

DEAD BODIES OF AMERICAN SUB VICTIMS WASH ASHORE

All But 113 Accounted for When Official Tally Was Made—Cunard Ship Is Hit While Coming to America

[Republican A. P. Leased Wire] AN IRISH PORT, Feb. 7.—A mass of swirling wreckage on the calm neck of the sea along the Irish coast marks the grave of the Lusitania, the first American troop transport sunk by a German submarine. A few bodies of the one hundred men who perished have been washed ashore, and some of the injured now in hospitals are expected to succumb. The survivors, numbering 1,299, are quartered in hotels, homes and hospitals along the north Irish coast.

Two groups left today clad in makeshift clothing for Belfast by rail, and thence by boat to England. The survivors are expected to arrive in the wake of foam as the torpedo came toward the vessel.

It was a black night and no alarm came from any of the fifteen lookouts. The torpedo struck the Lusitania a vital blow amidships, in the boiler room, and there was a muffled crash, which told everyone what had happened.

The possibility of being torpedoed was discussed almost daily since the vessel left the American shores. Several hundred young lumberjacks from the southwest and Pacific coast states were eating their evening meal at the time the disaster occurred. Hundreds of other American troops were waiting for them when the general alarm sounded.

False alarms had been sounded for boat drill every day of the trip, but all knew that this one was genuine. Officers shouted instructions to the men. Many of them were busy with their rifles, and despite their brief military training, they displayed wonderful coolness as they marched to their boat stations.

There was no running about, nothing resembling a panic. In a few isolated cases there were signs of nervousness on the part of some of the youngsters as the ship took a heavy tilt to starboard, and they slipped in the railing, but that was all. Veteran British officers in the crew, who had been torpedoed several times, inhaled at their coolness.

DOUBT WHETHER SUBMARINE EMERGED Survivors do not agree as to whether the submarine emerged after torpedoing the steamer. Several of the ship's officers said they saw the periscope of a submarine, and the dominant opinion was that, although all the victims were saved, it remained with the Lusitania to the last, saw a small fire break out amidships as the vessel's bow appeared to rise, and, with a hissing sound she disappeared beneath the water.

Most of the crew who lost their lives were killed in the explosion in the boiler room, and the engine room. The engine room force said the second engineer checked the speed of the vessel after the impact by throwing the engine levers over to "full."

The first trawler load of survivors arrived in port four hours after the disaster. The British navy, and the United States navy, were on hand to receive the survivors. One trawler rescued the record number of 349, and all were Americans. The feat earns the warm praise of the British command. Many officers and privates were rescued while swimming about in search of wreckage on which to float. A few of these could not swim, but they had on their lifebelts, which they kept close at hand throughout the voyage.

[Republican A. P. Leased Wire] AN IRISH PORT, Feb. 7.—The bodies of 44 of the missing victims of the Lusitania disaster were washed up today on the rocks 15 miles from the scene of the torpedoing. All were Americans and their bodies were mutilated beyond recognition. A pathetic feature is that, although all the victims had been put on them because these Americans had not as yet been assigned to definite army units, there is no way to identify them and they will be buried in one grave.

HOPE HELD THAT MORE WERE SAVED WASHINGTON, Feb. 7.—Latest official account of the war department counted accounted for all except 113 of the 2,155 American soldiers who were on board the British liner Lusitania when a submarine sent her down Tuesday night off the Irish coast. The figure was not final and high hopes that the loss of life would prove much smaller were built upon cables reports saying just 101 men, most of them members of the crew, were missing among the entire force of soldiers, sailors and passengers. No attempt was made tonight to prepare a list of the lost or missing. Only a few names of survivors had been received and the indications were that it would be impossible to announce them all before tomorrow at the earliest. The rescued were landed at widely separated Irish and Scotch ports and while all reports tell of elaborate arrangements for their care and comfort, urgent instructions to representatives of the war, state and navy departments for full details of the disaster and a complete record of the saved be sent at the earliest possible moment tonight had brought but meager responses.

