



The Union Advocate



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NO. 20

Garden Rakes, Hoes and Spades
Vegetable and Flower Seeds
Timothy and Clover Seeds
Blatchfords Calf Meal

D. W. STOTHART

Jury Charges Germans With Wholesale Murder

Capt. Turner Gives Evidence Before Jury Investigating Deaths Caused by Sinking of Lusitania

London, May 10.—The Cunard Line steamship Lusitania, which was sunk last week off Old Head of Kinsale by a submarine, was struck by but one torpedo, according to the testimony of Captain Turner, of the steamer, given today at the coroner's inquest at Kinsale. But this deadly missile found a vital spot, and sent the liner to the bottom in less than twenty minutes, carrying with her over a thousand souls.

The evidence of Captain Turner, which cleared up many other points concerning the disaster, and that of other members of the crew of the vessel, with a general knowledge of the situation, led the jury to bring in a verdict of "wholesale murder" against the German emperor and his government and the officers of the submarine directly responsible for the sinking of the ship.

The Coroner's Verdict

"We find that the deceased met death from prolonged immersion and exhaustion in the sea, eight miles south southwest of Old Head of Kinsale, Friday, May 7, 1915, owing to the sinking of the Lusitania by torpedoes fired by a German submarine.

"We find this appalling crime was committed contrary to international law and the conventions of all civilized nations.

"We also charge the officers of said submarine, and the emperor and government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world.

"We desire to express sincere condolences and sympathy with the relatives of the deceased, the Cunard Company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."

It was also disclosed today by Captain Turner and by Winston Spencer Churchill, First Lord of the Admiralty, in a statement in the House of Commons, that the captain had received wireless advices from the admiralty in regard to the presence of submarines on the liner's course. Captain Turner, in his testimony, said he had followed this advice "to the best of my ability."

The character of the advice tendered by the admiralty was not divulged, and will not be until Lord Mersey opens his inquiry into the loss of the ship.

Meantime the cause for the heavy loss of life, the absence of any naval escort for the threatened vessel and the suddenness with which she sank afford room for much speculation. Captain Turner, in declaring that one torpedo did all the damage, said the second explosion which the passengers heard was an internal one, and that the engines having been put out of commission it was impossible to stop the Lusitania and permit of her boats being lowered properly.

The Captain's Story

Captain Turner, of the Lusitania, appeared before the coroner and was questioned. The coroner asked him whether he had received a message concerning the sinking of a ship off Kinsale by a submarine. Captain Turner replied that he had not.

"Did you receive any special instructions as to the voyage?"

"Yes, sir."

"Are you at liberty to tell us what they were?"

"No, sir."

"Did you carry them out?"

"Yes, to the best of my ability."

"Tell us, in your own words, what

Rumor Says Sir Max Aitken Likely Candidate at Conservative Convention.

It is rumored Sir W. Max Aitken's health has not been very good of late and that he has decided to come back to his native air on the Miramichi.

It is also rumored that he would consent to allow his name to be submitted as a Candidate at the coming Conservative Convention for the County of Northumberland.

Sir Max has gained a world-wide reputation as a financial genius. He has been prominently identified with the promotion of a number of very large industrial concerns throughout Canada, which are now successfully competing for trade in the home and foreign markets.

Sir Max has also been very successful in the political arena in the Mother Country, successfully winning his spurs against heavy odds.

The citizens of Northumberland County can easily see what a great advantage it would be to the county to have a representative at Ottawa with the proven business capacity and wide influence of Sir Max.

His influence in business and political circles if chosen as a representative of Northumberland would undoubtedly be of immense advantage to the county.

We are satisfied that citizens who have the interests of the county at heart will take concerted action to see that Sir Max is chosen as the County's Representative at Ottawa.

PERSONAL

E. P. Williston was in Chatham on Friday.

A. O. O'Donnell has been in the last four weeks.

Mr. Joseph Lawlor returned to Montreal on Monday.

George R. Parks, of Millerton, was in Fredericton on Friday.

Mrs. Wm. Bell of Bryenton, spent Tuesday with friends in town.

E. Hubert Sinclair was registered at the Brunswick, Moncton, on Friday.

Miss Dorothy Nicholson, of Del-housie College, is home for the summer holidays.

