of the persons on board. (Declaration of Captain Mouffett; report of Rear Admiral Grassett; deposition of Henry S. Beer.) At the time no other vessel was in sight. (Affidavit of Samuel F. Bemis, T. W. Culbertson, John H. Hearley and others.) "The approach of the torpedo was witnessed by several other persons on the vessel. (Affidavits of Samuel F. Bemis, Henry S. Beer and Gertrude W. Warren.) "One of these, an American citizen named Henry S. Beer, was leaning on the port rail about ten feet behind the bridge and gazing seaward when he saw the approaching torpedo about 100 yards away and exclaimed to his wife and companion: 'A torpedo!' Immediately following his exclamation the missile struck the vessel. (Depositions of Henry S. Beer and Mrs. Henry S. Beer.)

**Statement of Engineer.**  
"In further corroboration of the fact that the captain saw the torpedo coming toward the vessel is the sworn statement of the engineer on duty that the order to port the helm and to stop the starboard engine was received and obeyed. (Report of Admiral Grassett). No reasonable explanation can be given of this unusual order than that the captain saw something which caused him to change his course sharply to starboard. "In addition to this evidence, which would in itself appear to be conclusive that the agent of destruction was a torpedo, is that of Lieutenant Smith, United States navy, attached to the American embassy at Paris, who, accompanied by Major Logan, United States army, of the embassy, went to Boulogne, inspected the hull of the Sussex and personally found beneath the mass of water-soaked debris in the wreck fifteen pieces of metal, which they retained in their possession, as they did not believe the pieces formed part of the vessel. "The inspection of the hull disclosed that the vessel was wrecked by an external explosion, the boilers being intact, and that a short distance forward of the bridge was a large dent, showing that the vessel had received a heavy blow, the dint of the impact being from abaft the beam along a line at an acute angle with the keel of the vessel. (Report of Lieutenant Smith, called April 15.) This evidence coincides with and corroborates the statement that the vessel was swinging to starboard and away from the torpedo when struck.

**Of Different Size.**  
"The pieces of metal which the American officers had collected, were compared by Lieutenant Smith, Lieutenant Commander Sayles and Major Logan with mines and plans of mines in possession of the French naval authorities at Boulogne, Rochefort and Toulon, and our naval authorities at Portsmouth. These officers are positive in their opinion that these pieces of metal were not of a mine. (Report of Lieutenant Smith, called April 15.) "Among these fifteen pieces of metal were two screw bolts showing the effects of an explosion, which were stamped with a 'K' and '56' on the faces of the head of one and 'K' and '57' on the faces of the head of the other. On examining torpedoes in possession of the French naval authorities at Toulon, and of the English naval authorities at Portsmouth, the American officers found that identical screws with the letter 'K' and a number were employed to fasten the 'war' head 'Kopf' to the air chamber. (Lieutenant Smith's reports, called April 2, 5 and 15.)

**Pieces Are Compared.**  
"The screws used in French and English torpedoes have no markings and are of a slightly different size. (Same reports) furthermore the American officers were able by comparison and close examination to positively identify and locate all the remaining thirteen pieces of metal as parts of a German torpedo follows:

"Fragment three, part of inner seat of water relief valve of engine valve. "Fragments four and five, punto bands of engine room casing. "Fragments six to ten, inclusive, and twelve, parts of engine cylinders. "Fragments, eleven, thirteen, fourteen and fifteen, parts of steel warhead still bearing the distinctive red paint common to German torpedo warheads. (Report of Lieutenant Smith, called April 15.) "In view of these authenticated facts there can be no reasonable doubt, but that the Sussex was torpedoed and that the torpedo was of German manufacture. As no vessel was seen by any person on the Sussex, the conclusion is irresistible that the torpedo was launched without warning from a submarine, which was submerged at the time of the attack and remained beneath the surface after the explosion.

The conclusion thus reached from the evidence (the affidavits being those of American citizens collected by the Department of State, is substantiated by the statement in the imperial government note of April 10, 1916. According to those statements—(A) a German submarine torpedoed a steamer and one-half miles southwest of Bullock bank.

Department's comment—the point of attack is exactly in the course which was taken by the Sussex after passing Dunwich and about half a mile from the place where the captain of the Sussex states he was torpedoed.

