

WEDNESDAY, SATURDAY, CLEANING: FRESH TO WEST WINDS. Complete report page 7.

FOUR O'CLOCK.

NEW YORK CITY, FRIDAY, MAY 7, 1915.

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28 PAGES.

THREE CENTS

LUSITANIA TORPEDOED AND SUNK BY GERMANS OFF IRISH COAST---PASSENGERS PROBABLY SAVED

CHINA MAY YIELD TO MODIFIED NOTE: JAP FLEET READY

Russian Forces in Mongolia Expected to Join China Invasion.

GRACE UNTIL SUNDAY

Washington Still Silent as Developments Approach Crisis.

Guthrie Is in Pittsburgh.

Washington, May 7.—The United States, within the last twenty-four hours, through its ambassadors abroad has consulted Great Britain, France and Russia, as the Allies of Japan, to learn their attitude toward the present status of the Japanese-Chinese negotiations.

Peking, May 7, 6 p.m.—Eki Hiroki, the Japanese minister to China, went to the Chinese Foreign Office between 3 and 4 o'clock this afternoon and presented the Japanese ultimatum, which insists that China accept the demands presented by the Tokio government.

Previous to this action on the part of the minister the secretary of the legation visited the Foreign Office and informed Vice Minister Taro Yulin that the ultimatum of the Japanese government contained certain modifications of the twenty-four demands presented by Tokio.

There is good reason to believe that China is prepared to concede everything demanded by Japan, realizing that the situation is hopeless.

This possible outcome to the present situation is not generally comprehended in Peking, consequently a number of foreign residents, as well as Chinese themselves, are today packing their personal belongings and otherwise preparing for eventualities.

It was ascertained here today that the Japanese government yesterday presented to the Chinese minister at Tokio a note warning him that China must accept the demands of Japan, or otherwise there would be presented to her an ultimatum, the terms of which would be fixed for 6 p.m. of Sunday, May 9.

Russian Forces Ready to Invade Northern China.

Ten Tsin, China, May 7.—The Japanese minister to China, Eki Hiroki, has prepared to leave Peking, and Japanese troops are being moved toward the Manchurian railway, which connects Peking with the Trans-Siberian system.

A big army in Mongolia, which would probably invade Northern China in cooperation with Japanese forces if war is declared.

Japanese Minister to Leave Peking When Time Expires.

Tokio, May 7.—The Japanese Foreign Office has informed the Associated Press correspondent that Eki Hiroki, minister to China, has been given instructions by telegraph regarding the presentation of the ultimatum to China, if the demands of Japan are not accepted before the time expires, Minister Hiroki will leave Peking.

The Chinese minister at Tokio has been informed of the action taken. The Foreign Office said in issuing a long communication covering the entire negotiations with Japan, that no further statement would be given out today.

Japan's Programme, if China Yields.

take aboard Minister Hiroki in case of necessity. The police are protecting Professor Arita, Japanese adviser to President Yuan Shi-kai, whom speakers have denounced as a Chinese spy, and are arranging ample protection for Chinese residents of Japan.

Tokio Ambassadors Hear Demands Were Modified. Baron Kato, Japanese Foreign Minister, is understood to have informed the Ambassadors of other Powers that the ultimatum to China, which expires at 6 p.m. Sunday, was accompanied by additional modifications of Japan's demands, notably the questions relating to missions and advisors which interested the United States.

It is the general opinion in diplomatic circles tonight that China will submit. Meanwhile, Japan is making extensive preparations for a possible rupture. Warships and transports are being held in readiness for operation, Japanese who have large business interests in China, fearing a forced exodus of Japanese employees, are sending out missions to China to look after their affairs.

The impression prevails that the influence of the Elder Statesmen resulted in the Chinese minister making to China in the belief that the lasting interests of the empire could best be served by convincing the Powers that Japan is guided by a spirit of justice and a desire for the preservation of peace in the Orient.

Ambassador Guthrie Has Nothing to Say.

Chicago, May 7.—George W. Guthrie, Ambassador of the United States to Japan, passed through Chicago today en route to Pittsburgh, on leave of absence. He read with interest the latest news bulletins from the Orient, but offered no comment. "When I return to my home in Washington one of great pleasure at the cordial manner in which Admiral Dewa had been received in this country," he said.