Miss Jean Ashford is home from the Methodist Deaconess' Training School at Toronto.

Judge Charles Mitchell, of Edmonton, Alberta, arrived in town on a visit to his aunt, Miss Mitchell.

Mr. G. F. Creighton, of Newcastle, arrived in the city yesterday and is at the Brunswick.—Moncton Times, Monday.

Mr. and Mrs. Chas. J. Morrissey are receiving congratulations on the arrival of a son at their home Monday morning, May 10th.

Miss Beattie Dick returned Friday night from Tabusintac, where she had gone to attend the funeral of her aunt, Mrs. Donald Robertson.

Recruits Willard Allison, Clifford Stewart, Frank Currie, Samuel Regan, Robt. Crocker, James Randles and Perley Johnson, from Fredericton; and Vindert Hachey, Harold and Travis Davidson and James Walsh, from St. John, have been spending the past few days at their homes here.

LATEST CASUALTY LIST

Ottawa, May 11.—Another casualty list, containing 19 names, was issued this afternoon. There were no Maritime Province names in the list.

Cunard Liner Lusitania Sunk By Infamous Pirate Murderers

Amid the Shrieks of 1,149 Souls Who Perished, the Giant Liner Plunged to the Bottom, the Victim of German Submarines.

The Total Number of Saved is Now Placed at 767, Of Whom 465 Are Passengers, While 144 Bodies of the Victims Have Been Recovered From the Sea

EYES OF THE WORLD TURNED TO THE UNITED STATES AWAITING THEIR ACTION

London, May 8.—German piracy on the high seas reached a climax with the destruction of the world's fastest passenger steamer, the Cunard liner Lusitania, by torpedoes from a submarine off the Irish coast yesterday afternoon and the sacrificing of many human lives. The loss of life this morning can only be estimated but it is placed by members of the crew who have been rescued at about 1,000 including both passengers and crew.

Many survivors, mangled by the force of the explosion and exhausted by the unequal battle with the waves, have died in hospital at Queenstown, Ireland, since being rescued. Some hundreds have been landed at Queenstown, Cleveferry and Kinsale, but the Cunard office at London closed at midnight without any definite information as to the number saved and no list of survivors was given out.

There were 2,067 souls on board, of whom 1,257 were passengers. Of these 138 were American citizens and if the proportion lost is maintained throughout passengers and crew this means that President Wilson will hold Germany, according to the terms of his previous note, to "strict accountability" for the death of many citizens of the United States.

The loss of life claimed the first attention throughout Great Britain tonight but the possibility of American intervention in the submarine murders is one of the first questions arising from yesterday's disaster.

The Lusitania left New York May 1 with a large passenger list and a valuable cargo, consisting partially of military supplies for Britain and her Allies. Many prominent people were on the list of passengers, including Alfred G. Vanderbilt, Elbert Hubbard, Charles Frohman, Howard Elliott, president of the New York, New Haven & Hartford Railway; and, it is believed, many Canadians. More than 900 of the passengers were British subjects. The attack was made soon after 2 o'clock while the Lusitania was on her regular course nine miles off Kinsale, Ireland, and although details are woefully lacking, it is evident from the wireless call for help that the wreckage of the sea was doomed from the first.

Queenstown, May 8, 11 a. m.—The tug Storm Cock has returned here bringing about 150 survivors of the Lusitania, principally passengers, among whom were many women, several of the crew and one steward.

Describing the experience of the Lusitania, the steward said:

"The passengers were at lunch when a submarine came up and fired two torpedoes, which struck the Lusitania on the starboard side, one forward and the other in the engine room. They caused terrific explosions.

"Captain Turner immediately ordered the boats out. The ship began to list badly immediately. Ten boats were put into the water, and between 400 and 500 passengers entered them. The boat in which I was approached the land with three other boats and we were picked up shortly after 4 o'clock by the Storm Cock. I fear that few of the officers were saved. They acted bravely.

"There was only fifteen minutes from the time the ship was struck until she foundered, going down bow foremost. It was a dreadful sight."

Two other steamers with survivors are approaching Queenstown.

