

REVULSION OF FEELING SWEEPING AMERICA MAY FORCE DECISIVE ACTION

"Will Sinking of Lusitania Prove Another Maine Disaster?" Washington Is Asking—Official Circles Realize Sinking of Liner and Destruction of American Lives Presents Most Serious Crisis of War So Far as This Country Is Concerned—Judgment Reserved.

COURSE GOVERNMENT WILL TAKE NOT KNOWN

President and Cabinet Confer and There Is Talk That an Extra Session of Congress May Be Called—Believed This Is Forerunner of Similar Attacks Yet to Come—Administration Leaders Plainly Fear Public Opinion Will Sweep Government Off Its Feet, It Is Said.

[From The Tribune Bureau.]

Washington, May 8.—Stunned, astounded and appalled by the horror of the fate of the Lusitania, torpedoed unwarmed off the Irish coast, official Washington today is squarely face to face with the gravest international situation which it has confronted since the European war opened.

It is impossible to predict with any certainty what will be the consequences of the carefully planned attack on the great liner, which has resulted in sending many hundreds of noncombatants, of women and children, including, apparently, many Americans, to the bottom.

"Will the sinking of the Lusitania prove another Maine disaster?" That is the question Washington is asking since the latest dispatches have swept away the earlier reassurance and have made plain the scope of one of the greatest marine catastrophes of the century.

What the administration plainly fears is that American public opinion, roused at last from its lethargy, will flare up in a flame of indignation that will sweep the government off its feet.

It is recognized that although it is possible to view, from a technical viewpoint, that the case of the torpedoing of the Lusitania is not greatly different from the Thrasher case, in so far as the Americans who have lost their lives are concerned, yet, from the standpoint of moral effect, this is an utterly different proposition.

Opinions here are at variance as to what will follow, so far as governmental action is concerned. Many believe the administration will be driven to call an extra session of congress. President Wilson will consult with his cabinet leaders, today, and other advisers. Thus far, it is not admitted that an extra session will be called.

Opinion is general here that the torpedoing of the Lusitania is the prelude to other similar attacks and that Washington has to face not only this affair, but that it will probably have to face others like it.

Officials with lips sealed but worn and weary eyes, as if from a sleepless night, are thus far saying little and

Demand Explanation of Germany; Calmness Urged Upon Americans

Washington, May 10.—The United States will today direct Ambassador Gerard to make inquiry of the German government for its report of the facts concerning the sinking of the Lusitania. This became known after conferences between high officials.

The ambassador will be instructed to make his preliminary inquiry as a basis for whatever steps may eventually be taken. High officials privately said the situation was very grave.

The usual course would be for Ambassador Gerard to ask the German foreign office and the German admiralty informally for the reports they have received from the commanders of the German submarines. That would be apart from any explanation which may be asked later from Germany as to her reasons or purposes in the act. Officials at the state department prepared the instruction to Ambassador Gerard, which will be brief and will be dispatched some time today.

"We are informing ourselves as rapidly as possible regarding the Lusitania matter," said Secretary Bryan today, "and we are doing what we can for those injured. We will get all the information we can."

Chairman Stone, of the Senate foreign relations committee, made a statement today which in part is as follows:

"It seems to me that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively. We can not overlook the fact that the Lusitania was a British ship flying the British flag and subject at any time to be put into actual naval service of the government. Indeed, it is stated that at the time she was attacked she was carrying military reservists to England for service in the British army. True, there were American citizens aboard, but it must not be forgotten that they went aboard a belligerent ship with full knowledge of the risk and after official warning by the German government. When on board a British vessel they were on British soil. Was not their position substantially equivalent to being within the walls of a fortified city?"

"I express no opinion at this time. I am merely suggesting reasons why we should maintain our equilibrium and not 'rock the boat' until we know what we are about."

"Aside from the possible loss of American lives, let us ask ourselves just where we come in. At the present moment and with the light now before me, I confess that it appears to me that from our standpoint as a neutral nation, the Gulfstream case presents a more delicate and serious complication than the case of the Lusitania."

