

OVER A THOUSAND LIVES LOST IN THE LUSITANIA

German Pirates Take Heavy Toll Of World's Neutrals.

Two Torpedoes Hit Her, And She Floated Only Half An Hour.

More than one thousand lives were lost when the Cunard liner Lusitania was torpedoed without warning off Old Head of Kinsale, Ireland, by a German submarine Friday afternoon, sinking within 35 minutes.

Out of a total number of 2,104 persons aboard, passengers and crew, with over 200 Canadians and 159 United States citizens, between 800 and 900 are reported ashore at Queenstown, Kinsale, Galley Head and Clonakilty, but a late bulletin received by the Cunard Company in New York from a chief steward expressed his belief that no more than 500 or 600 were saved.

Among the survivors, it is reported, are many wounded, who have been taken to the naval hospital at Queenstown, thus establishing that the explosion must have been terrific, or there was a second interior explosion.

LOSS OF LIFE ENORMOUS.

London, Saturday, May 8 (2 a. m.).—The impression is growing hourly stronger that the loss of life by the destruction of the Lusitania was enormous.

The very latest bulletins received enumerate so few survivors that it is feared that more than 1,000 may have perished. It is impossible to give any list of survivors to-night, as neither the British Admiralty nor the Cunard Company has as yet received any news of the 2,104 passengers and crew aboard the ship, 1,254 passengers and 850 crew, there is definite information concerning less than 1,000 of them, and even the unconfirmed reports of rescues at various ports add very few more to the list.

The latest bulletin comes from Queenstown by way of Liverpool through the Cunard Company. It reads: "Queenstown wires that the stern-keel is landing about 160 passengers and crew. It is reported by the Admiralty that the trawlers Dock and Indian Empire have about 200; the tub Flying Fish 100; three torpedo boats have 45 living and four dead.

We are putting these up at the different hotels and boarding houses, but we cannot give lists of survivors before morning, as the passengers are in such a state that their immediate wants must be our first consideration."

OTHER POINTS TO HEAR FROM.

This is the first definite statement of the survivors. There are other reports that 100 have been landed at Clonakilty, about nine miles to the west and south of the scene, and 11 persons at Kinsale, but whether the number have been twice counted is not known. There are other points which may be heard from, and perhaps some have been taken there—Lyster Haven, Carrigrohane, Barry point, several points and other towns.

Great crowds are awaiting through the night at the Cunard offices here and similar representative companies in Liverpool. There are many Americans in the crowd, some of whom had relatives and friends aboard. They are most vehement in their denunciations of the deed, all keeping in keeping in close touch with the Admiralty and the steamship companies.

The King is receiving every bulletin that comes in from Liverpool where the news comes from, the scene is emotional. The city is staggered by the report of the loss of its favorite ship and it has cast a pall over everything. Mr. Turner, who spent his life in the service of the Cunard Company, was shown to very many scenes of disaster of the Titanic and the disaster of Ireland disasters, were to be witnessed around the Cunard office, where a large crowd, chiefly women relatives of the crew of the Lusitania, gathered, anxiously awaiting news of their men. Little was available, however, but the people remain calm, although the scene was terrible.

The Admiralty has just issued a statement that the passengers of the Lusitania are being landed and that the wounded are being taken to the naval hospital. No names are mentioned.

TWO EXPLOSIONS.

Although information from Ireland, allowed to be made public, has been entirely fragmentary, little by little it is becoming known that there was a second or interior explosion, perhaps at the stern of the ship, which was blown apart this afternoon off Old Head of Kinsale. The double explosion is mentioned because there is a theory that the external one was a factor in the great torpedo smashing into the ship without warning, by the submarine, caused an interior explosion. This may have been in some part of the hull, or it may have been among the cargo. The wounded, who are going to the naval hospital, and the dead, who were buried, indicate that there was a second explosion in the interior of the ship. This may have been in the engine-room, or the engine-room, it could be conceived that passing it could occur in this way.

DEATH OF THE OFFICERS KNOWN.

The tug Stormcock arrived at Queenstown to-night bringing about 150 survivors of the Lusitania, principally passengers, among whom were 100 women, several of the crew and

FLEET OF BOATS TO RESCUE.

"There are 25 of them," he reported. A little later, "Other boats, including a big Greek steamship, are around there. They are picking up the small boats." Then came a procession of bulletins from all points.

