

RUSSIANS SINK EIGHT TURKISH TRANSPORTS; BRITISH TORPEDO DESTROYER HITS MINE

BELIEVE BATTERY OF SUBMARINES WERE LYING IN WAIT FOR LUSITANIA

Tradition of Women and Children First Adhered to in Work of Rescuing Lusitania's Victims — Tales of Heroism Told by Survivors — Queenstown Morgues Besieged by Relatives Seeking Their Dead.

NAVAL OFFICERS SAY STEAMER HAD ORDERS TO TAKE DIFFERENT COURSE

List to Starboard After Liner was Struck so Great as to Render Many of Lifeboats Useless — Large Number Donned Lifebelts and Took Chance in Water.

London, May 10 (12.10 a.m.)—A despatch to the Exchange Telegraph Company from Liverpool says the official list of the survivors of the Lusitania includes the names of 487 passengers and 275 crew.

New York, May 9.—The Cunard Steamship Company tonight announced the receipt of the following cablegram from Liverpool:

"Up to midnight Queenstown advice total number of survivors 764 including 462 passengers and 302 crew.

"One hundred and forty-four bodies recovered, of which eighty-one are identified and fifty-seven unidentified. Identified bodies comprise sixty-five passengers, twenty-two crew.

"Number of persons injured, thirty and seventeen crew."

London, May 9.—Thirty survivors of the Lusitania arrived in London seven o'clock this morning.

Queenstown, May 9.—Twenty-three miles from this port as the crew files an irregular smear of floats on a calm sea marks the grave of the Cunard Lusitania, first trans-Atlantic liner sunk by a German submarine. One hundred and forty-nine of twelve hundred souls perished with her in improvised morgues in an old building bordering Queenstown harbor. They either were picked up dead or succumbed after landing.

The 845 survivors here are quartered in hotels, residences and hospitals, some too badly hurt to be moved. The injuries of some are so serious that additional deaths are expected and nearly all are too dazed to understand fully what has happened.

The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the periscopes, though many attest to tracing the wake of foam as a projectile came towards the vessel. The only points in which all concur is that the torpedo struck the vessel a vital blow amidships, causing her to list almost immediately to the starboard. In this manner she plowed forward some distance smashing the lifeboats down as she did so, and making the launching of boats well nigh impossible until headway had ceased.

Many of Lifeboats Rendered Useless.

How far the Lusitania struggled forward after being struck and how long it was before she disappeared beneath the waves likewise are points upon which few passengers agree, estimates of the time she remained afloat ranging from 8 to 20 minutes. At any rate the list to starboard so elevated the lifeboats on the port side as soon to render them useless, and it is said only two on that side were launched.

The first of these according to the custom of the sea was filled with women and children. It struck the water unevenly, capsizing and throwing its sixty occupants into the sea. The Lusitania even then was making considerable headway and these women and little children were swept to death in spite of the attempt of two stokers to rescue them. These stokers, according to the passengers, were drowned.

After that several boats were launched successfully but the steamer's list grew more perilous, the decks slanting to such an angle it was impossible for all to cling to the starboard rail. Many by this time had donned lifebelts and jumped for it. Several lifebelts broke adrift unoccupied and the sea became a froth of oars, chairs, debris and human bodies.

Bravery of Two Stokers Saved Many Lives.

Two stokers, seeing a drifting boat, dived overboard, recovered it and pulled in nearly forty persons, mostly women. The Lusitania's crew, meanwhile adhered to the letter to the in-

EIGHT TURKISH TRANSPORTS SUNK BY RUSSIAN WARSHIPS

Paris, May 9.—According to news from a reliable source in Constantinople, says a despatch from Athens to the Havas Agency, six Turkish transports have been sunk by the Russians off the Bosphorus and two others have been sunk in the Sea of Marmora.

Berlin Says Warning Was Given and Owners Must Bear Responsibility

Berlin via Wireless to London, May 9.—The following official communication was issued last night:

"The Cunard liner Lusitania was yesterday torpedoed by a German submarine and sank.

"The Lusitania was naturally armed with guns, as were recently most of the English mercantile steamers. Moreover, as is well known here, she had large quantities of war material in her cargo.

"Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all the responsibility for what has happened.

"Germany, on her part, left nothing undone to repeatedly and strongly warn them. The Imperial Ambassador in Washington even went so far as to make a public warning, so as to draw attention to this danger. The English press sneered then at the warning and relied on the protection of the British fleet to safeguard Atlantic traffic."

