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See Editorial Page, First Column.

WEATHER
FAIR TO-DAY; PARTLY CLOUDY
TO-MORROW.
Yesterday's Temperatures:
High, 74; Low, 58.
Full report on Page 8.

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Germans Torpedo Arabic Without Warning; 32 Sink with Liner; 26 Americans Aboard; Washington Foresees Break with Kaiser

WASHINGTON SEES BREAK WITH KAISER

Sinking of Arabic Regarded as an "Unfriendly Act."

EXPECT RECALL OF AMBASSADOR

Many Officials Believe Diplomatic Relations Must Be Severed.

WILSON ASKS DETAILS

Will Await Full Reports Before Deciding on Course of American Government.

Washington, Aug. 19.—The torpedoing of the White Star liner Arabic without warning by a German submarine is a "deliberately unfriendly act," and President Wilson has no alternative but to recall Ambassador Gerard from Berlin and to hand passports to Count von Bernstorff, according to the opinion expressed in official circles here to-night.

That no American lives are known to be lost does not mitigate the offense, it is declared. American rights are held to have been violated when the lives of the Americans were placed in jeopardy by the commander of the German submarine. It was for these rights that President Wilson has contended ever since the sinking of the Lusitania. His recent note to Germany on the sinking of the Cunard liner left no doubt as to what the attitude of this government would be should American citizens in the free exercise of their rights have their lives placed in jeopardy by a German submarine commander.

Washington officials refrained from comment on the situation while the details were in doubt, but opinion crystallized following the official report of Vice-Consul Thompson at Queenstown that survivors stated that no warning had been given to the Arabic and that no attempt was made to stop the vessel in accordance with the international law, before the German submarine fired its torpedoes.

Secretary of State Lansing declined to express an opinion to-night. He and President Wilson are waiting details of the sinking of the Arabic from Ambassador Page and the American Consul at Queenstown. Ambassador Gerard has also been instructed to get what information he can from the German government. Pending this information Secretary Lansing would not talk. Both he and the President are gravely concerned over the incident.

Washington Excited.
First reports of the sinking of the Arabic caused a great sensation here. Confirmation of the reports was received late in the afternoon in a cable dispatch from the American Vice-Consul at Queenstown saying:

"Arabic sunk 9:30 to-day. Sank in eleven minutes. Eleven boats survivors being brought here."

President Wilson was preparing to go to his usual golf game this afternoon when the news came. He forgot golf for the time being and called up Secretary Lansing and asked for all the information he had received. For two hours afterward President Wilson remained in his study awaiting further official dispatches. It was nearly 5 o'clock before he left the White House for a short automobile ride.

Vice-Consul Thompson's second dispatch was received soon after 10 o'clock and was sent at once to the President, who studied it carefully. Mr. Wilson was still in his study at a late hour to-night, awaiting further reports.

Means German Hostility.
In view of the President's last note to Germany, officials place only one construction on the act of the German

AMERICA'S WARNINGS TO GERMANY ON RUTHLESS SUBMARINE WARFARE

(From The Tribune Bureau.)
Washington, Aug. 19.—The attitude of the American government in regard to German submarine warfare, as declared in its notes to Germany both before and after the sinking of the Lusitania, is summed up in the following paragraphs:

The government of the United States would be constrained to hold the Imperial German Government to a strict accountability for such acts of their naval authorities, and to take any steps it might be necessary to take to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas.—American note of February 10 on the German war zone decree.

American citizens act within their indisputable rights in taking their ships and in travelling wherever their legitimate business calls them on the high seas, and exercise those rights in what should be the well justified confidence that their lives will not be endangered by acts done in clear violation of universally acknowledged international obligations, and certainly in the confidence that their own government will sustain them in the exercise of their rights.

The Imperial German Government will not expect the government of the United States to omit any word or any act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens and of safeguarding their free exercise and enjoyment.—American note of May 13 on the sinking of the Lusitania.

Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy.

The lives of non-combatants cannot lawfully or rightfully be put in jeopardy by the capture or destruction of an unresisting merchantman.—American note of June 9.

The very value which this government sets upon the long and unbroken friendship between the people and government of the United States and the people and government of the German nation impels it to press very solemnly upon the Imperial German Government the necessity for a scrupulous observance of neutral rights in this critical matter. Friendship itself prompts it to say to the Imperial Government that repetition by the commanders of German naval vessels of acts in contravention of these rights must be regarded by the government of the United States, when they affect American citizens, as deliberately unfriendly.—American note of July 21.