New York, May 8.—The Lusitania, with a total of 1,251 passengers aboard, of whom 188 were Americans, and with a crew of 816, sailed from here last Saturday, in the face of a warning published on the day of her departure by the German embassy, which stated that travelers in-

tending to embark on British ships did so at the risk of the ship being destroyed, in accordance with the German war zone decree.

This warning, published in the form of an advertisement, did not result in the cancellation of a single passenger, nor did anonymous notes of warning, said to have been received by some passengers just before the big liner left her pier, deter any one from sailing.

Reports from Washington that it was privately known in official quarters that the Lusitania was to be torpedoed at the first opportunity, gave color to the opinion expressed in shipping circles tonight that the embassy's warning was intended to apply particularly to the Lusitania.

"Travelers intending to embark on the Atlantic voyage," read the advertisement, "are reminded that a state of war exists between Great Britain and Germany, and that the zone of war includes the waters adjacent to the British Isles, that, in accordance with formal notice given by the Imperial Government, vessels flying the flag of Great Britain, or any of her Allies, are liable to destruction in these waters, and that travelers sailing in the war zone on ships of Great Britain, or her Allies, do so at their own risk."

The Lusitania's cargo was valued at about three-quarters of a million dollars, and contained a large quantity of war supplies. Her manifest included 280,000 pounds of brass and copper wire, \$66,000 worth of military goods, and 5,471 cases of ammunition, valued at \$200,000, all of which was contraband of war.

London, May 8.—An enormous crowd besieged the Cunard office all night and increased as day broke. All were anxious to learn the fate of relatives on board the Lusitania.

The line officials said they were endeavoring to perfect a list of survivors, but that this work would be delayed, as some had been landed at one port and some at another. They said there was little doubt that the list of saved would be less than 700.

Relatives of survivors were angrily asking why no effort was made to protect the Lusitania. They pointed out that it has been known for a week that an attack was to have been made on the big liner, but that not a single destroyer had been detached to act as an escort for her from the Atlantic.

Captain Turner is about the only officer of the vessel reported saved, and he is said to have been carried from the water three hours after the Lusitania foundered.

The Cunard officers at nine o'clock had the names of only seven first-class passengers who had been saved. Although early reports said Alfred G. Vanderbilt probably had been saved it is now believed certain that he perished, along with Charles Frohman, Charles Klein and other noted members of the American colony.

Dublin, May 9.—The Lusitania was sunk without warning by a German submarine that fired three torpedoes into her. The liner was shattered by the three explosions and sank within twenty minutes after the first missile had been fired. This information was given here today by the cabin steward of the lost ship upon his arrival from Queenstown.

His narrative follows:

"Most of the first cabin passengers were at lunch. The weather was beautifully clear and calm. We were about seven or eight miles off Galleyhead and were making about 16 knots when the attack was launched.

"Following the first torpedo two more were launched. The first staggered the ship. The others completed the work of destruction, shatter-

ing the gigantic liner to fragments. The submarine was seen upon our starboard bow, suddenly appearing upon the surface and then diving abruptly again after firing the first torpedo. We saw the track made by the torpedo in the water and knew it was going to get us. It was aimed to strike amidships and it got us fair and square. The Lusitania listed forward and at once began to settle. While submerged the submarine released two more torpedoes, both of which struck us. From the moment the submarine sighted us and submerged it was not seen again. It went off after accomplishing its dirty work and never attempted to save man, woman or child, but left them to drown like rats in a trap. I believe that both Alfred G. Vanderbilt and his valet were drowned.

"The Lusitania lived just twenty minutes after the first torpedo was fired.

"The approach and explosion of the first torpedo presented a terrible sight, but the passengers remained surprisingly cool. I believe that most of the first class passengers were drowned. At the most not more than 500 of 600 could have been saved. Most of those rescued were second and third class passengers. But a moment's notice was given before the attack was made. The ship sank like a stone. It was a terrifying sight. A great many were carried down by the suction of the whirlpool. Hundreds jumped overboard and clung to floating wreckage or overturned boats which had been blown from the ship by the explosion. Captain Turner remained on the bridge and went down with his ship. I think the first and second officers, five engineers and seventeen out of seventy-four firemen were saved. We had about 374 saloon passengers and as far as I know only 12 were saved.