St. John Men in Latest List of Casualties

- Ottawa, May 10.—The names of over five hundred members of the Canadian Expeditionary Force appear in the casualty lists issued by the militia department late Saturday, yesterday and this morning.
- List includes the following names from the Maritime Provinces:
- PRINCESS PATS.
Dangerously Wounded,
Lance Corporal Alex. Griswold Vets Digby, N. S.
Wounded,
Private J. Erickson, Florence, C. B.
FIRST FIELD ARTILLERY BRIGADE
Wounded,
Gunner Stephen McKinnon, No. 100 King street, Charlottetown, P. E. I.
2ND FIELD ARTILLERY BRIGADE,
Wounded,
BOMBARDIER GORDON ERNEST TURNER, BENTON, N. B.
GUNNER GEORGE HERBERT LEAMAN, MONCTON, N. B.
DRIVER RICHARD T. MURPHY, LOUISVILLE ROAD, MONCTON, N. B.
SIGNALER JOSEPH ARTHUR COMEAU, NO. 25 BAYVIEW STREET MONCTON, N. B.
LIEUT. FRANK HARVEY TINGLEY, MONCTON, N. B.
GUNNER GEORGE VALENTINE MCINERNEY, REXTON, N. B.
DIVISIONAL SIGNAL COMPANY,
Wounded,
LOUIS LELACHEUR, 101 MECKLENBURG STREET, ST. JOHN, N. B.
THIRTEENTH BATTALION,
Wounded,
COLOR QUARTERMASTER SERGT ARTHUR ADAMS, HAMPTON, N. B.
PRIVATE ROBERT G. BELL, NO. 9 ADMORE AVE., AMHERST, N. S.
FIFTEENTH BATTALION,
Wounded,
LANCE CORPORAL EARLE JOHN.
- STONE WILSON, DERBY JCT., N. B.
SIXTEENTH BATTALION,
Wounded,
PRIVATE J. H. WHITE, NOEL ROAD, N. B.
Wounded and Missing,
SERGT. GEORGE W. C. McMORRIS, GREAT SHEMOGUE, N. B.
FOURTEENTH BATTALION
Wounded
PRIVATE GEO. WILSON (FORMERLY 12TH BATTALION) NO. 25 ST. ANDREWS STREET, ST. JOHN, N. B.
PRIVATE ROBERT D. TAYLOR, ST. JOHN, N. B.
Missing
PRIVATE EDWARD SPEIGHT, NO. 622 MAIN STREET, ST. JOHN, N. B.
Killed in Action,
SERGT. JOHN D. HARRIS ARUNDELL, CARE BANK OF BRITISH NORTH AMERICA, ST. JOHN, N. B.
LT. F. G. CHADWICK, MONCTON, N. B.
FIFTH BATTALION,
Wounded,
ANDREW CLARENCE BALDWIN, CHATHAM, N. B.
SEVENTH BATTALION,
Wounded,
BRUCE McLELLAN, LOT NO. 18, INDIAN RIVER, P. E. I.

U. S. GOVERNMENT INSTRUCTS AMBASSADOR AT BERLIN TO MAKE PRELIMINARY INQUIRY

Washington, May 9.—The United States government today directed U. S. Ambassador Gerard at Berlin to make inquiry of the German government for its report of the facts concerning the sinking of the Lusitania. This became known after a conference between high officials.

The Ambassador is instructed to make preliminary inquiry as a basis for whatever steps may eventually be taken. High officials privately said the situation was very grave.

ITALY AROUSED OVER SINKING OF LUSITANIA

Several Italians Were Aboard Ill-fated Cunard Liner.

PROMPT ACTION IS URGED ON ALL SIDES.

Army of 600,000 at Verona Equipped and Ready to Take the Field.

Rome, May 8.—The sinking of the Lusitania has created a profound impression in Italy. Anxiety is increased by the fact that there were several Italians among the passengers.

The feeling in Rome may be described as one of indignation at the killing of neutrals, and measures to end such proceedings are being urged on all sides.

Paris, May 9, 4.45 p. m.—A despatch from Dolhousa, Switzerland, to the Temps today, says:

"Austrians and Germans are fleeing from all parts of Italy. All trains in the direction of the frontier are packed with Teutonic passengers, including merchants and officials.

"Special trains have brought 3,000 Germans from Rome, Florence and Bologna enroute for Germany.

"All German and Austrian journalists have left Italy."

Geneva, May 9, via Paris, 3.30 p. m.—An Italian army 600,000 strong, fully equipped and ready for the field, has been concentrated at Verona.

Verona is a fortified Italian city situated at the base of the Alps, twenty-five miles from the frontier of Austria-Hungary.

MONCTON MAN IS REPORTED WOUNDED

Ottawa, May 9.—Lieut. F. G. Chadwick of Moncton, N. B., who is in the Cyclist Corps, is reported to have been slightly wounded at the battle of Langemarck.