The Admiralty received a bulletin from Galley Head: "Several boats, apparently survivors, southeast nine miles from here; a Greek steamer is proceeding to assist."

Other ports sent word of the twenty small boats which could carry perhaps 800 persons in a very calm sea. But no one could tell how many were in them or how many had been picked up by the rescuing ships. A great fleet was rushed out of Queenstown, but they had about 27 miles to go and must arrive too late to be of any use, except to facilitate the carrying of the wounded to the hospitals. It was hoped early that everybody aboard the ship had been saved. The Cunard Company representatives were most optimistic after receiving the first bulletins. They had heard that the ship had floated two hours after she was hit, and had been beached by her captain. "All are saved," was the message sent out at that time, and that announcement was greeted with cheers. Then came the later news, which shipping men heard "half hour," they shook their heads and whispered among themselves that a loss of life was inevitable. They could not see how human beings could be rescued or rescue themselves in that short space of time. It was not until 5 o'clock in the afternoon or later, three hours after the disaster, that London received definite news of what had occurred. Then a responsible person at Kinsale who had received direct word from the scene telegraphically.

"The Lusitania was sunk by a submarine at 2:33 this afternoon, eight miles south by west of Old Head of Kinsale. This person had not received any of the details. Queenstown then sent a message, despatch from Old Head begins. Large steamers just arrived in vicinity, apparently rendering assistance. Tugs patrolling, etc., now on the spot taking boats in tow. Motor fishing boats with two of Lusitania's boats bearing probably for Kinsale Harbor."

There were reports then of rescue boats bearing to this and that port, but nothing definite yet until the Cork newspaper sent a message at 10 o'clock last night saying that 300 had been landed at Clonakilty, all passengers.

THE FIRST FOREBODING.

The Admiralty threw the first note of foreboding, so far as human life was concerned, early last evening. Their official messages had preceded more. Thus simply is known: The Lusitania, swinging northeast of Cape Clear, came in sight of the Irish coast early this morning, and started north for St. George's Channel. She was going at full speed, some shipping men believing that she was up to 25 knots. She was proceeding, as she has since, the Germans were seen in the Irish Sea, with her lifeboats swung outward on their davits ready for immediate use, and all her watertight bulkheads and compartments tightly closed.

HIT WITHOUT WARNING. There is no doubt that she was hit without warning. Liverpool shipping men have announced that Captain Turner would not think of stopping for any German submarine, but would rely on his speed the moment he saw a periscope in sight. It would only be by chance that a torpedo would strike home unless there were a number of the underwater boats in line, each of which would discharge a torpedo in her path. None could stop her, none could keep up with her. Therefore, it is believed to-night that there was a great loss of life. A message received to-night from Queenstown by the Cunard Company says:

"Chief Steward Jones thinks about 500 to 600 saved. This includes passengers and crew, and is the only estimate we are able to give. In the meantime we are going through hotels and lodging-houses to-night and will wire tomorrow the fullest possible details. In the meantime the injured and the dead are taking up all our attention."

SENT ONLY ONE WIRELESS.

After the early afternoon report of the Lusitania nothing was heard, officially at any of the wireless stations until shortly after 2 o'clock, when the wireless operator at Lands End, Ireland, caught this hurriedly sent message: "Big ship; position ten miles south of Kinsale."

That was all that ever came out of the ship, so far as can be learned. It could not have been sufficient to have blown up the boilers to stop the wireless, for the emergency batteries were there to work with anything, snapped the whole thing out. The word from Lands End was sent to the world in another two minutes. Every part of the Irish coast was notified and passed the word along. Men on the jump from Waterford clear down to Cape Clear rushed to the small boats and large boats and

Old Head of Kinsale was the next to send a little word. A marine observer there with powerful glasses made out the big ship ten miles out, listed to one side almost on the point of turning over. There was only a brief flash of this, and then came the word, "She has gone." As a matter of fact, it is estimated the Lusitania was hit around 2:15 o'clock and was under water by 2:45. Lloyds officially places the time as that.

THE NEWS IN NEW YORK. New York, May 11.—The first news of the torpedoing and sinking of the Cunard liner Lusitania came shortly after 11 p. m. through an announcement from the local offices of the Cunard line.

The publication of the news created tremendous excitement in Wall Street and there followed a violent decline in both the stock and cotton markets. The Lusitania, with a total of 1,254 passengers aboard, of whom 187 were Americans, and with a crew of 818, sailed from Liverpool last Saturday in the face of a warning published on the day of her departure by the German Embassy, which stated that travelers intending to embark on British ships did so at the risk of the ships 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 passage, nor did anonymous notes of warning, said to have been received by some passengers just before the big liner left her pier, deter anyone from sailing.

