

EVERYBODY
14 PAGES
READ IT

The Topeka

HOME EDITION

FRIDAY EVENING.

TOPEKA, KAN.

LUSITANIA IS SUNK

BIG LINER IS TORPEDOED OFF IRELAND

New York and London Get Confirmation of Disaster.

Catastrophe Follows Quickly on Heels of Warning.

PASSENGERS' FATE IN DOUBT.

Calls Sent Out for Help and Aid Is Rushed.

Many Distinguished Persons in Long List on Board.

New York, May 7.—The Cunard liner Lusitania, one of the fastest ships afloat, was torpedoed and sunk this afternoon off the coast of Ireland, ten miles south of Kinsale.

She had aboard 1,253 passengers. The liner sailed from New York Saturday, May 1, and carried in addition to her own large passenger list, 163 passengers transferred from the Anchor line Cameronia.

The news of her sinking was announced by the local office of the Cunard line and was based on cable advices received from the home office of the company in Liverpool. Three dispatches, received in the order named, were made public by the line, and read as follows:

"We received from the Lands End wireless station news of repeated distress calls made by the Lusitania, asking for assistance at once. Big list. Position ten

WASHINGTON IS STUNNED BY DISASTER

News of Torpedoing of Lusitania Strikes Like Bomb.

Officials Face Most Serious Incident of War.

PRES. WILSON SAYS NOTHING.

German Submarines Known to Be Near Kinsale.

Scene of Sinking Marked by Other Attacks.

Washington, May 7.—News of the torpedoing of the Lusitania struck official Washington like a bomb. While disposed to await full details before expressing opinions, all administration officials realized that the incident was probably the most serious Washington has faced since the beginning of the war.

Wilson Says Nothing.

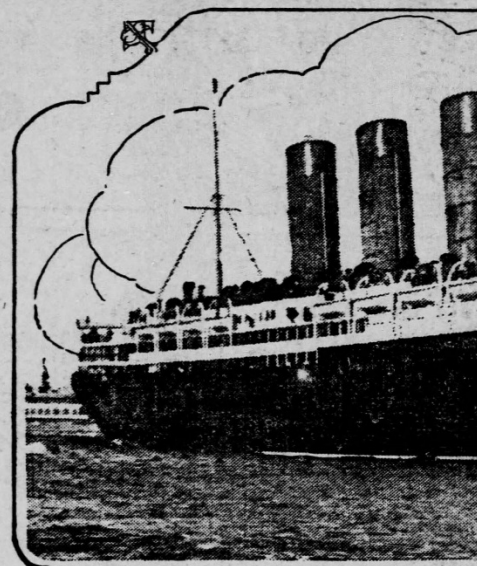
Washington, May 7.—President Wilson was informed of the sinking of the Lusitania, and White House officials showed keen anxiety to learn whether any American lives were lost. No comment was made.

Germans in Fated Zone.

The presence of German submarines off the southern coast of Ireland and along the line of travel the Lusitania would follow in going to Liverpool, was made known in a dispatch from Glasgow last night which recited that the British steamer Cherbury had been torpedoed in the Atlantic ocean off the Irish coast. This was on April 29.

Two other vessels were sent to the bottom more recently—the Centurion and the Candidate. Just where these ships were attacked has not been made known, but their destinations led to the belief that one or more German submarines have been operating

LUSITANIA VICTIM



State Journal.

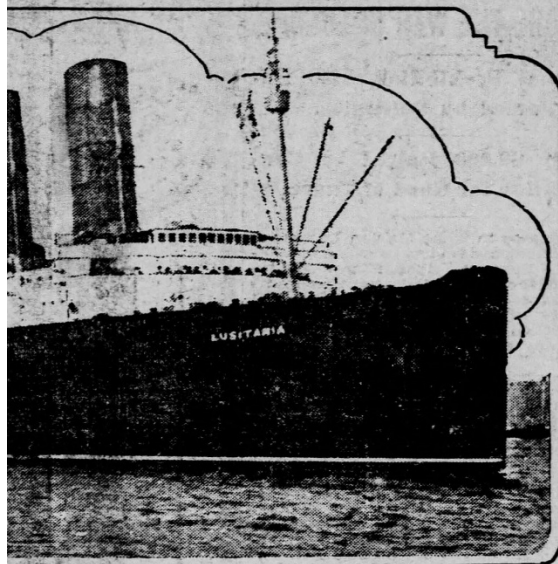
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SAS. MAY 7, 1915.