HALF OF THOSE LOST WERE AMERICANS According to the war department's official report tonight the total missing from the 2,337 persons aboard the liner was 1,100. The latest dispatch gave this recapitulation: Survivors, United States troops, 1,154; crew and passengers, 141; total, 1,295.

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Pope Laments Peace Work's Sad Outcome

[Republican A. P. Leased Wire] AMSTERDAM, Feb. 7.—The German of Berlin states that Pope Benedict has sent a letter to the Bavarian episcopate which after referring to his peace note, he says:

"To the deep anxiety and unrest with which my heart is filled by the long and most lamentable war is also added the expectation of my exhortation to re-establish peace, which certainly was the result of a sincere endeavor in the interest and welfare of all, has taken a course which I least expected; and that this expectation was even utilized by wicked persons to incite popular hatred against me while I intended to give proof of my love."

His holiness, according to the newspaper adds that he will bear indignity for Christ's sake but deprecates the loss of so many souls, and he continues to promote higher morality and will uphold church discipline.



Pope Benedict XV

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No details of the attack had come tonight from official sources. They are awaited eagerly. Sorrow over the first loss of a transport laden with American troops in tempered by the growing belief that the active system of emotion among army and navy men now is the desire to strike back.

Navy officials see no reason to change their opinion that the submarine menace is being overcome. The Lusitania incident is regarded as an isolated case, which may serve to develop additional methods for repelling the United States entered the war and the detection apparatus now installed on American craft is so successful that British craft are being sunk as they pass.

There have been indications that the U-boats have learned to fear this ability of American craft to locate them at a distance and maneuver to bring the vessel to the surface. With a destroyer in the vicinity the underwater craft moves carefully, far below the surface of the water, depending on mechanical cars which bring to the propeller heads of the surface vessel. When a destroyer stops to "listen," unhampered by the beat of her own engine, the lurking foe also stops to lie silent below until the destroyer moves on again.

Such details as have come from Europe indicate that the Lusitania was torpedoed by a single submarine which slipped under the advance screen of destroyers leading the convoy fleet. There is no evidence of an attack in force and the U-boat probably got into the path of the liner largely by chance. Sometimes as many as forty vessels make up a convoyed fleet.

DESTINATION OF SHIP IS KEPT A SECRET Rescued officials would say nothing today as to the destination of the Lusitania. It was admitted that American troops had been sent forward by British trans-Atlantic liners on several occasions. There are reports that the great White Star liner Olympia, largest of the British merchant fleet and second only to the new American Leviathan, formerly the German Vaterland, has been employed in that work.

There is no indication in the loss of the Lusitania that a concentration of submarines against American troop ship lines has been made. On the contrary, the efforts of the German high command still appear to be directed primarily against the cargo craft bound for British ports.

As the roll of missing from the Lusitania dwindled today, expressions of amazement were heard frequently that a crowded transport could be torpedoed with such comparatively small loss of life. The nearness of rescue craft, the fact that the vessel was afloat for two hours after a torpedo had exploded in

flowers and baskets of fruit also were delivered there for Colonel Roosevelt.

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LYNCHING OF MEXICANS IS INVESTIGATED

Government Orders Probe of Wanton Slaying Alleged To Be Work of Organized Posse of Texas Citizens

[Republican A. P. Leased Wire] EL PASO, Feb. 7.—An investigation of the killing of 15 Mexican citizens at Porvenir, Tex., 46 miles northwest of Presidio, January 13, has been ordered by the state department at Washington and is now being made by the military stationed in the Big Bend district where the killings occurred. This was asked for by Mexican Ambassador Ygnacio Bonilla.

According to a report made to Ambassador Bonilla by General Cosme Bengough, of Presidio, the fifteen men were taken from their homes by an armed posse and shot to death. The reason given was a suspicion that they had participated in the Britte ranch raid Christmas day.

Details of the wholesale killing were sent today to Washington and only received by the Mexican Consul at El Paso here today. Every effort apparently was made in the Big Bend district to suppress the story, which was unknown to officials until today.

