

What Are We Going to Do About It?

ADMITTEDLY, the sinking of the Lusitania was a terrible act. But so is all war. The destruction of 1,500 lives, 100 of them Americans, is a ghastly demonstration of warfare's horrors. But so is every other phase of the present European struggle.

Perhaps, after all, there are certain technical justifications for the torpedoing of the Lusitania without first permitting debarkation.

Our efforts to hold Germany to "strict accountability" for the loss of American lives must be a relative matter.

If, under certain conceivable circumstances, American life was taken by Germany, that act might be sufficient justification for us to declare war immediately.

If, on the other hand, 100 American tourists should venture foolishly onto one of the present

battlefields and every one of them be shot by German shrapnel, there would be no call for even a diplomatic note of protest from our government.

NOW, THE ATTACK ON THE LUSITANIA, WITH ITS RESULTING CASUALTY LIST, LIES IN A CATEGORY SOMEWHERE BETWEEN THOSE TWO IMAGINARY INSTANCES. TO JUST WHAT DEGREE OF RESPONSIBILITY AMERICA SHALL HOLD GERMANY IS A MATTER FOR DEEP STUDY, COHERENT, UNIMPASSIONED REASONING AND JUST JUDGMENT.

President Wilson, if given opportunity, is quite capable of solving the portentous problem.

The way for all of us to help him is to desist from foolish clamor—put aside race passion—to think calmly, not only of this episode, but of what war would mean.

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**NIGHT
EDITION**

Weather Forecast—Showers

TIDES AT SEATTLE
High. 1:52 p. m., 1:54 p. m., 9:17 a. m., 4:6 p. m.
Low. 3:42 p. m., 11:9 p. m., 8:29 p. m., 3:5 p. m.

U.S. May Demand Indemnity; Germany Offers Sympathy

Berlin, in Note to Washington, Puts Blame for Death of 100 Americans on England.

BERLIN (Via Wireless to London), May 10.—The German government today cabled the state department in Washington an expression of the deepest sympathy for the loss of Americans on the Lusitania.

The German foreign office repeated that responsibility for their deaths rested with England. Regret was expressed that the Americans had relied upon England's promises instead of Germany's warnings.

The note of condolence added that all British merchant vessels are generally armed and had frequently tried to ram submarines.

For this reason, it was stated, search of the vessels is impossible and they cannot be treated like ordinary merchant ships.

The views of the German government as expressed by the foreign office today pointed out that the English press had admitted that, on previous voyages, the Lusitania carried quantities of munitions and admitted that included in the cargo carried on her last trip were 4,500 cases of small arm ammunition.

Frohman Talks of Death as He Dies

LONDON, May 10.—Miss Rita Jollivet, the actress, who was rescued from the Lusitania, today told of how Chas. Frohman mobilized on death as the liner sank. "We were standing on the deck," said Miss Jollivet. "There was confusion all around. Mr. Frohman smiled, then turned to me and said: "Why fear death? It is the most beautiful adventure in life."

A short time later Frohman was drowned. His body was one of the first recovered.

BROTHER OF LOCAL WOMAN PERISHED ABOARD LUSITANIA

Mrs. Dorothea Madison, 315 Corvett place, Seattle, only daughter of Frank Walker, pioneer lumberman of the Puget Mill Co., who for several years was third stewardess on the ill-fated Lusitania, Monday learned that her brother, Fred Tin, second purser, went down with the vessel.

Mrs. Madison, with her brother, made the maiden voyage of the Lusitania. She remained with the vessel for 18 voyages.

Several years ago Mrs. Madison came to Seattle and served as stewardess on the Hill liner Minnesota. At present she is engaged in a similar capacity in the Admiral line service.

THE WATERY GRAVE OF SUNKEN LINER



Map of British Isles, showing where the gigantic transatlantic liner Lusitania was torpedoed and sunk. Arrow indicates course of steamship and cross point where she went down, off Kinsale, near Queenstown, Ireland.

What They Say About It

COL. HENRY WATTERSON, veteran editor of the Louisville Courier Journal—Nothing in the annals of piracy can, in wanton and cruel ferocity, equal the destruction of the Lusitania.

But, comes the query, what are we going to do about it? Are we at the mercy of the insane Hohenzollern, not only through his emissaries sending his odious system of government and debasing theories of caution affecting superiority to our doors, and proclaiming them, but bringing his war of conquest and murder across the line of our transit and travel over the high seas which are ours to sail as we like without let or hindrance from man or monarch, from him or from anyone on land or water?