FRIDAY EVENING,

THIS EDITION 2 CENTS

OF GERMAN SUBMARINE



NO WORSE THAN TOPEKA, HE SAYS

Representative Holbrook Flays
Capital City Elections.

"Conditions Here Overshadow
Situation in Kansas City."

HE TELLS OF A HOUSE MEETING.

Cites Instance as Example of
Wyandotte Practices.

Everyone Anxious to Investi-
gate Capper Charges.

"Election conditions in Kansas City, Kan., are no worse than in North Topeka or any other town with a congested voting population," declared Charles Holbrook, Republican representative from Wyandotte county. "I don't defend the election activities in Wyandotte county in every instance, but if there has been anything corrupt in the practice, I have never heard of it."

That was the expression today of Charles S. Holbrook, a Republican and member of the state legislature during the 1913-15 sessions. Holbrook represents the now famous First and Second wards of Kansas City, where Governor Capper declares election practices have been in operation which "would make Terre Haute look like a Sunday school town."

Holbrook was in conference today with Governor Capper. He declared.

[Continued on Page Four.]

ITALY WARNED BY THE KAISER

Wilhelm Says to War on Aus-
tria Is to Strike Him.

Declares Great German Army
Would Face King's Troops.

NATIONS RUSH WAR PLANS.

Premier and Von Buelow in
Constant Conference

PEACE BETWEEN JAPAN AND CHINA

Most Obnoxious Demands Are
Withdrawn Officially.

Cessation of Jap Warlike Prep-
aration Seems Certain.

WARSHIPS READY TO STRIKE.

Great Fleet of Japan to Enforce
Her Demands.

Second Squadron Is Preparing
for Demonstration.

Tokio, May 7.—Peace between Ja-
pan and China was assured today
when article 5 of the Japanese de-
mands, most obnoxious to China and
other powers, was officially with-
drawn.

Group 5 of the Japanese demands, according to the text handed the Chi-
nese government in February, contain-
ed seven articles providing for Jap-
anese power in China's political,
financial and military affairs and other
comprehensive concessions.

With this important concession on
the part of Japan and the reported
acceptance by China of Japan's other
demands, peace seems certain. A
cessation of Japan's warlike prepara-
tions is expected to follow today's of-
ficial announcement.

U. S. Would Know.

Washington, May 7.—The Unit-
ed States within the last 24
hours, through its ambassador
abroad, has consulted Great Brit-
ain, France and Russia, as the
allies of Japan, to learn their at-
titude toward the present status
of the Japanese-Chinese negotia-
tions.

Tokio, May 7.—More than 40
warships, including the battle-
ship Hizen and the battle cruiser
Kongo, are preparing at
Sasebo for possible operations
against China. A second squad-
ron under Admiral Nawa has
arrived and is hastily embark-
ing supplies. Rear Admiral
Kamimura's fleet, including the
battleships Sagami and Suwo,
has been ordered to the gulf of
Pechili to be in readiness to take
aboard Minister Hioki in case of

miles south of Kinsale. Subsequently received telegram from Queenstown that all available craft in the harbor had been dispatched to assist."

Thirty-Five Boats to Rescue.

The second message to the local office read:

"Queenstown, 4:59 p. m.—Wire says about 20 boats of all sorts belonging to our line are in vicinity where Lusitania sank. About fifteen other boats are making for spot to render assistance."

The third cablegram was dated Liverpool and read:

"Following received by admiralty: Galley Head, 4:25 p. m.—Several boats, apparently survivors, southeast nine miles. Greek steamer proceeding to assistance."

Dispatches received here from London, Liverpool and Queenstown confirmed the news. One of the messages said it was believed that all the big liner's passengers had been saved.

No definite news as to the fate of the passengers had been received by the Cunard line here early this afternoon.