The names of the men eliminated to have been taken out and shot were: Antonio Castaneda, Longino Flores, Pedro Morales, Esteban Novales, Manuel Morales, Antonio Gonzalez, Ambrosio Hernandez, Alberto Garcia, Tiburcio Jaquez, Roman Nieves, Serapio Jimenez, Pedro Jimenez, Juan Jimenez, Maximiliano Huerta and Pedro Amador.

MARYLAND BACKING NEW TARIFF MEASURE

[Republican A. P. Leased Wire] ANNAPOLIS, Md., Feb. 7.—The Maryland legislature has virtually ratified the federal prohibition constitutional amendment. By a vote of 88 to 42 the house joined the senate this evening in approving the report of the temperance committee in favor of the ratification. The constitutional resolution is advanced to a third reading in the house by tonight's vote and its passage is assured.

There has, of course, been much discussion as to the fairness and justice of the proposed amount of the standard return. It is plainly in the public interest and indeed a war need. The rights of owners must be tested by present conditions—not by some theory of capitalization never made operative under federal or state law or generally followed by the courts.

Chairman Smith explained that in case of controversy over compensation the bill permits an appeal to the court of commerce. The report says that improvements made by the government while the carriers are under government control will be returned to the owners. This should be arranged through an agreement between the carriers and the president.

CONGRESS MAY CONTINUE AFTER WAR

COLONEL ROOSEVELT RESTS EASY AFTER OPERATION REPAIRS

[Republican A. P. Leased Wire] NEW YORK, Feb. 7.—Colonel Theodore Roosevelt was resting easy tonight in Roosevelt hospital, where he was operated on yesterday for fistula and abscesses in both of his ears.

The physicians in attendance upon the former president, in a bulletin issued at 9 o'clock tonight, said they were "very hopeful about his progress, but were unable to say positively until tomorrow whether further operations will be necessary."

The bulletin follows: "Dr. Martin and Dr. Beul consulted over Colonel Roosevelt at 8 o'clock. They found that the active system from the acute inflammation of his internal ear were subsiding without any upward developments. They feel very hopeful about his progress, but are unable to say positively until tomorrow whether further operations will be necessary."

After having undergone a minor operation for fistula at his home in Oyster Bay about a week ago, Colonel Roosevelt came to New York that he might be in closer touch with his physician. Tuesday night at his hotel he was seized with a secondary hemorrhage and Wednesday, on the advice of Dr. Walton Martin, underwent another operation for fistula. Shortly afterward a specialist also removed an abscess from each of his ears. Altogether the operations lasted a few minutes less than two hours and Wednesday night was passed by the former president in comparative ease.

Today, however, the attending physicians discovered the development of inflammation of the inner ear but said that for the present nothing would be done except the maintenance of a careful observation of the patient.

In a suite near the colonel's room Mrs. Roosevelt, Mrs. Nicholas Longworth and Mrs. Richard Derby. All the members of the colonel's family are optimistic as to his ultimate recovery.

During the day there were scores of callers at Roosevelt hospital among them George W. Perkins, Oscar S. Straus and John Purroy Mitchell, former mayor of New York. None of them was permitted to see the colonel. Mrs. Longworth doing the talking for the family. In addition scores of telegrams and notes of inquiry from friends throughout the country were received at the hospital during the day. Flowers and baskets of fruit also were delivered there for Colonel Roosevelt.

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GOVERNMENT MUST PAY HUGE SUMS FOR ROADS

Favorable Report on Administration Bill Holds That Railroads Will Think Offer Fair

[Republican A. P. Leased Wire] WASHINGTON, Feb. 7.—Chairman Smith of the senate interstate commerce committee, in reporting favorably to the senate today the administration railroad bill, estimated that under the measure's provisions the government will guarantee annually to the railroads of the country \$945,000,000, which will represent a return of 5.32 per cent. This, he says, "reflects neither poverty nor riches" but the committee believes a majority of the railroads will express these terms as a just and fair measure of their constitutional rights.

An agreement on the bill was reached by the committee last Saturday but minority reports are to be submitted by Senators Cummins and La Follette. Administration leaders plan to call the bill up for consideration next Monday.

