

NOTICE TO ADVERTISERS.
In order to ensure changes being made in advertisements copy must reach this office not later than nine a.m. on the day of publication.

The Daily Mail

THE WEATHER.
Maritime—Fresh north winds, showery but mostly fair.

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RUSSIANS CLAIM VICTORY OVER AUSTRO-GERMAN FORCES; ITALIANS TROOPS ENGAGED IN THEIR FIRST GREAT BATTLE

THE AMERICAN NOTE PUTS CASE PLAINLY

Full Text of Important Document Which Caused Bryan's Resignation is Made Public—Nothing in the German Contention That the Lusitania Mounted Guns and Carried Canadian Troops—The U. S. Does Not Recognize a War Zone.

Washington, June 10—The text of the American rejoinder to the German government's reply to the note following the sinking of the Lusitania 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 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 conclusions, so far as reached by the imperial German government, concerning the attacks on the American steamers Cushing and Gulf-light.

CUSHING AND GULFLIGHT.

"I am now instructed by my government to communicate the following in 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.

PRINCIPLES VIOLATED.

"With regard to the sinking of the steamer Falaba, 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 the lives of those on board the merchantman, 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.

CONTENTIONS UNFOUNDED.

"Your Excellency's note, in discus-

THE LUSITANIA UNARMED, SAYS C. C. CHEEVER

New York, June 11—The most positive information obtained so far from a disinterested person, a neutral, that the Lusitania did not carry guns, was contained in the statement last night by Mr. C. Cheever Hardwick of the lace importing firm of Burr & Hardwick, who was on board the Lusitania when she was torpedoed, and who returned on Monday aboard the St. Paul. "It was my sixty-first voyage across the Atlantic," he said to a reporter in his home at 224 Oakwood avenue, Orange, N. J., "and most of those voyages had been made on board either the Lusitania or the Mauretania. Therefore, I knew the officers and the stewards of these vessels very well. I knew them so well that I was the donor of the cup for which their crews competed yearly, known as the Hardwick Cup. I state these things to show how familiar I was with the steamships and the men on board.

"As there had been much talk of the Lusitania carrying concealed guns and as I am an American citizen, I hesitated to take passage on board the Lusitania until the Cunard Line officers assured me the reports were false and that there was not a gun on board and that the vessel would carry no explosives.

"When I went aboard the Lusitania I immediately met several of the officers and stewards, whom I knew well. I asked them to tell me confidently if the rumors were true. They laughed at them. I then had the fourth officer of the steamship, whom I knew well, conduct me through the vessel. We went from bow to stern on every deck above the water line and there was not the least possibility of a gun being there, either mounted or unmounted.

"I made particularly certain of this as I did not wish to take passage on board an armed steamship, particularly as there had been persistent rumors that German submarines would try to sink the Lusitania on the ground that she carried concealed guns.

"After we left this port I went through the Lusitania several times to make certain that guns had not been mounted since leaving United States waters. There was no sign of a gun on board. I am as certain that the Lusitania did not carry a gun of any kind as I am of anything else in life.

"My rescue from the Lusitania was due more to luck than anything else. I had aided quite a number of women and men to adjust lifebelts, as other men were doing, when suddenly the vessel gave such a tremendous list that I slipped down the deck, unable to catch myself, and dropped into the water.

"I swam away from the Lusitania as fast as I could, knowing that she was sinking, and on the way caught two women and a man whom I dragged with me. We were in the water five or six hours before being picked up by a British torpedo boat."

IMPPLICATES MANITOBA EX-CABINET MINISTER

Minneapolis, Minn., June 10—V. W. Horwood, formerly provincial architect of Manitoba, today voluntarily gave evidence before the Manitoba Royal Commission in connection with the investigation into the contract for the parliament building at Winnipeg which is said to have been the medium of graft for about \$300,000.

Horwood's evidence implicated former Minister Coldwell, and he stated that Mr. Coldwell had interested himself in keeping away from Winnipeg important witnesses wanted in the investigation paying as much as \$10,000 to keep a leading witness named Salt out of the country. This money was obtained by Horwood from Coldwell, so the witness stated, and given to M. G. Hook, one of the conspirators, but Hook lost the money in Omaha, where he was robbed.

London, June 11—The Italians are now less than twenty miles from Trieste, the chief port of Austria. On the western front a methodical French advance would appear for the moment to have ceased. But on the other hand the German counter attacks do not seem to have been successful.

RUSSIANS CLAIM A VICTORY

(SPECIAL CABLE TO THE MAIL.)

London, June 11—Following their success in the Baltic regions, the Russians now claim a considerable victory in Galicia. The Austro-German forces which are attempting to advance on Lemberg from the south are said by the Russian war office to have been defeated in a battle along the Dniester near Zurawna to the east of Stry.

Unofficial despatches from Geneva states that the Teutonic forces have been driven back at two points on the Dniester.

ITALIANS IN BIG FIGHT

(SPECIAL CABLE TO THE MAIL.)

London June 11—The first large battle of the Italian campaign is now under way having been brought on by the attempt of the Italians to force the Isonzo river running north from the Gulf of Triest. Despatches from Cologne and Geneva mention heavy fighting, particularly near Gorizia on the east side of the river, 22 miles northeast of Triest. The Austrian losses in the Gorizia fight are placed at 8000 to 10,000.

WAS SUNK BY ZEPPELINS

(SPECIAL CABLE TO THE MAIL.)

London, June 11—Two British fishing smacks in the North Sea were attacked and sunk by Zeppelins. Submarines sank the British steamer Strathcorron of 2,800 tons and a Russian bark. There was no loss of life.

THE FIGHTING IN GALICIA

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 Dubysa river in the Baltic provinces, threatened by an encircling movement, were obliged to withdraw, although in the region of Shavli 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 Linsingen's force which crossed the Dniester near Zurawna.