

PRESIDENT SAYS HUMANITY FIRST

PRESIDENT WILSON ADDRESSES 4,000 NATURALIZED CITIZENS AT PHILADELPHIA.

DOES NOT NAME LUSITANIA

Blows Embers of National Consciousness Into Flames With Appeal to Love of Country.

Philadelphia. — President Wilson gave to a gathering of 4,000 naturalized Americans the first intimation of the course the United States probably will pursue in the situation resulting from the loss of more than a hundred American lives on the British liner Lusitania.

"America," said the President, "must have the consciousness that on all sides it touches the elbows and touches hearts with all the Nations of mankind. The example of America must be a special example. And it must be an example not merely of peace because it will not fight, but because peace is a healing and elevating influence of the world and strife is not."

"There is such a thing as a man being too proud to fight. There is such a thing as being so right that it does not need to convince others by force that it is right."

These remarks precipitated a tumult of applause and patriotic enthusiasm attended by waving of thousands of small American flags. The President made no direct reference to the Lusitania tragedy, but the audience did not hesitate to read the application of his statement.

The sentiment expressed in the President's speech was epitomized later by one of his closest advisers as "humanity first." While it had not been determined, he said, exactly what steps would be taken by the United States in the present crisis, the idea uppermost in the President's mind was to show that whatever course is adopted—no matter how vigorously, it will have as its objective the good of humanity.

Introduced by Mayor Blankenburg who spoke in a distinctly German accent a welcome and an appeal for a single allegiance to the United States, the President carried forward the idea of the wedding of foreign blood in the make-up of America by pointing out the true goal of right American citizenship to be a loyalty not to the country of one's birth but to the land of one's adoption.

"While you bring," he said, "all countries with you, you come with a purpose of leaving all other countries behind you—bringing what is best of their spirit, but not looking over your shoulder or seeking to perpetuate what you leave in them. I certainly would not be one who would suggest that a man cease to love the place of his origin. It is one thing to love the place where you were born and another thing to dedicate yourself to the place where you go. You can't be an American if you think of yourself in groups. America does not consist of groups. A man who considers himself as belonging to a National group is not yet an American."

"My advice to you is to think first not only of America, but to think first of humanity and you do not love humanity if you seek to divide humanity into jealous camps."

The President was constantly interrupted by spontaneous outbursts of applause. He spoke clearly and so quiet was his audience of 15,000 that he could be heard distinctly in all parts of the hall. Everywhere red, white and blue flags and bunting were displayed and a band during the evening played patriotic airs.

There was a tremendous ovation as the President finished his speech. Afterward he returned to the station and entered his private car. He was due to leave for Washington at midnight.

Some of the passages in the President's speech which the crowd applauded most loudly were these: "I am sorry for the man who seeks to make personal capital out of the passions of his fellowman. He has lost the touch and ideal of America, for America was created to unite mankind by the passions that lift and unite and not by the passions that separate and debase mankind."

"The man who seeks to divide man from man, group from group, interest from interest in the United States is striking at its very heart."

"I was born in America. You dreamed of what America was to be and I hope you brought the dreams with you. No man who does not see visions will ever realize any high hopes or undertake any great enterprise."

The station was packed with a cheering crowd when the president arrived from Washington. Mr. Wilson was escorted up Broad street by the mounted city troop of Philadelphia. The street was lined with people who shouted a noisy and enthusiastic welcome. The president bowed, raised his hat and smiled.



Charles Frohman, one of the most successful theatrical managers, was one of the victims of the ill-fated Lusitania. His body was recovered.

SCORES SWEEPED TO DOOM

F. J. GAUNTLET, OF WASHINGTON, TELLS STORY OF SINKING OF THE LUSITANIA.

Women and Children Plunged in Mass as the Great Ocean Liner Heeled Up and Sank.

Cork—"From the day we sailed we complacently spoke of the possibilities of the German menace, but no one believed it, for we scorned the idea of being torpedoed," said F. J. Gauntlett of Washington, who was traveling with A. L. Hopkins, a passenger who is among the missing, and S. M. Knox of Philadelphia, who was saved.