Secretary McAdoo in the opinion that this is the time for war emergency legislation and not the time to settle the many controversial and vexed questions concerning our future transportation policy. Chairman Smith says in prefacing his report. He then takes up the compensation section and adds:

"About 75 great operating railroads do over 90 per cent of the railroad business in this country. The majority of these great railroads will accept these terms as a just and fair measure of their constitutional rights. But war taxes accruing under the act of October 3, 1917, are to be paid by the companies out of their own funds, or charged against the standard return. In other words the holders of railroad securities are to bear their own just portion of the war tax burden. The agreement which each agreement shall contain adequate and appropriate provisions for the maintenance and depreciation of the property and the operation of the railroads at the end of federal control be returned to the owners in a condition substantially equivalent to their condition when taken over by the government."

There has, of course, been much discussion as to the fairness and justice of the proposed amount of the standard return. It is plainly in the public interest and indeed a war need. The rights of owners must be tested by present conditions—not by some theory of capitalization never made operative under federal or state law or generally followed by the courts.

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CONGRESS MAY CONTINUE AFTER WAR

RUSSIAN SITUATION ADMITTED SERIOUS

[Republican A. P. Leased Wire] PETROGRAD, Feb. 7.—The economic condition of Russia is grave, very grave, M. Shilansky, the commissar of labor, declared to The Associated Press correspondent today. "The causes are universal. You probably know them as well as I do and there is no need to enlarge upon them before the Russian people. The transition period from war to peace," continued the commissar. "This is a most difficult period in better organized countries and is particularly difficult in Russia. The difficulty is aggravated by the fact that neither the emperor nor Kerensky's government regulated the industries."

"There was unevenness of production even in the branch of industry making munitions of war, there being too much produced of some articles and too little of others. The first measure we are taking is to cut down the manufacture of such unnecessary things and to produce useful articles, those we need most, such as locomotives, cars and automobiles. Thousands of locomotives are badly in need of repairs but there are no shops for that work as they have all been turned into munition factories. These are being turned back to their original purpose."

Consideration of the new bill authorizing the president to reorganize and suspend the heads of executive bureaus and agencies will begin next Monday.

While waiting for Secretary Baker's information regarding tonnage available for transportation of troops to Europe, the senate military committee today resumed its war inquiry, examining Major General Wheeler acting chief of ordnance, and his aides in the committee room regarding explosives production. Tomorrow the committee will consider general army legislation, possibly bringing up the war cabinet bill. The committee is said to be evenly divided on the bill and Chairman Chamberlain admitted tonight that when the vote is taken, because of administration influence thrown against the measure, enough votes may be mustered to prevent its being reported to the senate.

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Sudden Thawing Relieves Things

Another Problem Enters the Internal Strife Tearing Asunder Slav State—Way Out Is Not Yet Devised

[Republican A. P. Leased Wire] PETROGRAD, Wednesday, Feb. 6.—With the approach of the spring planting season, land distribution is becoming an acute problem. Unemployed workmen, who are leaving the cities for their native villages to get land, rapidly are spreading the economic struggle throughout Russia. The all-Russian congress of farmers' and soldiers' delegates adjourned without adopting the plans of M. Kaleyayev, the minister of agriculture, for the apportionment of the land. Consequently no definite legislation has been established for the method of distribution.

The land-owning peasants, as well as the bourgeoisie, are to be divested of their estates. President Lvov today addressed a large gathering of agitators who are to depart soon for the provinces to lead the confiscation campaign. He urged them to make war on all village exploiters and rich peasants as they did on the wealthy land owners.

"We have taken the land to give it to the poor peasants," the premier said. "Do not let the rich peasants or exploiters get the agricultural implements. Put ten poor peasants against every rich one. The police are dead and buried and the masses must take affairs in their own hands. An 'External war is finished or is being finished now. Internal war begins, but not a war with arms. This is an economic war. The masses must take back what has been stolen from them. The rich, who have hidden their wealth, think the masses will pull them through. Somehow, we must uncover the hidden wealth of our soldiers' and Bolshevik government and bankrupt it. 'The public needs twenty-eight billion rubles annually. Its prospective income is only eight billion rubles. The hidden wealth must be uncovered and placed at the disposal of the government.'"