EAGLE UPHeld IN LIBEL SUIT VICTORY

Appellate Division Sustains Newspaper in "Pastor" Russell's Action.

The Eagle Pleaded Truth and Justification for Cartoon Aimed at "Pastor" Russell.

The Eagle's victory in the libel suit brought by "Pastor" Charles T. Russell as a result of the exposure of the sale at \$1 a pound of "Miracle Wheat," was sustained today by the Appellate Division in a unanimous decision.

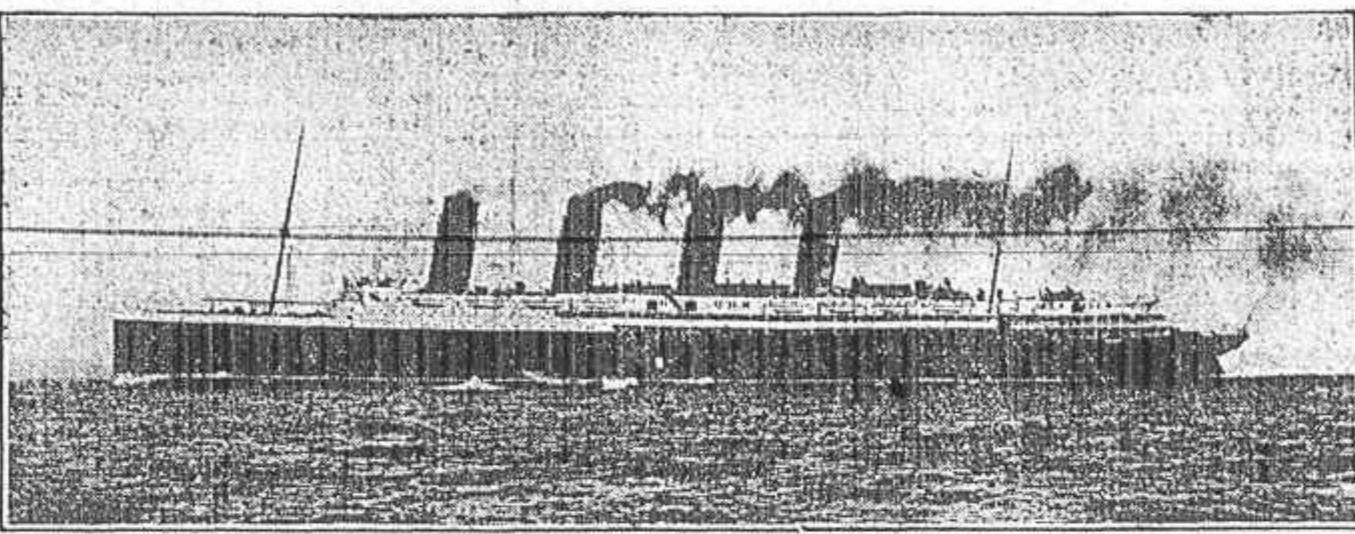
The "Pastor" endeavored to collect \$100,000 damages because it was published a cartoon in which the broken-down Union Bank was depicted as the "Onion Bank" and "Pastor" Russell was represented as being invited to waste no more time selling Miracle Wheat at \$1 a pound but to come and share in the dealings that went on before the bank closed.

The defense was truth and justification. The Eagle contended that the cartoon was neither defamatory nor untrue, and that the claims made in it in behalf were spurious and the demand for \$1 for a pound exhibited a gross fraud. The department of Agriculture were offered in evidence to show that government experts had made the test which proved that the wheat sold by "Pastor" Russell was no better or more productive than any other kind which could be bought at a fraction of the price.

"Pastor" Russell appealed from the verdict of the jury and the order of Justice Keogh sustaining it, and it was this appeal which the Appellate Division decided today in favor of the Eagle. The main theory of "Pastor" Russell's appeal was that the copy reports of the Government experts which investigated the qualities of "miracle wheat" had been admitted in evidence, the claim being made that the original records themselves would be the best evidence. Then there was the admission to the admittance of an affidavit of the defendant based on the papers produced in court—but the Appellate Division today decided that Justice Keogh was right.

The decision then goes on to relate the newspaper exposure of corruption in the Union Bank, and the court points out that The Eagle took a prominent part in that "Miracle Wheat" deal. The Appellate Division holds that the defense of the Eagle, truth and justification, was squarely made out by the facts of the case, and the defendant is ordered to pay the costs of the court action.