Must we, as a people, sit down like dogs and see our jaws defiled, our flag floated and our protest whistled down the wind of this lordling's majestic disdain?

Please God, as all men on earth I shall behold, we are a nation, as Europe, and all the world shall know, we are Americans.

CHICAGO PRESSE, German paper—England, and England alone, is to be held responsible for the loss of life, because England lured Americans to death, hoping that the presence of Americans would protect the ship against German attack.

SAN FRANCISCO EXAMINER—Consideration for the laws of war vanishes in the face of so great a catastrophe, which violates the greater law of common humanity.

WILLIAM J. BRYAN, secretary of state—This is no time to "rock the boat."

NEW YORK TRIBUNE—What can there be left for men or nations to do but resort to that method which in all ages has been the last resort against tyranny and anarchy?

GOV. JOHNSON, California—Personally, I believe in an absolute, strict and real attitude of neutrality.

TELEGRAAF, AMSTERDAM, HOLLAND—It is no longer outrageous; it has become fiendish. Only the spontaneous protest of the entire civilized world, from which Germany has separated itself, can be an answer to the latest provocation.

SPEAKER CHAMP CLARK—The less people talk about the disaster, the better off the country will be.

THEODORE ROOSEVELT—Our own self-respect demands that we abide by our notice to Germany that in the event of any wrongdoing at the expense of our citizens, we would hold the German government to strict accountability. This phrase can only mean that action will be taken by us without an hour's unnecessary delay.

TAGEBLATT, BERLIN—We lament with sincere hearts the fate of those lost on the Lusitania, but we know we are completely devoid of blame. The Lusitania was a warship on the list of English auxiliary cruisers and carried armament of 12 strongly mounted guns.

Germany Expected to Refuse Predicted Request of President; Cabinet Will Discuss Lusitania Disaster Tomorrow; Will Wait for Complete Details.

WASHINGTON, May 10.—It is predicted among high officials here that a demand will be made, following the meeting of President Wilson with his cabinet tomorrow, for an indemnity from the German government for the loss of American lives on the Lusitania, and assurances that such an attack will not be repeated. That Germany will give such a promise is regarded as extremely unlikely.

The president is expected to submit to the cabinet a tentative program for dealing with the grave situation brought about by the torpedoing of the Lusitania and the loss of more than 100 American lives.

The president remained in his study alone for hours yesterday and last night, but whatever decision he has reached toward meeting the greatest problem of his career can only be tentative because of the lack of full reports concerning the sinking of the great ship.

Detail must be awaited from Europe. It will be a week before all reports are in hand. If the Lusitania was armed, it is realized here that Germany has an excellent defense.

But this is denied not only by the British admiralty, but by Dudley Field Malone, collector of the port of New York. Malone's statement is based upon an inspection of the liner before she sailed on her last trip.

President Wilson and Secretary Bryan continued to keep silence today. There was no indication that an extra session of congress was being considered.

A break in the diplomatic relations between the United States and Germany is regarded as improbable unless Germany adopts an unfriendly and unyielding attitude.

The seizure of German shipping in American ports is also looked upon as unlikely.

Bodies of Unidentified Men, Women and Children Are Buried in One Huge Grave

BY W. S. FORREST

(United Press Staff Correspondent.)

QUEENSTOWN, May 10.—With all survivors almost certainly accounted for, the latest figures of the Cunard company place the total number of dead in the Lusitania disaster as 1,149.

According to latest reports, 115 Americans perished when the big Cunard liner was torpedoed by a German submarine and sent to the bottom; 114 bodies have been recovered and 87 have been identified.

The bodies of 65 passengers are among those identified. Included among them is Charles Frohman, the American theatrical promoter.

The total number of persons saved is now placed at 767. Of this number 465 are passengers.

Although it is still a matter of speculation whether the Lusitania was struck by two torpedoes or only one, which caused the boilers to explode, Capt. Turner told me today there was no doubt that there were at least two torpedoes.

The theory that the first torpedo, seen by several passengers, destroyed the boilers of the Lusitania would account for the second explosion, which, all agree, shook the great ship.

Gigantic Funeral Held in Queenstown
Throughout Sunday and last night, preparations were being pushed for the biggest funeral in the history of Queenstown, which was held today.

Dawn found a squad of soldiers and marines busy with shovels in the old church graveyard on the outskirts of the city, digging the graves in which the bodies of the victims were placed.