Large Steamer Stands By.

Late today, Cunard line officials received a dispatch from Queenstown stating that a large steamer and many small vessels and boats were in the vicinity rendering assistance. The dispatch follows:

"Large steamer just arrived in vicinity. Apparently rendering assistance. Tugs, patrols, etc., now on the spot taking boats in tow. Motor fishing boats with two Lusitania boats bearing probably for Kinsale."

This information came from Old Head, via Queenstown, and the Cunard line announced it would make public, as fast as received, all dispatches on the Lusitania, including those relating to the fate of passengers. The stock market was stunned by the news. A torrent of selling

THE WARNING!

When the Lusitania sailed she had aboard 1,310 passengers. Some nervousness had been caused because of the publication in the morning paper of Saturday of an advertisement warning intending travelers that a state of war existed between Germany and Great Britain and her allies; that the zone of war included the waters adjacent to the British Isles; that in accordance with notice given by the German government, vessels flying the flag of Great Britain were liable to destruction in those waters, and that travelers sailing in the war zone on ships of Great Britain or her allies did so at their own risk.

The advertisement was signed "Imperial German embassy."

This warning apparently did not cause many cancellations, for the ship sailed with a very full passenger list.

Just before the steamer's departure, a number of passengers received telegrams at the pier signed by names unknown to them, and presumed to be fictitious, advising them not to sail, as the liner was to be torpedoed by submarines. Alfred Gwynne Vanderbilt was one of the passengers who received such a message. He destroyed the message without comment.

Charles P. Sumner, general agent of the Cunard line, was at the pier and in a statement said the voyage of the Lusitania would not be attended by any risk whatever, as the liner had a speed of 25½ knots and was provided with unusual water-tight bulkheads.

in the lines of transatlantic travel. It may be that they were waiting for the Lusitania, and in the meanwhile attacked such other vessels as came within their range.

The Lusitania was a product of the race for speed, which was carried on for years among transatlantic steamship companies, particularly of England and Germany. When the Lusitania was launched she was the wonder of the maritime world. Her mastery of the sea, from the standpoint of speed was undisputed.

Heard It Privately.

Washington, May 7.—Officials did not believe there would be complications, however, unless American lives were lost. A few days ago, American officials heard privately that Germany intended to destroy the Lusitania at the first opportunity to terrorize British shipping and restrict ocean commerce with the allies.

It was taken for granted by officials here that if there existed a plan in the German admiralty to torpedo the Lusitania, every precaution had been suggested to the submarine commander to insure the safety of passengers.

The German embassy here from time to time has declared that the purpose of the German submarine campaign was not to cause loss of life, but to strike a blow at British ships and commerce. Should any Americans lose their lives the case would be covered, officials thought, by the warning to Germany that she would be held in that event "to a strict accountability."

orders poured in from every section of the country. A period of intense excitement followed.

Prices in war specialties broke 15 to 30 points within an hour. Stable issues dropped five to ten points.

Passenger List.

New York, May 7.—The following is an incomplete list of the first cabin passengers aboard the Lusitania:

Mr. and Mrs. Henry Adams, Boston, Mass.; A. H. Adams, New York; W. McAdams, New York; Lady Allen and maid, Montreal; Miss Anna Allan, Montreal; Miss Gwen Allen and maid, Montreal; M. N. Allen, New York; Julien De Ayala, Cuban consul general at Liverpool; James Baker, England; Mrs. M. A. Baker, New York; Mr. and Mrs. G. W. B. Bartlett, London; J. J. Battersby, Stockport, England; Albert C. Bilicke and wife, Los Angeles; Leonidas Bistio, Atlanta.

Ships Rush to Rescue.

Queenstown, May 7.—Immediately after the news of the torpedoing of the Lusitania was received here the admiral in command of the naval station despatched to the scene all assistance available. The tugs Warrior, Stormcock and Julia, together with five trawlers on the local life boat in tow of a tug, were hurried to sea.

May Be Salvaged.

Late this afternoon reports reached here that the Lusitania either was beached or sunk in water so shallow that she can be salvaged. This is considered likely, as all liners have made the run through St. George channel with all of their watertight compartments closed.