CUNARD LINER LUSITANIA TORPEDOED OFF IRELAND



PROMINENT PERSONS AMONG PASSENGERS ON THE LUSITANIA

- List of prominent passengers including Mrs. A. C. Luek, John W. McConnell, William McClean, etc.

2 BROOKLYNITES ABOARD

Robert Ewart Among Lusitania's Passengers. One Brooklyn man who is known to have been a passenger on the Lusitania is Robert Ewart, 37 years old, of 1351 Broadway, Brooklyn.

GERMANS WIN HILL 60, ADVANCE TOWARD YPRES, CAPTURE GUNS AND RIFLES

The German general headquarters staff today gave out the following statement: In the western theater all attempts of the English at Ypres to wrest away from us Hill 60, which since April 17 has formed the focus of fighting, have failed.

SINKING OF LUSITANIA STAGGERS STOCK MARKET

The stock market, because of the sinking of the Cunard liner Lusitania, became demoralized in the late trading and some extreme declines were scored throughout the entire list.

Accompanying the break in the stock market, the commodity markets also suffered. The sales were so heavy that it was stated that the tape told of the last transaction.

FIGHT FIRE ON OIL BOAT

Blaze Threatens Gasoline on Board Canastota. A stubborn fire, which threatened to spread to a cargo of gasoline, benzene and oil, was discovered shortly after noon today in the hold of the steamship Canastota of the United States-Australian Steamship Line, anchored at Pier 27, at the foot of Honore street.

TRANSYLVANIA WILL SAIL

The Transylvania of the Anchor Line is going to sail this afternoon at 5 o'clock from the Cunard Pier in the North River, in spite of the sinking of the Lusitania.

DEWEY'S PURE GRAPE JUICE

DeWey's Pure Grape Juice. Suggested all in quality. DRINK IT NOW. It's Dewey & Sons Co., 119 Fulton St., N. Y.

Wireless Calls From Big Cunarder to Lands End: "Come at Once; Big List; 10 Miles West of Kinsale"—Steamer Sailed From New York on Saturday, With 1,300 Passengers Aboard.

The Cunard liner Lusitania, sailing from New York to Liverpool with 1,300 passengers on board, was torpedoed and sunk by a German submarine about ten miles off the Irish coast, south of Cork, at 2:33 this afternoon.

Embassy's Warning Disregarded. Disregarding a warning from the German Embassy at Washington that the Lusitania would likely be torpedoed, 1,300 persons took passage and no cancellations were recorded, when she left her pier at 11 o'clock last Saturday morning.

The Manhattan office of the Cunard Line believes there was no loss of life. A message has been received in New York that the Lusitania was beached, not sunk, and that all on board were saved.

The following cable has just been received by the local Cunard office: Queenstown wires that Old Head wireless large steamer just arrived in vicinity apparently rendering assistance, with help of patrol, etc. All now on the spot, taking boats in tow. Motor fishing boats, with two of Lusitania's boats, bearing probably for Kinsale. Have wired Kinsale agent to render every assistance and to advise us if any boats are towed in there.

Loyds, in Manhattan, have received a cable confirming the report of Melville Stone, that the Lusitania was beached and all passengers saved. London, May 7 (6:55 p.m.)—A dispatch from Liverpool to the Exchange Telegraph Company says it is not known how many of the Lusitania's passengers were saved.

The first news came in a cablegram to the Cunard Line, reporting it as an unconfirmed rumor. Confirmation of the sinking of the Lusitania was received a half-hour later, in a dispatch dated Queenstown, 4:55 p.m. today and reading as follows:

"Old Head, Kinsale, about twenty boats, all sorts, belonging to Lusitania are in vicinity where sunk. About fifteen boats are making for the spot to rescue. The cablegram was preceded by the following message: "Liverpool, May 7—Lands end wireless reports distress calls made by Lusitania as follows: "Come at once. Big list. Position ten miles west Kinsale."

"A third cable dispatch read as follows: "Queenstown, May 7—All available craft in harbor dispatched to assist. Another cable received by the company from Liverpool follows: "Several boats, apparently survivors, southeast nine miles, Greek steamer proceeding to assist. Kinsale, off which the Lusitania was torpedoed, is a seaport of Ireland, thirteen miles southwest of Cork. It lies near the entrance of St. George's Channel, between Ireland and England, through which transatlantic vessels pass on their way to Liverpool. Submarines Known to Have Been Operating in Line's Path.