This old graveyard is one of the prettiest spots in all Ireland. Upon one side is the Queenstown harbor. Today, with the old town wrapped in mourning, its waters presented a picture of perfect peace.

Clear and calm, its surface dotted with boats, the water shimmered in the light of a warm sun, which poured its rays down upon scenes such as never before witnessed in this old Irish port.

Three distinct funeral processions wended their way today from the temporary morgues, through the narrow streets of the old town, and then over the hill to the cemetery.

Unidentified Placed in One Grave
Each procession was the same. First came an escort of police, then a detachment of troops, immediately preceding ten horse lorries, each carrying a casket containing the body of an innocent victim of Europe's great war.

In wagons and carriages following the lorries were mourners, friends and relatives of the dead. Bringing up the rear were the people of Queenstown.

CAPT. TURNER TESTIFIES HE KNEW HIS SHIP WAS TO BE ATTACKED BY GERMANS

KINSALE, Ireland, May 10.—Capt. Turner of the Lusitania today said he had received information that an attempt would be made to sink his ship on the voyage which proved to be the liner's last.

Capt. Turner testified at the inquest held in connection with the death of the five victims of the German submarine's torpedo whose bodies were landed here. The captain said the voyage had been without incident up to the time the Lusitania was torpedoed, but added that he had been informed an attack was to be made.

Capt. Turner denied the Lusitania carried guns. The captain said he was on the bridge as his vessel was approaching the Irish coast.

"Was the Lusitania armed?"
"She was not."

"What precautions did you take when you learned that an attempt was to be made to sink your ship?"
"We swung out the lifeboats as we came within the danger zone. They remained out from the time we passed Fastnet to the time of the accident."

"Willful and wholesale murder" was the verdict returned against the kaiser, the German government and the officers and crew of the submarine which sunk the Lusitania, following the inquest.

The citizens of the city and hundreds from outlying communities did everything possible to show their sympathy and respect for the victims of the disaster.

Houses were draped with crepe. All flags floated at half-mast, and uncovered thoroughfares lined the streets as the funerals moved by.

The burial services at one long grave were even more sorrowful and pathetic than at the scores of others.

In this grave the swollen bodies of 50 unidentified men, women and children were placed.

They were victims whose loved ones had been unable to distinguish them.

Will Ship American Bodies Home
The bodies of Americans who have been identified and ordered returned to their homes will be sent back across the ocean on the first steamer.

Cunard tugs which were sent off Kinsale to continue the search for bodies returned today, reporting the water was now so rough that it was impossible to drag for bodies.

Scores of Americans were arriving today to search for missing relatives and friends.

Hundreds of cablegrams have been received from Canada and the United States, in which descriptions of missing passengers are given and pleading that every effort be made to locate them.

Consul Frost has worked incessantly. For two days and two nights he has remained at his office without sleep or rest, directing the work of caring for the American survivors.

Offer Reward for Vanderbilt's Body
W. Webb Ware, an attorney of London, arrived here today and offered an unlimited amount of money for the recovery of the body of Alfred G. Vanderbilt. Two survivors told of seeing Vanderbilt surrender a life belt which he had donned to a woman.

When he gave over the life belt, Vanderbilt sealed his own fate, for he could not swim.

Ware asked that a tug be sent out of Kinsale to search for Vanderbilt's body, but Capt. Todd, the Cunard navigation director, advised against this.

It was agreed that the spring currents would be sure to wash up most of the bodies still in the water, and that they may be picked up along the coast rather than from the sea.

Attracted by offers of large rewards, fishermen in great numbers are watching at points where bodies might be carried up by the tide.

CARTRIDGES ON THE LINER, HE ADMITS

NEW YORK, May 10.—Herman Winter, assistant New York manager of the Cunard line, today said it was true the Lusitania had about 4,500 cases of cartridges aboard.

RESENTENCE FRANK TO DIE ON GALLOWS

ATLANTA, May 10.—Judge B. B. Hill today resented Leo Frank to die June 22 for the murder of Mary Phagan. The previous sentence was interfered with by Frank's appeal to the U. S. supreme court.

FILE REFERENDUM PETITIONS

Either Monday afternoon or Tuesday morning, referendum petitions bearing 5,000 names will be filed with Chief Registration Clerk William A. Gaines at the Prefontaine building, according to a statement by President Oliver T. Erickson of the league.

"This is merely the first installment and represents signatures obtained in Seattle alone," he said. "The total needed is something over 15,000 for the entire state." The referendum campaign is directed against seven laws passed by the recent legislature.

GUESS IF THEY'RE MARRIED