"A number of us were going over on business. It was shortly after 2—probably ten minutes past—and I was lingering in the dining saloon chatting with my friends, when the first explosion occurred. We knew at once what had happened."

"Shortly after the explosion perceptibly, I shouted to the others to close the ports. Some of us went to our births and put on lifebelts."

"On making our way to the deck we were informed that there was no danger and we need not be alarmed, but the ship was gradually sinking deeper into the water and efforts were made to launch the boats."

"Fifty or more people entered the first boat, and as it swung from the davits it fell suddenly. I think most of the occupants perished. Other boats were launched with the greatest difficulty."

"Swinging free from one of them as it descended, I struck out, swimming strongly and steadily for a piece of wreckage which I observed. On reaching it I found it was one of the collapsible boats, but I had to rip the canvas with a knife before I could get it open. Another passenger climbed into it, and between us we were able to get about thirty people out of the water. While we were thus engaged I noticed that the Lusitania was gradually sinking."

"Women and children, under the protection of men, had clustered in line on the port side, and as the ship made her plunge, down a little by the head and heeling at an angle of nearly 90 degrees, this little army slid down toward the starboard side, dashing themselves against each other as they went until they were engulfed."

Mr. Gauntlett said that he heard only one explosion, and the whole tragedy was over in twenty minutes.

LATEST OFFICIAL ESTIMATE.

All Survivors Ashore.—1,198 Perished When Liner Went Down.

The latest estimate of lives lost as a result of the torpedoing of the Cunard liner Lusitania by a German submarine off the Irish coast is 1,198. It is believed that almost all, if not all, the survivors, have been brought ashore and there is little hope of recovering any other passengers alive.

Of the dead many are women. Three stories from Queenstown describe the bringing in of the bodies of a great number of women, many of them still unidentified. The Queenstown docks are the temporary resting places also of the bodies of several children. One dead mother still is clasping in her rigid arms the body of her three-months-old baby.

When the Lusitania left New York May 1, she had on board 1,901 souls; 1,251 passengers and 650 crew. The passengers were made up of 291 in the first cabin, 599 in the second and 361 in the steerage.

Hubbard Foresaw Danger.

Cincinnati, Ohio.—"I may meet with a mine or a submarine over there, or I may hold friendly converse with a stray bullet in the trenches." Thus wrote Elbert Hubbard to his friend, E. W. Edwards, of this city, shortly before he boarded the Lusitania.

The letter, now in the hands of Mr. Edwards, was one of the last things that Mr. Hubbard ever penned. He wrote Mr. Edwards about his plans for getting interesting inside news and views of the great war at first hand.

TOLL AMONG FIRST CLASS PASSENGERS

LARGE PROPORTION OF CREW SAVED BUT NO LACK OF DISCIPLINE WAS EVIDENCED.

14-YEAR OLD GIRL HEROINE

Stories of Heroic Work of Rescuers Among the Passengers of the Ill-fated Ocean Liner.

Queenstown.—In striking contrast to most historic sea disasters, the rate of mortality among first class passengers of the Lusitania seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water. The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said:

"There were many left in the water, but they were dead and many were so mangled I thought it better to bring ashore my boat load of suffering women, as they could not have stood much more."

These women presented pitiful sight as they wandered aimlessly about, searching without hope for loved ones who must have gone down with the ship.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship, began to arrive here to search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them.

The brief time elapsing between the torpedoing and sinking of the Lusitania was long enough to develop a heroine in the person of Mrs. Kathleen Kaye, 14 years old, returning from New York where she had been visiting relatives. With smiling words and reassurance, she aided stewards in filling a boat with women and children.

When all were in she climbed aboard the lifeboat as coolly as an able seaman. One sailor fainted at his oar and the girl took his place. None among the survivors bears as little sign of her terrible experiences as Miss Kaye.

The dragging of the lifeboats was explained by passengers and members of the crew by the statement that the second torpedo severed several steam pipes from the engines. The Lusitania had been sent full speed ahead when the first torpedo was seen and it was impossible to stop the headway by reversing the engines when the necessity for lowering the boats was realized.