AMERICAN PRESS SEES IN ARABIC A GRAVE CRISIS

Believes Kaiser Has Taken Long Step Toward Break with U. S.

Editorial expressions telegraphed to The Tribune last night, show that the press of the United States, looks on the torpedoing of the steamship Arabic as causing a very grave crisis in the relations between the United States and Germany. It is felt that a break in diplomatic relations with Germany is very near, and that it must come unless later details of the attack on the liner show much more mitigating circumstances than last night's reports indicated. What the newspapers say is given herewith:

St. Louis Globe-Democrat.
If American lives were lost then the situation is as grave as that when the Maine was sunk in the harbor of Havana. Within a few days all the facts will be known. Until then let us suspend judgment.

Philadelphia Inquirer.
It has been a long time since the Lusitania was torpedoed. Many days have gone by since the United States sent an ultimatum to Germany on this subject of murder. Surely every submarine commander has had his orders since then. Are we to assume from this Arabic incident that there is no intention on the part of Germany to respect the ultimatum? If so, then the days of friendly relations between the United States and Germany are limited.

The murder of one American must call for positive measures on our part. Either that, or the confession that we are only bluffing.

Washington Herald.
The gravity of the situation that has been forced upon us cannot be magnified. We are surely near the breaking point with Germany. There is no virtue in further forbearance. Whatever its results, the quarrel is of Germany's seeking. The President and his advisers must now determine upon a course of action—for act they must—and the American people are more nearly prepared for a severance of diplomatic and commercial relations with Germany than they are for the abandonment of them.

Baltimore American.
As far as the Germans were concerned the Lusitania tragedy could have been repeated and they would have been well satisfied. If the sinking of the Arabic does not again raise the issue with Germany over the imprisonment of the lives of non-combatants and neutrals, that issue is pretty sure to arise sooner or later in its most acute form. Germany will sink an enemy's ship, no matter who is aboard. It is up to President Wilson and his advisers to decide what they will do about it.

Boston Globe.
It will be a question of doing, not talking. President Wilson has exhausted all peaceful and usual means

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ITALY PREPARES TO FIGHT TURKEY; WARSHIPS READY

Cruisers Held at Taranto—Five Army Corps Leave Apulia.

Taranto, Italy, Aug. 19.—A strong corps of fast cruisers is being held in readiness to sail from here at a moment's notice. It is expected that the warships will be sent against Turkey if that country declines to satisfy Italy's demands for the release of Italian subjects held in the Ottoman Empire.

Brindisi, Italy, Aug. 19.—Five army corps concentrated at Apulia have been ordered to be prepared to leave for an unknown destination.

By GORDON GORDON-SMITH.
Milan, Aug. 19.—The tension between Turkey and Italy increases hourly and a rupture may come at any moment. The refusal of Turkey to allow 8,000 Italians inhabiting the Smyrna district to leave has caused boundless indignation throughout Italy.

Despite the strict press censorship it is known that the situation in Tripoli is critical, and that the revolt of the Arabs is undoubtedly the work of the Turkish government. After the Cabinet council to-morrow it is expected that the Turkish Ambassador will be given his passports and that war will be declared.

The Italian government, angered by the disregard by the Porte of protests against the treatment of Italian subjects in Turkey, is reported to have issued an ultimatum demanding that Italy be allowed to leave the country when they desire.

Rome, Aug. 19.—Dispatches from Salonica to the "Giornale d'Italia" and the "Tribuna" declare that the Turkish authorities have levied a heavy war tax, which foreigners never before have been required to pay, and which many Italian soldiers are unable to pay.

Greek King and Venizelos Talk with Allies' Envoys

London, Aug. 19.—King Constantine yesterday received Sir F. E. H. Elliot, British Minister to Greece, according to a dispatch from Athens to the Exchange Telegraph Company, and exchanged views on the situation.

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THE ARABIC LEAVING NEW YORK FOR THE LAST TIME.



White Star liner being swung out of her dock in the North River on her last eastward trip. She carried a large cargo of war supplies. Inset is Captain W. Finch, of the Royal Naval Reserve, commander of the Arabic.

BREST DOOMED AS MACKENSEN STORMS FORTS

Germans Reach Railroad North of Bielsk, Berlin Says.