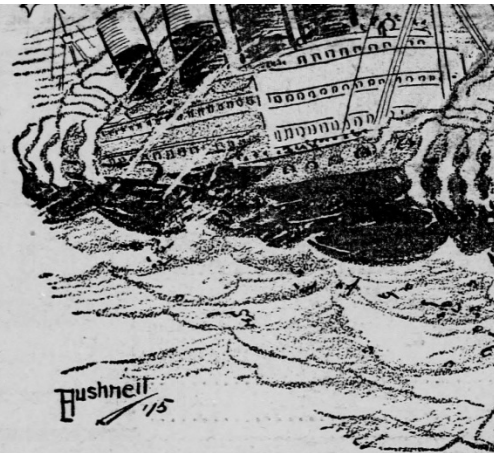
The reports received here are fragmentary, but all agree that the big liner began calling for help by her wireless at 2:33. The first to pick her up was the wireless at Lands Head.

"Big List—Rush Help!"

The appeal was urgent: "We have a big list. Rush help," flashed through the air.

Immediately orders were sent to the nearest point to get every available craft to the scene.

The fishing fleets off Kinsale were early on the scene and immediately began the work of taking on board the passengers from the big liner. It is



MAKING WAR

understood the Lusitania's own boats were used to care for her passengers. On all of her recent trips these boats have been hung from her sides and ready for any emergency and it is possible that this precaution may have proved the salvation of the passengers.

Horror Quickly Made Public.

The first word reaching London of the plight of the Lusitania was an unconfirmed rumor received at the general offices of the Cunard line. It stated the big steamer was in trouble. The line officials made it public and promised to keep the public informed of everything that happens.

There had been some doubt that the Germans were in earnest when they threatened to attack the passenger-carrying liner. The sinking of the Falaba had been considered the greatest violation of this kind, but when it was recognized that the biggest passenger liner in commission had fallen victim to the war, London was aghast.

St. Joe Man Aboard.

St. Joseph, Mo., May 7.—William Mitchell, a St. Joseph seed merchant, who is a subject of King George, was a passenger on the Lusitania. No word has been received concerning his fate.

London, May 7.—A dispatch from Liverpool to the Exchange Telegraph says it is not known how many of the Lusitania's passengers were saved.

Queenstown, May 7.—(7 p. m.)—The admiralty officers here have no news concerning the safety of the passengers and the crew of the Lusitania.

London Aghast.

London, May 7.—The sinking of the Lusitania was the hardest blow of the war to date so far as neutral commerce was concerned.

FLOATS FOR TWO HOURS.

Vessel May Have Not Gone Down at Once.

Queenstown, May 7.—The Lusitania's wireless call for assistance was received here at 2:15 o'clock this afternoon.

This read: "Want assistance; listing badly." Admiral Coke dispatched all available tugs and steam trawlers to the scene. It would take most of them about two hours to reach the spot where the Lusitania is reported to have sunk. The Lusitania was seen

from the signal be in difficulty completely sun

This would floated for two what evidently her trouble.

DOWN I

Twenty Boats o

London, M Official announ evening that ti mained afloat a after being torq ty boats were o The Cunard li about 20 boats spot where the Sixteen more have been dispi rescue work. The 20 boats the Lusitania. were sent from

FAVORAB

Weather FAVOR Lusitan

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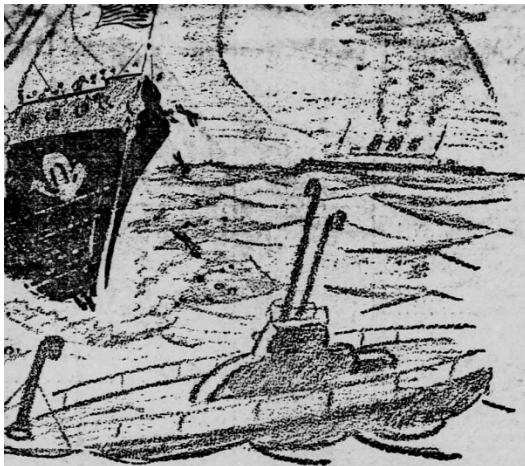
"Weather h Wind southeast Of the 1,253 were in the fir

Savin New York, M made pulic this ing cablegram pool transmitti Head:

"Motor fishi boats; probabl gers fifty. Ti Kinsale. Some Many vessels ar ing Queenstow

(MORE PAI SCRIPT EDIT JOURNAL AT

Weather Fo Probably fair continued cool night.