The most remarkable escape was that of R. J. Timmis of Gainesville, Texas, who was returning to England for his yearly visit accompanied by his chum R. T. Moodle, also of Gainesville. Both men gave their lifebelts to steerage women just as the Lusitania sank. Timmis, who is a strong swimmer, remained in the water, clinging to various objects, for nearly three hours. Then he was taken into a boat which he still had the strength to assist in rowing.

The boat began picking up from the water all those showing signs of life and the first person rescued was the half-unconscious steerage woman to whom Timmis had given his life-belt. Moodle sank when the ship went under, and although he was a good swimmer, he was not seen again. Moodle was all ready to jump when Timmis, who had previously given his belt to a woman, said:

"There is a steerage woman here with a six-months-old baby." Moodle promptly stripped off his life-belt, but it seems both he and the woman perished.

Dr. J. T. Houghton of Troy, N. Y., a survivor, said there was no reason to fear any danger after the first explosion, as it was believed the vessel would be headed for Queenstown and beached if necessary. Just then, said Doctor Houghton, the liner again was struck, evidently in a more vital spot, for it began to settle rapidly.

Orders then came from the bridge to lower all boats. Women became panic-stricken. People were rushed into the boats, some of which were launched successfully, others not so successfully.

G. D. Lane, a youthful but cool-headed second cabin passenger who was returning to Wales from New York, was in a lifeboat which capsized. "I was on the 'B' deck," he said, "when I saw the wake of the torpedo. I rushed to get a life-belt but stopped to help get children on the boat deck."

"The second cabin was a veritable nursery. Many youngsters must have drowned, but I saw one boat get away filled with women and children. When the water reached the deck I saw another life-boat with a vacant seat, which I took as no one else was in sight. The Lusitania keeled so suddenly our boat was swamped but we righted her again."

"We witnessed the most horrible scene of human utility it is possible to imagine. When the Lusitania had turned almost over she suddenly plunged bow foremost into the water, leaving her stern high in the air.

LIST OF SURVIVORS IN THE FIRST CABIN

CUNARD OFFICERS FURNISH NAMES OF SAVED—OTHER LISTS GIVEN.

New York.—Survivors in the first cabin as given out at the Cunard offices follows:

Lady Allen, Montreal; Julian de Ayala, consul general for Cuba at Liverpool; James Baker, England; C. P. Bernard, New York City; H. Boulton, Jr., London; Charles W. Bowring, New York; J. H. Brooks, New York; A. J. Byington, London; P. Bushwell, New York; J. H. Charles, Toronto; Miss Doria Charles, Toronto; Rev. Cowley Clarke, London; A. R. Clarke, Toronto; H. G. Colebrook, Toronto; Miss Dorothy Conner, New York; A. B. Cross; H. M. Dally; Dr. Howard Fisher, New York; Fred J. Gauntlett, New York; Oscar F. Grab, New York; O. H. Hamilton, New York; Dwight C. Harris, New York; Dean W. Hodges, Philadelphia.

C. T. Jeffery, Chicago; Miss Rita Jolivet, Chicago; M. Kempson, Toronto; S. M. Knox, Philadelphia; Mrs. H. B. Lasseter, London; F. Lasseter, London; Mrs. Leary and maid, Sydney, Australia; Isaac Lehmann, Liverpool; Mrs. Loney, New York; Miss Loney, New York.

John W. McConnell, Memphis, Tenn.; Lady Mackworth, Cardiff, Wales; A. T. Mathews, Montreal; G. G. Mosley, New York; Mrs. F. Hadley, Liverpool; Miss Irene Paynter, Liverpool; Perry J. Perry, Buffalo; William J. Pierpont, Liverpool; Miss Theodate Pope, Farmington, Conn.