London, Aug. 19.—The German armies are closing in on Brest-Litovsk and Novo Georgievsk. With the fortress of Kovno fallen, the Russians are falling back in the Kalwarya and Suwalki districts on the East Prussian frontier, and the second line of defence is seriously menaced. Only in the Baltic provinces have the Czar's troops been able to check the German advance. Brest-Litovsk, the great fortress which is the mainstay of the second line of defence, seems doomed. Berlin says that the outer positions of the fortress near Rokino have been penetrated. And north of Bielsk, the Germans report, General von Gallwitz has reached the railway from Bielsk to Brest-Litovsk. With this road in their hands, the Kaiser's forces would control the supply line of the second defence front.

Novo Georgievsk Forts Fall.
Two forts north of Novo Georgievsk have been stormed, Berlin reports. This fortress on the Vistula, the last of the Russian quadrangle, has been invested for several days. "To-day's announcement claims the capture of 1,000 prisoners and 125 cannon. The fortress is completely surrounded and its surrender is only a matter of days.

There is no evidence yet of Grand Duke Nicholas' intentions, but military writers believe that the swiftness of the German advance has rendered it impossible for him to make a stand on the Brest-Litovsk line, which already virtually has been turned by Field Marshal von Mackensen in the south and by his colleagues in the north.

GERMAN OFFICIAL.
The text of the German official statement follows:
Army group of Field Marshal von

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LIST OF TWENTY-EIGHT AMERICANS ON ARABIC; TWO REPORTED LOST

Of these Americans who were cabin passengers on the Arabic, two—Mrs. Josephine L. Bruguiere and Edmund Woods—were reported early to-day to be missing:

- Miss Josephine L. Bruguiere.
- Fred Burgess.
- Louis Bruguiere.
- Mr. and Mrs. James Calmon.
- Mr. and Mrs. P. Collier.
- John P. A. Day.
- James Houlihan.
- The Rev. Dr. G. A. McAllister.
- Christopher McManney.
- Claude McKeoid.
- Frederick Martin.
- Leonard P. Moore.
- A. Helme Nebeker.
- John Nolan.
- John Oleschewski.
- W. E. Ramsdell.
- James F. Rowley.
- Miss Sadie Shrimpton.
- Edmund Woods.
- Mr. and Mrs. Zillah Covington.

These Americans were in the steerage:

- Thomas Elmore.
- William Hughes.
- J. Kellett.
- John Olson.

This list of first cabin survivors was made public last night by the White Star Line here:

- Mrs. Florence C. Allison.
- Robert Bond.
- Miss Isabella G. Lobb.
- Mr. and Mrs. James Calmon.
- Miss Ethel M. Chadwick.
- Miss Catherine Christie.
- Mr. and Mrs. Phillip W. A. Collins.
- Isaac Corrae, Jr.
- Miss Bridget Cuffe.
- William Cummins.
- John Dalton.
- John Deighton.
- Miss Roy Dunsan.
- Miss Evelyn Eaton.
- Mrs. Ruth Goddard.
- Aubrey Guilar.
- A. P. Hillier.
- Miss Isabella G. Lobb.
- Miss John W. Kelk.
- Master John W. Kelk.
- Misses Violet, Dorothy and Olive Kelk.
- Charles Kresser.
- Miss B. Shrimpton.
- Frederick Martian.
- Miss Bridget Mills.
- Major G. L. Money.
- Cyril Money.
- Misses Mabel and Edith Money.
- John H. Heave.
- Miss Teresa O'Farrell.
- Miss Bessie Porter.
- C. W. Pringle.
- W. J. Randall.
- Miss E. M. Randall.
- Joe Robinson.
- Claude Jooce.
- Miss S. A. Rossall.
- Miss M. E. Shrimpton.
- Mrs. E. Smith.
- John Stewart.
- Alfred Still.
- Miss Gladys Tattersall.
- Frank Tattersall.
- Miss Bertha Tattersall.
- The Rev. Augustine Waldner.
- A. E. Philip.
- F. Pryce.
- L. E. Ross.
- Miss M. Ross.
- Mrs. and Miss Tewksbury.
- J. Usher.
- Mrs. A. W. F. Van Schelle.
- Mrs. B. White.
- N. L. Adams.
- Miss V. H. Alderson.
- W. Bathurst.
- J. C. Boland.
- Miss M. E. Boland.
- Miss M. M. Boudet.
- M. Bradley.