Some senators at the capital there was a general feeling of alarm, but all refrained from entering into public discussion while awaiting developments. The opinion prevailed that the loss of American lives and the manner in which the Lusitania was destroyed would arouse public opinion tremendously.

Secretary Bryan reached his office early and immediately went into consultation because of the scarcity of information of an official character.

The fact that the Lusitania was a British ship, flying a British flag and had contraband of war aboard, did not remove from the minds of officials the even recurrence thought that a hostile submarine deliberately destroyed the ship with full knowledge that hundreds of defenseless neutrals and women and children were aboard.

It is here that the aspect overpowered the legal phase of the case, for while there is said to be no pre-

CRISIS AVERTED BY CHINESE PRESIDENT



YUAN SHI KAI, President Yuan has yielded to the Japanese demands, thereby averting war between China and Japan.

CHINA GIVES UP TO JAPAN; AVERTS WAR

Modified Demands of Mikado Backed by Ultimatum Bring Quick Response From Peking.

Peking, May 10.—China has yielded to the Japanese demands and war in the Orient is believed to have been definitely averted. China's reply to the Japanese ultimatum will go forward late today or Sunday. The demands will be accepted without qualification. The government expects no serious revolutionary outbreak as the result of yielding to Japan.

PERILOUS DEMANDS ARE WITHDRAWN BY JAPANESE

Tokyo, May 8.—In presenting its ultimatum to China, Japan omitted from the present negotiations all items in group 5 of the amended list of demands with the exception of the portion dealing with concessions in Fu-kein, on which an agreement already has been reached. The demands in group 5 are reserved for future discussion.

Group 5 includes the stipulations against which China raised the most vigorous objections. The decision of Japan to defer these matters is made known in an official communication of 3,500 words, which was issued here today in regard to the Japanese ultimatum.

The principal provisions of group 5 have to do with the appointment of Japanese military and political advisers for China and for Japanese supervision over the manufacture or purchase by China of munitions of war.

Washington, May 7.—Official advice received here late yesterday were to the effect that a crisis of the far east had been averted, that Japan had modified her demands and that China will accept them.

Before the terms of the agreement are finally concluded, however, an expression of opinion is expected by the United States from Great Britain, France and Russia, as the allies of Japan, as to whether the interests which the leading powers have had in the maintenance of the territorial integrity of China, or the "open door" policy, have been in any way affected.

The American ambassadors at London, Paris and Petrograd have been instructed to learn the attitude of the powers, which, like the United States, are pledged to maintain the territorial status quo in China and the freedom of commercial opportunity. Inasmuch as Japan and Germany are at war, the latter country was not consulted at this time, but later may be included in the American government's correspondence on the question.

Officials were silent as to the communications that had been sent abroad, but it is known that it was desired before negotiations were ended to consult the other powers, in view of the peculiar relationship existing between them and the United States in connection with Chinese affairs.

FIVE-CENT BREAK IN THE PRICE OF WHEAT

Slump Due to Sinking of Lusitania—British Freight Ships Held Up.

Chicago, May 8.—A break of more than 5 cents a bushel in the wheat market today was attributed chiefly to trade disturbances due to the sinking of the Lusitania. July wheat, which closed last night at \$1.31, sold down today to below \$1.26.

It was said a large number of British freight steamers about to sail from the United States had been stopped temporarily.

The extreme fall in wheat was nearly 6 cents before the collapse ended. July touched \$1.25, a total descent of 5¢. In the end the market was rallying, with July final quotations \$1.25.

The Ontario government has made a law that every motion picture operator must put in a full year's apprenticeship before receiving a license to carry on that trade. Motion picture theaters are increasing so rapidly in that province that the inspector is calling for the appointment of an assistant.

GERMAN PRESS PRAISES SINKING OF LUSITANIA

Berlin Newspapers In Colossal Type Hail Feat as "New Triumph of Germany's Naval Policy" and Declare That "England Has Got What She Deserved," Says Copenhagen.

London, May 8.—The Exchange Telegraph company has received today the following telegram from Copenhagen:

"Berlin newspapers print the news of the sinking of the Lusitania in colossal type and hail the successful torpedoing of the ship as a new triumph for Germany's naval policy. The general impression is that England has got what she deserves."