Ed Posen, Farmington, Conn.; N. A. Aadeliff, New York; B. A. Thomas, Cardiff, Wales; R. J. Timmis, New York; F. E. O. Tootal, London; Mrs. A. S. Witherbee, New York; Robert C. Wright, New York; Philip Yung, New York; Mrs. A. B. Osborne, Hamilton, Ont.; Mrs. Henry Adams, Boston; M. N. Pappadopoulos, Greece; N. N. Alles, New York; Oliver Bernard, Boston; James Bohan, Toronto; Mrs. J. S. Burnside, New York; Hy G. Burgess, New York; C. C. Hardwick, New York; C. T. Hill, London; Dr. J. T. Houghton, New York; Thomas Home, Toronto; Francis Henken; Francis B. Jenkins, Chicago; George A. Kessler, Toronto; James Leary, New York; Joseph Levinson, Jr., Liverpool; F. Guy Lawin, New York; Mrs. Popham Lobb, New York; R. R. Lockhart, Toronto; L. McMurray, Toronto; F. Orr-Lewis, Toronto; Mrs. Pappadopoulos, Greece; Frank Partridge, New York; Charles E. Paynter, Liverpool; Major F. Warren Pearl, New York; Mrs. Pearl, New York; Wallace B. Phillips, New York; Robert Rankin, New York; A. L. Rhys-Evans, Cardiff, Wales; Percy W. Rogers, Toronto; T. Slidell, New York; Miss Jessie Taft Smith, Graceville, Ohio; C. F. Sturdy, Montreal; R. L. Taylor, Montreal; E. Blith Thompson, Indiana; Mrs. E. Blith Thompson, Indiana; G. H. Turton, Melbourne, Australia; Mrs. W. A. F. Vassar, London.

Second Cabin Survivors. S. Abramowitz, Miss Joan M. Adams, Miss May Barnett, Mrs. Beattie, Mrs. Brammer, Miss E. Brammer, Dan T. Brown, Mrs. Campbell, E. Candlish, Guy Chambers, Guy R. Cockburn, David Dalrymple, Miss Eva Dolphir John Ellis, Mrs. S. M. Fish, Miss Marion Fish, John Freeman, H. R. Frost, R. D. Gray, C. W. Griffiths, James Haldane, Miss C. Hardy, Mrs. M. Henshaw, L. B. S. Holborn, Mrs. H. L. Holland, Edgar Housnell, Miss Catherine Kaye, E. H. Lander, S. L. B. Lines, C. R. Lines, J. P. Marichal, Mrs. Marichal, Miss Phyllis Marichal, Master Maurice Marichal, Miss Yvonne Marichal, Miss Moody, D. V. Moore, Rev. H. C. S. Morris, Mrs. C. Murray, Henry E. Needham, Mrs. H. Plank, J. R. Daddie, F. H. Sweet, Miss M. Webb, Mrs. M. A. Whit, Mrs. P. Wilson, Miss T. Winter, H. B. Bryce, Mrs. Bryce, Robert Williams, Mrs. A. E. Adams, Mrs. Brotherton, child and infant, John Bartlett, Oliver Bernard, H. C. Hiberdot, Mrs. W. Campbell, Mrs. Candlish, Robert Dyer, Mrs. Dougherty and infant, Mrs. E. Duckworth, Robert J. Ewart, B. Gardner, H. Edgar, Master Huntley Henderson, Miss Violet Henderson, Miss R. Martin, Miss M. Maycock, Miss Jessie Murdoch, Mrs. Marsh, Uno Merigan, Miss C. McCalm, Mrs. A. Luydon and baby, George Scott, Rev. W. H. Simpson, Mr. and Mrs. W. H. Taylor, Mrs. A. Taylor, Hugh Whitcomb, A. Yador.

Steerage Survivors. Margaret Ballantine, Fred Bootmley, Thomas Dhenin, Mrs. A. Elizabeth Dugworth, Walter Dawson, S. C. Grinstead.

Mr. and Mrs. Charles Hames, G. V. Harrison, Elsie Hook, George Hook, Mrs. Rose Howleg, Herbert Light, Powell Malicz.

Annie Sharpe, George Sharpe, Mary Sharp, Samuel Sharp, A. Shepperson, Edward Simpson, F. A. Snowden, Thomas Snowden, Michael Stachula, George Steel, T. O. Stephens, George Stevens, Alfred Stockton.

Ivan Tarascowicz, Mr. and Mrs. Ward, Edith Williams, Robert Woodworth, Baba John Yokob.