A sixteen year old lad named W. G. E. Myers, of Stratford, Ontario, who was on his way to join the British navy, saw the torpedo approaching the ship. He said that only two torpedoes were fired.

"I went below to get a lifebelt on as soon as I saw the torpedo coming towards us," said Myers. "There was a whole lot of excitement, and I saw some passengers trying to quiet a woman who had become hysterical. A lot of us got into a boat but the lines had become fouled and it could not be lowered. Meanwhile the liner was fast settling and it looked as though we would be carried down with her. Finally some one found a hatch and we cut the moorings and got cleared, but we were only two hundred yards away when the ship sank bow first. Hundreds of persons went down with her. We could hear the shrieks of those men and women as they were caught in the suction that dragged them to their death. It was appalling to hear the death screams of those doomed persons, and some of those in our boat held their hands over their ears to shut out the dreadful clamor. We saw women and children drown, although we did our best to save all possible and at the last the boat was burdened to its capacity."

Clinton Barnard, of New York, jumped overboard without a lifebelt and clung to a piece of wreckage until he was picked up.

Queenstown, May 10.—With all survivors now almost certainly accounted for, it is possible to make up the figures of the toll of death exacted by the German submarine which sent the giant Cunard Lusitania to the bottom of the sea. The latest revised figures as made public by the Cunard officers are as follows:

Total number of dead, 1,149; to-

tal American citizens dead, 115; bodies recovered, 14; bodies identified, 87; passengers' bodies identified, 65; crews bodies identified, 22; total number saved, 767; total passengers saved, 465; total of crew saved, 302.

Although there is still doubt as to whether two torpedoes exploded or whether the first detonation caused the big liner's boilers to let go, Captain Turner said there was no doubt that at least two torpedoes reached the ship. Making his first statement since the steamer went down under him, the Captain said today:

"I am not certain whether the two explosions—and there were two—resulted from torpedoes or whether one was a boiler explosion. I am sure, however, that I saw the first torpedo strike the vessel on the starboard side. I also saw a second torpedo apparently headed straight for the steamer's hull directly below the suite occupied by Alfred G. Vanderbilt. That is all that I can say until I have made my official report to the court of inquiry, which has been called and over which Lord Mersey is to preside."

Throughout the long hours of Sunday and last night preparations were pushed for the largest funeral in the history of this little Irish coast city. Dawn found the large squad of soldiers and marines still busy with their shovels in the old church graveyard on the outskirts of the city. The burial ground is one of the prettiest spots in all picturesque Ireland. Covered with flowers, its rolling green sward lies on the side of a hill, commanding the city on one side and the harbor on the other.

The harbor today presented a wondrously beautiful picture. Dotted with small boats tossing up and down on the waves, with the sun shimmering from the whitecaps as they broke. It was a picture of peace that gave no hint of the tragedy that was being consummated. On the other side, the red topped white houses gleamed in the sun and among them, most conspicuous, was the big red roofed military hospital, where many suffering survivors were being cared for.

Fourteen of the injured died on Sunday and their burial also takes place today. Three distinct funeral processions wended their way from the temporary morgues through the narrow streets and up over the hill to the cemetery. Each was made up in the same manner. First came a police escort, then the troop escort appropriate for victims who as non-combatants had fallen as sacrifices of war. Then ten coffin laden horse lorries, wagons with the weeping mourners, and finally the general public. The citizens of Queenstown, and hundreds who had specked here and there the outlying territory, did everything possible to show their respect. Hats were carried in hands, houses along the route of the procession were crepe draped and all flags were at half staff as an outward show of sorrow.

New York, May 10.—With prompt and thunderous unanimity the newspapers of the United States join in denouncing as an unspeakable atrocity the destruction of the Lusitania and the slaughter of nearly fourteen hundred passengers by a German submarine.

"The Crime of Infamy" one editorial calls the attack, while others freely use such terms as "murder," "piracy" and "barbarism." Throughout the editorials there runs a tone of firm demand for prompt and adequate action by the government at Washington.

(Continued on page 5)