The Exchange Telegraph company has received a dispatch from Berlin by way of Amsterdam, which reads:

"Hundreds of telegrams of congratulation are being sent to Admiral Von Tirpitz, the German minister of marine, on the sinking of the Lusitania,

703 OF 1,919 ARE SAVED: CLAIMED LINER HAD NO WARNING OF DISASTER

LIBAU, SLAV PORT, TAKEN BY GERMANS

70,000 Russians Captured In Carpathians, Claim—British Repulse Attack and Gain Ground.

Berlin, (via London), May 10.—Official announcement was made at the German war office today that the city of Libau, in the province of Courland, Russia, has been captured by the Germans.

In the capture of Libau the Germans have gained one of the main objects of their invasion of the Baltic provinces of Russia. This movement was designed to occupy Libau and Riga, which would enable the Germans to harass Russian communications with Petrograd.

Libau is an important seaport and industrial center. It is about 75 miles along the seacoast from the German border.

The text of the communication follows:

"On the greater part of the front there were yesterday the usual artillery duels, which in certain places, namely at Ypres, north of Arras, in the Argonne, and in the hills of the Meuse, increased in violence from time to time.

"An infantry battle took place in the Vosges. Only in this action did the French attack our positions. At Steinbrueck, on both sides of the valley of the river Fecht, they attacked after a preliminary fire of artillery which lasted for hours. All these attacks resulted in our favor, with heavy losses to the French.

"In the eastern theater of the war: The troops we sent against the city of Libau took possession of this town yesterday. Sixteen hundred prisoners, 18 cannon and four machine guns fell into our hands.

"In the southeastern theater of the war: The pursuit of the defeated enemy of the army under General Mackensen and such troops of our allies as joined this army, was continued steadily throughout yesterday. Our advance forces crossed the River Wisloka in the neighborhood of Krosno yesterday evening.

"The joint action of all parts of the army engaged in this advance led to the cutting off of not inconsiderable Russian forces. Consequently the total number of prisoners taken in the Galician arena since the end of April should so far have been increased to about 70,000 men. Thirty-eight cannon, including nine of heavy caliber, have been taken from the Russians."

MANY NOTED PERSONS ON DEATH LIST

Alfred G. Vanderbilt, Charles Frohman, Charles Klein, Herbert S. Stone, H. L. Fisher Are Among Missing.

MANY OTHERS AMONG DEAD

List of Survivors Fails to Show Names of Many Prominent Americans and Titled Europeans.

Washington, May 8.—American Consul Frost, at Cork, called the state department late today that among the list of identified dead of the Lusitania's American passengers were Charles Frohman, Mrs. Amelia McDonald and Patrick Callon.

London, May 10.—Alfred Gwynne Vanderbilt apparently perished when the Lusitania went down, according to a message to Ambassador Page, from the United States consul at Queenstown.

London, May 10, 4:48 a. m.—The Times Queenstown correspondent says that some of the survivors who have arrived there report that Alfred Gwynne Vanderbilt was drowned.

Queenstown, May 8, 4:36 a. m.—Every effort to find Alfred Gwynne Vanderbilt and Charles Frohman among the survivors of the Lusitania landed here has failed.

New York, May 8.—Herbert Stuart Stone, elder son of the general manager of the Associated Press, is another American passenger not accounted for. Young Mr. Stone was well known as the one time head of the book publishing firm of H. S. Stone & Co. and the founder and editor of the Chap Book and the House Beautiful, two successful magazines.

Washington, May 8.—Dr. Howard L. Fisher, brother of Walter L. Fisher, former secretary of the interior, who was on the Lusitania, going to the American Red Cross unit in Belgium, cabled to his wife here from Queenstown today that he was safe and well.

A state biological survey, suggested by the Ohio academy of science, is being undertaken with state appropriation of \$2,500; a number of the colleges of the state are co-operating. The preparation of duplicate material and separate collections for the colleges and other educational institutions is the primary feature of the work.