The Crew. Captain William T. Turner, First Officer Jones, Second Officer Lewis, Quartermaster Hugh Johnston, Second Engineer T. Lach, Third Engineer A. Duncan, Carpenter Neil Robertson, Member of the Band Ed. Drakeford.

TWO CROP SYSTEM FOR SMALL FARMERS

BULLETINS FOR FREE DISTRIBUTION SHOW PRACTICAL PLANS FOR OPERATIONS.

PALMETTO CAPITOL NEWS

General News of South Carolina Collected and Condensed From The State Capital That Will Prove of Interest to All Our Readers.

Columbia. Practical advice for the small tenant farmer and for the farmer who works from two to five horses is contained in bulletin F, the latest bulletin in the farmers' reading course of the extension division of Clemson College. In addition to the two papers discussing these crop systems for 1915 is a paper on the South Carolina live stock problem by one of the most successful practical breeders of live stock in the state.

The bulletin is entitled "Demonstration Papers" and contains three papers that were read at the semi-annual meeting of demonstration agents recently held at Clemson College.

"The first of the three is entitled 'The Beef Cattle Problem in South Carolina' and is by L. I. Gufon - Lugoff, Kershaw county. Mr. Gufon is known throughout the states as one of the most successful beef cattle breeders in South Carolina. He has treated his subject briefly and simply and what he has to say will be well worth the attention of any farmer who is thinking of trying his hand at feeding cattle for beef production."

"A 1915 Crop System for Small Tenant Farmers" is the title of the second paper in the bulletin. It is by J. Frank Williams, demonstration agent for Sumter county, and its contents are explained by its name.

"The Two-to-Five-Horse Farmer in 1915" is the third contribution and is by T. M. Mills, demonstration agent for Newberry county. Mr. Mills goes thoroughly into eight separate farm practices which Clemson College and the demonstration work are urging South Carolina farmers to carry out this year.

All these papers are brief and very simply written. The bulletin also contains a complete directory of the extension and demonstration specialists at Clemson College and of the county and district agents. Bulletin F is free and may be obtained from any county agent in the state or by writing to Sidney S. Rittenberg, Clemson College.

Manning Approves Crossing Bill.

Gov. Manning approved the act of the last general assembly which will give the railroad commission jurisdiction over grade crossings in South Carolina. The act was signed after a conference with the commission.

The title of the act is: "To confer upon the railroad commission authority and control over crossings of railroad tracks by public highways and to regulate same."

Unlimited power is given to the commission by the act, which is as follows:

"Be it enacted by the general assembly of the State of South Carolina: That the railroad commission be, and is hereby, given full authority to provide such rules and regulations with reference to the crossing of railroad tracks by public highways as in its judgment will be conducive to the public safety, and furthermore, upon complaint shall investigate and may require that any necessary crossings be made either above or below grade, so as to avoid as far as possible any grade crossings. The acts and parts of acts inconsistent with the act are hereby repealed."

Gather Specimens of Birds.

The secretary of state has granted a permit to J. L. Peters, field assistant, federal biological survey, to gather specimens of birds and birds' eggs in South Carolina for scientific purposes. Mr. Peters will work in the coast counties.

New Enterprises Authorized.

The Mutual Xmas Check Company of Sumter has filed notice of an increase in capital stock from \$1,000 to \$5,000.

The Yorkville Banking and Mercantile Company has filed notice of an increase in capital from \$10,000 to \$50,000.

The People's Drug Company of Darlington has been commissioned by the secretary of state with a capital of \$5,000. The petitioners are J. Monroe Spears, S. M. Carter and Nan L. Linder.

DuRant-Butler Company, Inc. of Lake City has been commissioned with a capital of \$5,000. The petitioners are E. M. DuRant and B. W. Butler.

The Claffly Company of Fort Motte has been commissioned by the secretary of state with a capital stock of \$2,000 to do a general mercantile business. The petitioners are: R. M. Claffly, R. M. Claffly, Sr., and James P. Claffly.

The Model Grocery of Florence has been commissioned with a capital of \$2,500. The petitioners are J. M. Tharsh, F. M. Tharsh and C. T. O'Farrell.