SOLDIERS AND SAILORS PLEASED WITH ACTION

PETROGRAD, Tuesday, Feb. 5.—The semi-official news agency announced that the workingmen and soldiers' deputies have addressed a manifesto to similar bodies recently organized in Berlin and Vienna, describing the joy with which the Russian workers and soldiers "heard of their glorious fight against the German and the universal imperialism at a moment when Austro-German land owners and bankers were preparing to strangle martyred Poland, and the Hoffmans, von Kuhlmanns and von Hindenburgs were threatening the liberty and independence of Courland and Lithuania."

The manifesto urged the Austro-German workers to continue their good effort to the end that negotiations which Russia has begun at Brest-Litovsk with Foreign Secretary von Zimmermann be terminated with Dr. Karn Liebknecht, the socialist leader, now in prison.

COMPARISON OF RAILROAD EARNINGS FOR 1917 ARE BIG

[Republican A. P. Leased Wire] WASHINGTON, Feb. 7.—Railroads in 1917 earned about \$958,000,000, which is near the amount the government will have to pay the roads this year as compensation under national operation. This was indicated by figures on revenues, expenses and income of all roads earning more than \$1,000,000 last year, available today in unofficial computations based on interstate commerce commission reports for eleven months and an estimate for December.

The sum the government will have to pay the roads under the bill pending in congress is estimated at \$945,000,000 by Chairman Smith of the senate committee having the railroad bill in charge.

Figures for 1917 show that if railroad income continues to decline as it has in recent months, the government will face a deficit in making its compensation payments augmented by increases in wages and the constantly rising cost of materials and supplies.

On the other hand, the railroad administration hopes to be able to cut operating expenses sufficiently, and economize on charges necessary only under competitive conditions, to offset the decline in income.

In December, the last month under private operation, rail earnings declined sharply, according to early reports from railroads. The average reduction of income was estimated at 30 per cent caused by the ever-mounting cost of operations, doubly increased by the bitter winter weather of December, together with a sudden drop in revenues resulting from traffic congestion and embargoes.

Compared with estimated income of \$958,000,000 last year the figures for 1917 were \$1,087,533,000; for 1915, \$1,247,000; for 1914, \$693,530,000, and for 1913, \$816,510,000.

Last year the total revenues from railway operations were \$403,000,000 and operating expenses were \$2,861,000,000, leaving a net income of \$1,000,000. From this were deducted \$277,000,000 of taxes, and minor items of uncollectible revenue, to compute the net income figure, which is comparable in general with the net income of the government. These figures will be increased about 4 per cent by addition of reports from numerous small roads having operating revenues of less than \$1,000,000 a year. Receipts from standard class one roads.

The reason for the decline in net income last year is shown graphically by the report of the interstate commerce commission. Expenses were 10 per cent greater than the \$3,222,000,000 of 1916, but expenses ran more than 20 per cent above the \$3,273,000,000 mark of the year previously.

Nearly all items of expense were higher. Wage increases are estimated at 20 per cent. Cost of coal, train supplies and repairs went up by bounds, with which the immense receipts from freight and other revenues did not keep pace.

People traveled more in 1917 than in the year previous, but the increased revenues did not go far in counteracting the steadily declining income. War caused an immense increase in hauling, and from freight the roads received most of their revenues.

These revenues are estimated at \$2,808,000,000 as compared with \$2,574,000,000 in the banner net income year of 1916. Passenger revenues were \$810,000,000, as compared with \$708,000,000 the year before. Receipts from mail were actually smaller than in 1916, despite the fact the bulk of mail transported was much greater. Only \$58,700,000 were received from the government on this account, nearly \$3,000,000 less than in 1916. The reduction is attributed to the readjustment of the basis of payment from weight to space.

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RUSSIAN LAND DISTRIBUTION ADDS GRAVITY TO SITUATION

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