Many Noted Persons Among Victims of Submersible Attack Off Coast of Ireland Which Sent Giant Cunarder to Bottom Within Few Minutes—Two of Four Instruments of Destruction Fired at Range of 1,000 Yards, Declared to Have Found Their Mark.

FIRST CABIN PASSENGERS DISPLAY HEROISM

Wealthy Travelers Last to Leave Sinking Vessel—Women and Children Put Off in First Boats—Scores Reported to Have Been Wounded by Explosions in Ship's Holds—Many Drowned Struggling in Water—Many Die After Reaching Shore—Queenstown Vast Morgue.

London, May 8.—1:51 p. m.—The British government today made the following announcement: "The statement appearing in some newspapers that the Lusitania was armed is wholly false."

London, May 8.—More than 1,200 persons lost their lives, the British admiralty estimates, when the Cunard liner steamship Lusitania was torpedoed and sunk yesterday afternoon off Old Head, Kinsale, on the Irish coast.

This statement was given out by the admiralty today: "The best available information sets forth that the Lusitania had aboard 1,241 passengers and a crew of 665. This gives a total of 1,919 souls on board the liner when she was torpedoed.

"An admiralty statement this morning placed the number of survivors at 658. Later a report from Ireland said 45 more had been brought in, making 703 known survivors and a death list of 1,216." Of those who were saved, 640 were landed at Queenstown, 11 at Kinsale and 52 others are reported to be aboard a steamer. It is possible that a few others have been landed by fishing boats at other points. One dispatch said that several survivors had been landed on Sovereign island, near Galleyhead.

In addition to the living brought ashore, the bodies of 45 who died of injuries or were drowned, have been landed at Queenstown. Five more are at Kinsale and it has been reported that an armed trawler accompanied by two fishing boats had picked up 100 others. The work of compiling the list of those saved is progressing slowly because of the indescribable confusion at Queenstown. But apparently few first cabin passengers are among the survivors.

The United States consul at that port can account for only 51 Americans saved out of 188 who were aboard. His roll does not include the names of Alfred Gwynne Vanderbilt, Charles Frohman, Elbert Hubbard, James Miles Forman, the author of Charles Klein, the playwright of these Americans 106 were in the first cabin; 65 in second and 17 in the steerage.

The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and possession they displayed in face of danger. Most of them were at luncheon when the steamer received her death blow and declined to join the rush for the boats and life belts. They believed the Cunarder would remain afloat until assistance could arrive. A considerable proportion of those at Queenstown are members of the crew, including Captain Turner with the first and second officers. All the other officers are believed to have perished. There is no evidence, however, that the time honored rule of the sea, "women and children first" was violated. At least one of the survivors, a Toronto newspaperman, gives evidence that there was no panic among the crew and that the sailors acted promptly in getting the passengers into the ship's boats.

Apparently every precaution had been taken against a surprise attack by a submarine. Lookouts were on the alert constantly as the giant steamship sped toward the Irish coast. Difficulty was experienced in launching the boats because of the heavy list of the Lusitania almost immediately after she was torpedoed. Several of the life craft evidently capsized as they were launched, or soon afterwards.

Many of the passengers owed their rescue to life belts, which kept them afloat until they were picked up by boats. Among this number were Lily Mackworth, daughter of David T. Thomas, the Welsh "coal king," and Julian De Ayala, Cuban consul general at Liverpool.

Had No Warning. Investigation has failed to reveal that the steamer was given warning of the proposed attack by the submarine, which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in trans-Atlantic traffic.

The lookouts sighted the periscope of a submersible 1,000 yards away and the next instant they saw the trail left by a torpedo as it flashed on its course. Then came a terrific crash as the missile pierced the liner's side, followed almost immediately by another, which littered the decks with wreckage.

The course of the liner was at once turned towards shore. Four torpedoes apparently were fired at the Lusitania, but only two of them found their mark.

The loss of life caused by the torpedoes themselves, and the explosions they caused, must have been terribly heavy. The tragic freight of bodies taken to Queenstown bears evidence of the havoc wrought. Many of those taken ashore were seriously injured and more than a score died after they were removed to Cork and Queenstown hospitals.