Compiling Data on Corporations. Members of the South Carolina State tax commission are holding practically continuous meetings in Columbia and much data is being collected relative to the tax system. The commission is working for equalization of the state taxes.

Under the law the commission is required to file a complete report of its findings with the members of the general assembly 30 days before the next session.

At present the commission is investigating the corporations of the state. In many instances it is necessary to call for additional information from companies, because the returns are not full enough.

Concerning the filing of false information with the commission, the act creating the tax commission says: "Any person who shall testify falsely in any matter under consideration by the commission shall be guilty of and punished for perjury; officers who serve summons or subpoenas, and witnesses attending shall receive no compensation as officers and witnesses in the circuit court." Provided, That such compensation shall be paid by the county for whose benefit such investigation is made, upon certificate of the tax commission.

The water power companies are to be assessed as such this year for the first time in the history of the state. To get accurate information, the commission is sending out a blank pamphlet, which when filled in, will give all of the necessary data as to the value of the various light, water, heat and power companies. That this information be given is specifically provided for under the act creating the commission.

Annual Inspection Naval Militia.

Special orders for the annual inspection of the naval militia of South Carolina, required by the naval militia act, were issued by W. W. Moore, adjutant.

The inspections will be made on the following dates: Third division, Beaufort, May 24; headquarters, naval battalion, Mount Pleasant, May 26; First district division, Charleston, May 26; Fourth engineer division, Charleston, May 27; Fifth deck division, Charleston, May 28.

Adjutant General Moore will make the inspection for the state and Lieut. Bert B. Taylor, inspector instructor, U. S. N., for the United States.

Charleston Mayor Forwards Report.

Nearly 6,000 bottles of beer have been seized by the Charleston police since the law enforcement campaign was begun, according to reports filed by Mayor John P. Grace with Gov. Manning. The Charleston mayor forwarded the reports of James R. Cantwell, chief of police, without comment. Gov. Manning refused to discuss the report by the Charleston mayor.

Fairs Want Health Exhibits.

Officials of the Orangeburg county fair have made requests upon the state department of agriculture and the state board of health for the state's educational exhibit. The Orangeburg fair will be held November 9 to 12. Nine county fairs have made request for the exhibit.

Study Teachers' Salaries.

The bureau of education of the department of the census has written to all mayors requesting the number and salaries of municipal employes with a view to compiling statistics showing the comparison in wages between teachers and employes.

Will Consider Loan May 21.

The financial board of the state, composed of the governor, the comptroller general and the treasurer, will meet on May 21 to consider the placing of a state loan of \$600,000.

Opinions of the Supreme Court.

N. A. Hunt, respondent, vs. Atlantic Coast Lumber corporation, appellant. Affirmed. Opinion by Eugene B. Gary, C. J.

Edley v. Jewell, plaintiff, vs. Allen Hall et al., appellants. Reversed and remanded. Opinion by Geo. W. Gage, C. J.

Alice Clark et al., respondents, vs. Southeastern Life Insurance company, appellant. Affirmed. Opinion by Eugene B. Gary, C. J.

The State, respondent, vs. Jesse Jones, appellant. Affirmed. Opinion by R. C. Watts, A. J. Dissenting opinion by D. E. Hydrick, A. J.

W. A. Cannon, appellant, vs. Lookout Mills, respondent. Affirmed. Opinion by Geo. W. Gage, A. J.

B. M. Koennecke, respondent, vs. Caboard Air Line railway, appellant. Affirmed. Opinion by D. E. Hydrick, A. J.

J. B. Grainger, respondent, vs. Greenville, Spartanburg and Anderson county highway company, appellant. Affirmed. Opinion by D. E. Hydrick, A. J. Dissenting opinion by Eugene B. Gary, C. J.

Hampton Park Terrace, appellant, vs. James Sottile, respondent. Affirmed. Opinion by T. B. Fraser, A. J.

Educational Outlook Good.

"The outlook is good for compulsory education in South Carolina," said W. H. Hand, state high school inspector, in discussing the many petitions that are being circulated in the state for the school attendance law.

Hand said that the introduction of the law for the introduction of the law were being circulated in the state. In every county in the state the petitions are being circulated. The introduction will be soon finished.

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