WILSON TRYING TO DETERMINE IF LUSITANIA DISASTER PART OF PLOT TO DRAW UNITED STATES INTO WAR

Washington, May 9.—What action the United States government will take as a result of the sinking of the British liner Lusitania with a loss of more than a hundred American lives is tonight an undetermined question.

President Wilson during the last 24 hours has been studying every aspect of the case, from its legal and humanitarian aspects. That he feels deeply distressed over the incident and realizes the people of the United States expect him to express in some pronounced fashion their indignation over it, was indicated by the statement issued from the White House last night. This statement, handed out by Private Secretary Tumulty read as follows:

"Of course the President feels the distress and the gravity of the situation to the utmost and is considering very earnestly but very calmly the right course to pursue. He knows that the people of the country wish and expect him to act with deliberation as well as with firmness."

Nothing was added today to the few sentences of this utterance.

Until all the official reports are received from Ambassadors Gerard and Page, at Berlin and London, respectively, it is not expected that any action will be taken.

The President plans to go to Philadelphia late tomorrow to deliver there in the evening a speech which observers generally believe will give expression to his own feeling on the situation produced by the sinking of the Lusitania. He is to address a meeting of four thousand naturalized Americans arranged for several weeks ago by the Bureau of Naturalization of the Department of Commerce, to launch a systematic campaign for education.

Lusitania Had No Guns Aboard.

The official statement from Berlin,

GERMANS FIRE ON BOATS WHICH ATTEMPT TO SAVE CREW OF SINKING WARSHIP

Shore Batteries Fire on Rescuers—Torpedo Boat Destroyer Maori Sunk by Mine off Belgian Coast—Reported Crew Taken Prisoners to Zeebrugge.

London, May 9.—The following official communication was issued last night:

"While operating off the Belgian coast the torpedo boat destroyer Maori, Commander B. W. Barrow, Royal Navy, struck a mine about two miles northwest of the Wellington Lightship. The crew took to the boats when the ship was sinking. The torpedo boat destroyer Crusader, Lieut. Commander G. L. D. Mebbe, in command, which was in company with the Maori lowered her boats to assist in picking up the crew of the Maori, but the enemy then opened fire from shore batteries and the Crusader after being under fire for an hour and a half, had to leave her boats and retire.

"It is reported from German sources that the crew of the Maori and the boats' crews of the Crusader—seven officers and eighty-eight men in all—were taken prisoners into Zeebrugge."

Crew Made Prisoners.

Berlin via London, May 9.—Official announcement is made by the German war office of the sinking of the British destroyer Maori. The statement adds:

"The entire crew of the Maori and the boats' crews of the Crusader were saved by our own vessels and taken into Zeebrugge. In all there were seven officers and 88 men."

DRIVE GERMANS FROM LONDON STOCK 'CHANGE

CHINA ACCEPTS DEMANDS MADE BY JAPAN

London, May 8.—The feeling of resentment against Germany over the torpedoing of the Lusitania was so strong on the Stock Exchange this morning that the British members united and turned all their fellow members of German origin, and also all German clerks, bodily out of the house.

The British members have arranged to have petitions put up in every market on Monday asking the committee to exclude all such members from the house, and this in spite of the fact that the members of German origin all have naturalized papers.

Part of Plot To Draw United States Into War

The sinking of the American steamer Frye, the attack on the Falaba which caused the drowning of an American citizen, Leon S. Thresher, the wrecking without warning of the American tank ship Gulfright; the dropping of bombs on the American steamer Cushing, and finally the torpedoing of the giant liner Lusitania, constitute a series of incidents which the President is trying to interpret. He wants to be certain whether they range themselves in order to cause a grave climax of a carefully planned policy of hostility to the United States or whether the sequence is casual and the German government desires to continue friendly relations with the Washington government.

If the German government, as not a few diplomatists and officials fear, is anxious to draw the United States into the European conflict in the hope the defense at home will reduce the supply of arms to the Allies, some officials believe the situation must be considered in the light of other possibilities and incidents in the future which might be calculated to aggravate public feeling in the United States.

In every quarter the opinion prevails that the President was confronted with not only the most serious problem of his own career, but one of the most trying and awkward situations in the history of the United States. In patient expectancy official Washington awaits the President's decision.

During the day the German ambassador Count Von Bernstorff, received an anonymous letter warning him that the embassy would be blown up at 1.33 a. m. tomorrow. He turned it over to the police but paid no serious attention to what he regarded as the work of a crank.

All eyes continue to be focused on the White House where the final decision on the policy to be pursued by the United States is to be made. Only the President's most intimate advisers