A long line of stretcher bearers marched from the piers as tug and trawlers arrived. The people of the Irish city opened their homes to those who had been saved and everything possible is being done for their comfort.

Probably no event of the war has caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded offices of the Cunard line all night, scanning anxiously the bulletins received from Queenstown. The company announced that an accurate list of survivors would be compiled as speedily as possible, but that the immediate needs of those saved were being given first attention.

The press of London expresses intense indignation at the tragedy.

Queenstown, May 8, (via London).—The various craft that yesterday went out from here to the scene of the Lusitania disaster, returned to Queenstown last night and early this morning. All

of them brought survivors in greater or lesser number. It is now estimated here that 600 will be the outside number of those saved. No trace has been found of either Alfred G. Vanderbilt or Charles Frohman.

The latest rescue boats to arrive are bringing mostly bodies of the dead picked up from the water at the scene of the disaster. The dead now here number 124 and many of them are women.

The naval and military authorities of Queenstown are rendering every assistance possible in the removal of dead and in assisting the injured to hospitals. The manager of the Cunard line has taken ample hotel accommodations, as well as rooms in lodging houses, and here the surviving are being sent. Queenstown has never witnessed such a scene before. The dead are being conveyed to morgues and undertaking establishments and numbers of motor cars have been brought into service to take the injured to hospitals.

The less serious injured are being helped ashore by sailors and soldiers. Both men and women rescued, if they are able to walk, refuse to remain in their hotels. They haunt the docks, waiting and watching for friends and relatives.

Many of the survivors are still bewildered from their terrible experience and their accounts of the sinking of the Lusitania are not entirely clear. It is to be noted, however, that one and all unite in eulogizing the manner in which the ship's officers behaved five minutes after the Lusitania was hit with the second torpedo amidships, she had listed to such an extent that the lifeboats on one side could not be launched at all. The work of getting a many people as possible, for the most part women and children, into the lifeboats that could be got clear was at once undertaken by the captain and officers and men of the Lusitania, and performed efficiently and with heroism.

The scene as the big liner went down is described by the survivors as heart-rending beyond words. Battling for life, the passengers called to relatives or friends or bid each other goodby. The small boats which had gotten away from the side of the liner picked up five minutes after the Lusitania was hit with the second torpedo amidships, she had listed to such an extent that the lifeboats on one side could not be launched at all. The work of getting a many people as possible, for the most part women and children, into the lifeboats that could be got clear was at once undertaken by the captain and officers and men of the Lusitania, and performed efficiently and with heroism.

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SAVED BY A "HUNCH"

Boston, May 8.—A premonition of disaster was responsible for the fact that Edward E. Bowen, a wealthy shoe dealer, whose name appears on the "list of saloon" passengers who sailed on the Lusitania, heard reports at his home in Newton of the disaster to the liner. "Friday night," he explained, "a feeling grew upon me that something was going to happen to the Lusitania. I talked it over with Mrs. Bowen and decided to cancel passage."

RESCUE BOAT SWAMPED.

Dublin, May 8.—The motorboat, Elizabeth, has arrived at Kinsale and reports that at 3:30 o'clock yesterday afternoon she picked up two lifeboats containing 63 and 16 survivors of the Lusitania, respectively. A Cork tug took the rescued to Queenstown. They were mostly women and children. The passengers said that, owing to her list to port, the Lusitania could not launch many of her lifeboats.

188 AMERICANS ON BOARD.

New York, May 8.—There were 188 American passengers in all aboard the Lusitania, according to a compilation made late yesterday at the Cunard offices. The British numbered 956, and other nationalities made up the remainder of the 1,253 passengers aboard.

BULLETINS.

BATTERIES SILENCED.

Paris, May 8.—A dispatch from Tenedos to the Havas agency says that although the bombardment of the Dardanelles forts is being continued by the allied fleet, all of the Turkish batteries as far up the straits as Niagara, at the end of the narrows nearest Constantinople, have ceased firing and apparently have been destroyed.