R "FRIGHTFUL"

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N 20 MINUTES.

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LE TO RESCUE.

able to Work of Saving
a's Passengers.

ay 7.—The weather is
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engers, according to
ceived by the Cunard
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passengers aboard, 290
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g Passengers.

ay 7.—The Cunard line
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received from Liver-
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ng boats towing two
y number of passen-
g Stormcock making
passengers aboard.
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ITICULARS IN POST-
OF THE STATE
5 O'CLOCK.)

recast for Kansas.
tonight and Saturday;
and probably frost to-

All German Institutions Now Closed to Public.

(By Alice Rohe.)

Rome, May 7.—Italy has been warn-
ed of the consequences of entering the
war on the side of the allies. Tele-
graphing from Berlin, to which he
had returned after an inspection of
both battle fronts, the kaiser notified
Prince von Buelow that the English
troops in the west are useless and
within a fortnight the Russians will
be driven out of Galicia. Italy was
warned under direct instructions from
the kaiser, that Austria's cause is
Germany's and that Austria's enemies
must be Germany's. Because of this,
should Italy come into the war, she
will be opposed by a great German
army.

War Plans Rushed.

The Italian government continues
its war preparations. The army is
concentrated at strategic points. The
fleet is ready for action and the first
thing to be done after war is declared
will be the gazetting of the Duke of
Abruzzi as commander in chief of the
royal fleet. The government has is-
sued a royal decree, authorizing the
suspension of telegraph and telephone
service without notice.

Premier Sallandra and Prince von
Buelow were in almost constant con-
ference yesterday. The German am-
bassador is trying to persuade Italy to
remain neutral, but it is admitted he
considers the attempt a very serious
one. The cabinet met today. It was
announced that the question under
consideration was the parliamentary
program, but this statement was not
taken seriously.

By order of the German embassy,
the principal German schools, the Ger-
man library and other German insti-
tutions heretofore opened to the pub-
lic have been closed.

The government has sent a sharp
note to Turkey questioning the truth
of the report that Turkish officers
now command the rebels in Tripoli.

Austria Seizes Railroads.

Advices from the frontier show that
Austria is continuing all her war
preparations at top speed. All passen-
ger service was held up last night
owing to the taking over of the fron-
tier railway lines for the transfer of
war munitions. Enormous guns of the
latest Austrian type have been mount-
ed at the various points where the
Italian invasion is possible and the
troops now on the border are declared
to be first line Hungarian soldiers and
first line Germans.

All of the correspondents of the
Austrian and German newspapers
have sent their families home. It is
said the reason the Austro-German
members of religious orders and ec-
clesiastical students departed Wednes-
day night was because of a suggestion
from the vatican. It was held that
their presence in Rome at this time
would be a real menace.

BASEBALL TODAY.

AMERICAN LEAGUE.

Cleveland at Chicago—game post-
poned, wet grounds.

FEDERAL LEAGUE.

St. Louis at Buffalo—game post-
poned, wet grounds.

Panama Fair Athletic Meet.

San Francisco, May 7.—Track teams
from all the leading Pacific coast col-
leges hold their track and field meet
for the championship at the fair
grounds here today.

necessity.

The police are protecting Professor
Ariga, Japanese adviser to President
Yuan Shi Kai, whom speakers have
denounced as a Chinese.

Peking, May 7.—There is good rea-
son to believe China is preparing to
concede everything demanded by Jap-
an, realizing that the situation is hope-
less. This possible outcome to the
present tense situation is not generally
comprehended in Peking; consequen-
tly a number of foreign residents as
well as Chinese themselves are today
packing their personal belongings and
otherwise preparing for eventualities.

[Continued on Page Four.]