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 lead to the belief that one or more German submarines have been operating 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.

It was said at the office of the Cunard Line this afternoon that a cable had been received to the effect that the Lusitania was struck at 2 o'clock, and sank in 20 minutes. But officials would not take this for granted until further particulars arrive.

The cable, it was announced, did not state what the extent of the damage was. In fact, it gave no detail except the fact that a torpedo had struck the Lusitania. It was said that because of the fact that the ship had been struck off the south Irish coast it would take a long time for details to reach Liverpool.

One Report That Ship Was Beached and Passengers Saved. The Dow & Jones Company ticker service, in a report from London, declares the Lusitania was beached and passengers and crew, according to Loyds, were saved.

1,300 Passengers on Liner; German Embassy's Warning Disregarded. Disregarding a warning from the German Embassy at Washington that the Lusitania would likely be torpedoed, 1,300 persons took passage and no cancellations were recorded, when she left her pier at 11 o'clock last Saturday morning.

Secretary Bryan, however, declared that the matter had not been officially called to his attention, and it would not be proper for the department to take initial steps. No official complaint was made. Secretary Bryan intimated, and for that reason no basis for action or representations to the German Government existed. Count Bismarck was not in Washington the day of the Lusitania's sailing, but it was generally understood that the advertisement was inserted in compliance with general instructions from Berlin. The notice was looked upon as a mere reiteration of Germany's first warning to neutrals not to travel in the ships of the Allies, in some quarters, however, it was asserted that it was generally understood that the message was well not to regard the message with contempt, for there might be more in it than a mere attempt to frighten intended travelers.

In spite, however, of the threat of the German Admiralty to sink the big Cunarder, no passenger seemed to be deterred. All showed a determination to make an effort to cross the Atlantic, no matter what the risk. Before sailing for Liverpool on Saturday, last, American passengers on board, including one of the Vanderbilts, received threatening letters, stating that the ship would be sunk and warning them not to sail. Little attention was paid to the warning and many passengers joked about it.

Charles E. Stone, general agent of the Cunard Line, stated in the pier and in a statement made there that the voyage of the Lusitania would not be attended by any risk whatever, as the liner had a speed of twenty-five and a half knots and was provided with unusual water-tight bulkheads, and depending on the report of the torpedoing of the Lusitania today, marine men jokingly said that in their opinion the Lusitania could not be sunk by a single torpedo.

The Lusitania was delayed for more than two and a half hours in sailing for Liverpool last Saturday on account of having to take over the 163 passengers from the Anchor Line Cameronia, which was chartered at the last minute by the British Admiralty.

Passengers Scooped at German Embassy's Published Warning. Charles T. Rowing, head of the firm of Bowring Brothers and president of the St. George's Society, was one of the passengers who sailed on the Lusitania. He commented on the advertisement appearing in the morning papers, characterizing it as a silly performance, and below the dignity of a diplomatic representative of any foreign government.

Alexander Campbell, general manager for John Dewey & Sons, London, who also called attention to the advertisement as "foolish."

It was said at the Cunard office today, however, that the result of the report of the torpedoing of the Lusitania, that they did not expect the steamer to arrive at Liverpool until Saturday, as recently she had taken seven days to make the trip.

Two British Steamships Torpedoed Off Irish Coast. London, May 7.—The British steamer Candidate was torpedoed by a German submarine yesterday off Waterford, Ireland. The members of her crew were saved.

The Candidate was outward bound when she encountered the submarine, eighteen miles from Waterford. Members of the crew say the vessel was torpedoed without warning.

Four boats were launched from the Candidate, one of these was swamped, but the occupants clambered into the other boats. All of the crew, numbering forty-four, landed at Milford Haven.

The Candidate was of 2,976 tons net register. Built in Glasgow in 1904, she was 258 feet long. She was en route to Liverpool when she was struck by a German submarine.

The British steamer Centurion was torpedoed by a German submarine off the Irish coast yesterday. Her crew was saved.

The Centurion was attacked about the same time that the British steamer Candidate, owned by the same company, was torpedoed off Waterford, Ireland. The Centurion was