Among the survivors of the crew, according to the White Star Line's information, were Captain Finch, all the deck officers, the assistant purser, second steward, chief third class steward, chief storekeeper and all the engineers, except London, L. R. C. P. Others among the crew survivors were:

- Dr. D. W. S. Muir, M. R. C. S.
- H. L. Templeton, purser.
- H. Lee, chief steward.

BIG PASSENGER SHIP SINKS IN 11 MINUTES OFF IRISH COAST

Six Passengers Believed Lost with 26 of Crew—Two Americans Among the Missing.

BRITISH VESSELS TAKE SURVIVORS TO QUEENSTOWN

Those on Board Watch Another Ship Being Torpedoed When Order Comes To Take to the Boats Themselves.

[By Cable to The Tribune.]

London, Aug. 19.—A German submarine torpedoed without warning to-day the White Star liner Arabic, bound from Liverpool for New York. Thirty-two persons are missing, and several of these were probably killed. There were twenty-eight Americans on board, two of whom have not yet been accounted for. They are Mrs. Bruguiere, of New York, and Edmund Woods.

Details of the sinking are lacking, but that the loss of life was not greater doubtless was due to the fact that the weather was fine and that steamers passing through the German submarine zone now keep their boats swung out and otherwise are prepared for emergencies.

The attack was made about eighty miles due south of the Old Head of Kinsale, Ireland, and the vessel sank in eleven minutes, or, according to another account, in six minutes. She had 423 passengers and crew, and these put off in twenty-one boats, most of which were picked up about four hours afterward by two British vessels. About 370 survivors were landed at Queenstown at 6 p. m., a large number of them being badly injured.

Several of those injured were engaged in watching another ship being torpedoed when their own vessel was struck. This was the British steamship Dunsley, which, though injured, was able to keep afloat and even to afford some assistance to the passengers and crew of the Arabic after the latter's boats had been lowered.

RUSH FOR LIFE PRESERVERS.

In their fright the passengers had rushed for life preservers and had barely adjusted them when the German submarine turned its torpedo against the Arabic's side.

The ship's boats and a number of life rafts were quickly got over the side of the steamer, and into these passengers and crew scrambled. Many of the passengers, however, fell into the water, but they got hold of the rafts and clung to them and later were rescued. One woman who fell into the sea screamed pitifully for help. The weather and tidal conditions being favorable, two sailors swam to her assistance and succeeded in lifting her upon a raft.

The vessel had left Liverpool on Wednesday and had taken a southerly course, well off the Irish coast, doubtless with a view to avoiding the submarines which frequent the waters nearer the shore.

When some fifty miles west of where the Lusitania was sunk in May the German undersea boat rose to the surface and launched a torpedo. The marksmanship of the Germans, as in the case of the Lusitania, was deadly accurate, and, like the Lusitania, the big liner quickly settled and shortly disappeared from view.

EIGHTY MILES FROM LAND.

The 423 persons on board consisted of 133 second cabin passengers, including twelve Americans, forty-eight steerage passengers and 243 officers and crew, including sixteen Americans. The vessel carried no first class passengers. All the passengers, except six, have been accounted for.

The White Star Line issued the following statement to-night: "The Arabic left Liverpool at 2 p. m. yesterday. She was torpedoed to-day at 9:15 a. m., in latitude 50:50 north, longitude 8:32 west. (This point is about eighty miles due south of the Old Head of Kinsale, and about 100 miles northwest of the Scilly Islands.) "She had aboard 423 passengers and crew. As far as can be ascertained, there are 375 survivors. It is understood that only six passengers are unaccounted for."

The passengers arrived at Queenstown in a practically exhausted condition, due to fright and exposure. None was able to save any belongings, the order to take to the boats being issued some time before the torpedo actually hit the vessel. The survivors are being cared for to-night at Queenstown, and will be brought to London in the morning. Besides the twenty-six Americans already referred to, those brought to Queenstown include one Spaniard, one Belgian, three French and three Russians. Captain Finch, commander of the Arabic, who is suffering from injuries to his leg, said last night that he did not see the submarine, but distinctly observed the torpedo approaching the ship. "It was then impossible to escape it," the captain said. "We

Mary Isabel Brush
whose articles in "The Saturday Evening Post" about Russia going on the water wagon attracted so much notice, has written an amusing article on "Why Fashionable American Women Dress So Unfashionably" for next Sunday's issue of

The Sunday Tribune
First to Last—the Truth: News—Editorials—Advertisements

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GREAT BEAR SPRING WATER—50c. the case of six glass stoppered bottles.—Ad.