VAST WHEAT CROP

Agricultural Department Fore-
casts 693,000,000 Bushels.

More Than 40,000 Acres and
Condition Is 92.9.

Washington, May 7.—The depart-
ment of agriculture's May grain re-
port today announced:

Winter wheat area to be harvested,
40,169,000 acres; condition 92.9 per
cent; indicated acre yield, 17.3 bush-
els; indicated production 693,000,000
bushels.

Rye condition, 89.8 per cent;
meadow lands condition 89.8 per cent.
Hay stocks on farms 8,468,000.

Rye condition 89.8 per cent. Meadow
lands condition 89.8 per cent. Hay
stocks on farms 8,468,000 tons or 12.1
per cent of last year's crop.

Pasture condition 87.2 per cent.
Spring plowing was 78.3 per cent com-
pleted May 1.

Spring planting was 65.3 per cent
completed May 1.

NEW TRIAL DENIED

Mayor Van Sickle Is Sentenced
to the Penitentiary.

For a Term of From Five to
21 Years.

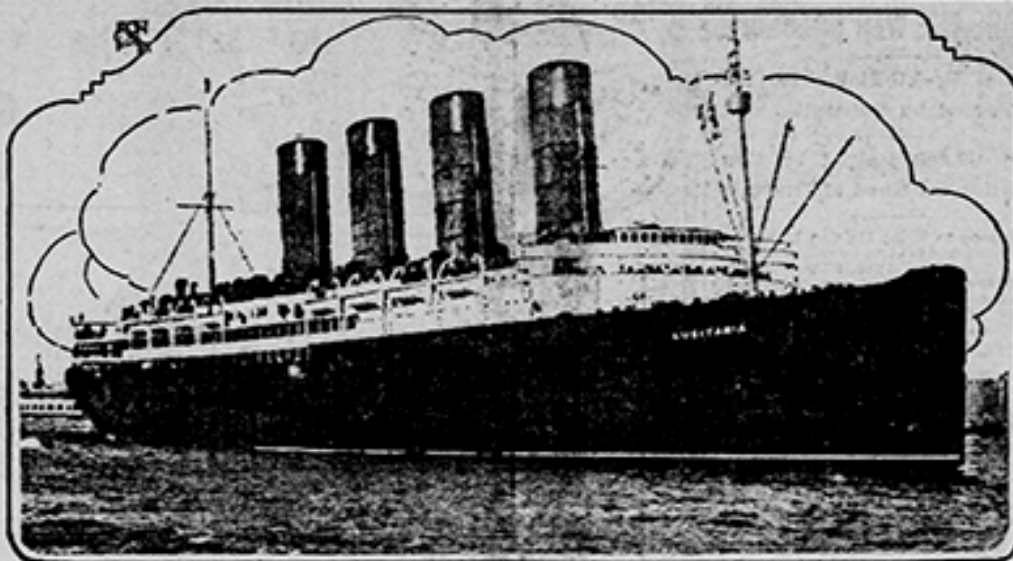
A motion for a new trial, made by
attorneys of W. H. Van Sickle, mayor
of Olpe, convicted on a white slave
charge, was overruled by A. W. Dana
in the first division of the Shawnee
county district court today, and Van
Sickle was sentenced to serve an in-
determinate sentence of from five to
twenty-one years at hard labor in
Lansing penitentiary. Van Sickle's at-
torneys served notice of an appeal to
the supreme court. They will have
ninety days in which to file an appeal
bond.

Van Sickle sought a new trial on the
ground that the court had erred in
permitting the introduction of the
family Bible of the Stephenson family
to prove the age of Alma Stephenson,
17-year-old girl in the case, and also
contended that improper instructions
had been given the jury. The judge
overruled both objections.

Slag Charges Investigated by I. C. C.

Washington, D. C., May 7.—The in-
terstate commerce commission, at its
hearing today, is considering the an-
nounced plan of the railroads to make
charges for the hauling of slag from
furnaces in eastern Ohio, western
Pennsylvania and West Virginia.

LUSITANIA VICTIM OF GERMAN SUBMARINE



MAKING WAR "FRIGHTFUL"