(B)—The attack took place at 3:20 o'clock p. m. Central European time.

Department's comment—3:20 p. m. Central European time would correspond to 5:20 p. m. Western European time. The time of the striking of the torpedo, according to the captain of the Sussex and the stamping of the clocks on board the vessel, was 3:15 p. m. western time.

(C)—The torpedo when it struck caused an explosion which tore away the whole foremast up to the bridge.

Department's comment. The front part of the Sussex was wrecked as far back as the first watertight bulkhead, according to the affidavits.

(D)—The German submarine was submerged when the torpedo was launched and there is no statement that it came to the surface after the attack.

**Submarine Submerged.**  
"Department's comment. The conclusion was reached that the submarine was submerged from the fact that no one on

the Sussex saw the submarine, though the weather was fine.

(E) No warning was given nor an attempt to give one.

Department's comment: The evidence collected shows affirmatively no warning was given.

(F) A sketch by the submarine commander of the steamer which he torpedoed does not agree with a photograph of the Sussex in the London Graphic.

Department's comment: This sketch apparently was made from memory of an observation of the vessel through a periscope. As the only differences noted by the commander who relied on his memory were the positions of the smokestack and the shape of the stern, it is to be presumed the vessels were similar in other respects.

(G) No other German submarines on that day attacked steamers in that locality.

Department's comment: As no vessel is reported to have been torpedoed without warning by a submerged submarine other than the Sussex, it is beyond discussion that that vessel was torpedoed by the submarine whose commander is remarked on in the note of April 20."

## Dr. Davis' Prize Cow May Beat State Record for Butter

Though he is not saying a word about it, Dr. B. B. Davis has a cow that if she lives the summer through will be worth her weight in gold. In fact right now—the best butter season of the year has not arrived—she is adding something like \$1.25 per day to the doctor's exchequer.

The Dr. Davis cow in question is a Holstein-Friesian and is one of a large herd on the doctor's Friesland farm, near Omaha. A seven-day record shows that this particular cow produced 87.4 pounds of milk and 30.4 pounds of butter. If she keeps up the pace that she has set in ten days more she will have passed the state record, which is 118 pounds of butter in thirty days.

## Yankton Retains Commission Form

YANKTON, S. D., April 18.—(Special Telegram.)—City election Tuesday resulted in the city retaining the commission form after six years' trial by 258 majority. Tammen defeats Finnegan for the five-year term as commissioner by 139 majority. Ohlman, next high man, will run again next Tuesday against Rapalee for the short term, and two low men drop out. The city is wet by close to 300 majority.

## Typhus Germs Are Found in Blood of Mrs. A. W. Waite

GRAND RAPIDS, Mich., April 18.—According to announcement made here tonight typhus germs have been found in the blood of Mrs. Arthur Warren Waite, wife of the dentist awaiting trial in New York for the murder of his father-in-law, John E. Peck of Grand Rapids. Mrs. Waite has gone to a sanitarium for treatment. Her condition, however, is not considered serious.

During the illness of Mrs. Waite's parents in New York, according to a story credited to Mrs. Waite, her husband furnished, not only for her, but also for her parents, an atomizer containing a solution with which she sprayed her throat. This treatment, Dr. Waite said, was to render her immune from colds. Mr. and Mrs. Peck also used the same

solution, it was said. It is believed this solution was the vehicle for the administration of deadly germs.

## CHARGE FILED AGAINST SHREDDED WHEAT COMPANY

WASHINGTON, April 19.—The Shredded Wheat company of Niagara Falls, N. Y., is charged in a formal complaint issued today by the federal trade commission with unfair trade methods in the alleged destruction of a competitor's business.

## Fifteen Villistas Face Firing Squad at Chihuahua City

EL PASO, April 19.—General Gavira, commander of the Juarez garrison, received a message from General Gutierrez, military governor of Chihuahua, stating that fifteen villistas concerned in a Villista plot to seize the Chihuahua garrison were executed by the firing squad today. Over sixty arrests were made last week in connection with the plot.

Another dispatch to General Gavira stated that General Luis Herrera with a large force of men was proceeding to Parral to take charge of the situation there.

An American aeroplane encircled Chihuahua City today at an altitude of 3,000 feet, but made no landing. All is reported quiet there.

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