Reports from Washington that it was generally known in official quarters that the Lusitania was to be torpedoed at the first opportunity gave color to the opinion expressed in shipping circles to-night 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 Germany and her allies and Great Britain and her allies, 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, vessel flying the flag of Great Britain or any of her allies are liable to destruction in those waters and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk."

WELL-KNOWN PEOPLE ABOARD.

Among the well-known passengers on the Lusitania are Alfred Gwynne Vanderbilt, Charles T. Boring, of New York; head of the firm of Bowring Brothers; Alexander Campbell, general manager for John Dewar & Sons, London; Elbert Hubbard, publisher of the Philistine; J. A. Thomas, the wealthy Welsh coal operator, and his daughter; Lady Mack Wynn, an English suffragette, and Rev. Basil W. Maturin, Oxford, England.

Mr. Vanderbilt was among those credited with receiving anonymous letters of warning. All deprecated the possibility of danger to the ship, and Charles H. Sumner, general agent of the line, announced at the time that the Lusitania's speed of 25 knots made her immune from submarine attack.

HAD \$750,000 CARGO. 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 20,000 pounds of brass and copper wire, \$50,000 worth of military goods, and 5,475 cases of ammunition valued at \$290,024, all of which was contraband of war. The ship itself, Cunard officials said to-day, was covered by \$5,000,000 war risk insurance.

The news created perhaps the greatest consternation in exporting circles, where the question arose as to the probable course of the steamship companies in maintaining their schedules in the future. There were no cancellations announced to-day, and despite the fate of the Lusitania, the Cunard Line permitted the Anchor Line Transylvania to sail this evening for Liverpool. Out of her 879 passengers only 12 cancelled their passage.

The Lusitania is the third big trans-Atlantic liner lost since the war started. The others were the White Star liner Oceanic, wrecked off the north coast of Scotland Sept. 8 last, and the North German Lloyd steamer Kaiser Wilhelm der Grosse, converted into a German auxiliary cruiser and sunk by the British cruiser Hightower Aug. 27.

A fourth big steamer, the name-moth Cunarder Aquitania was severely damaged in a collision with the Leyland liner Canadian off the Irish coast in the latter part of August.

WAS IN THE WAR ZONE.

The Lusitania is the twenty-ninth vessel, counting trawlers, to be sunk or damaged in the first week of May in the German war zone about the British Isles. Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or submarines.

During the last fortnight German submarines have carried on the most active campaign of any time since the war began. Sixteen of the 29 vessels were British and one French merchantmen in the list. The others were vessels of neutral nations. One of them was the American steamer Gulf Light, which was torpedoed off Scilly Isles, on May 1, with the loss of three lives. There were three Norwegian, two Swedish and one Danish merchant vessel in this number.

Establishment of the German war zone was decreed on Feb. 18, to take effect on Feb. 18. The German Government's decree defined the war zone as including "all the waters surrounding Great Britain and Ireland, including the entire English Channel," as well as north of the Shetland Islands in the eastern area of the North Sea, and in a strip thirty miles wide along the Netherlands coast, would not be impeded. The Lusitania therefore was in the war zone when sunk.

In the war zone decree the German Government announced its intention "to endeavor to destroy every enemy merchant ship found in this area of war," stating that this action had been made necessary by the conduct of Great Britain in carrying on "a mercantile warfare against Germany in a way that defied all the principles of international law."

The German Admiralty is reported to have sent out a number of submarines of large size and high speed for the present campaign. Few details are available as to the specifications of these vessels. It is said they are able to carry supplies for three months, enabling them to remain out for long periods of time without putting into a port or having recourse to a parent ship.

The U-28, one of the powerful German submarines, which sank the British steamer Falaba off St. George's Channel March 23 with the loss of 111 lives, was equipped with four torpedoes (two 14-pound disappearing mine and two one-pounders). The Lusitania, with her speed of 25 knots, probably was several knots faster than the submarine which destroyed her.

INSURANCE OVER \$5,000,000. New York, May 7.—The tremendous financial loss incurred by the sinking of the Lusitania, it is general-

KNOWN SURVIVORS OF LUSITANIA DISASTER

List Compiled From Cables to New York and Washington.

Sent By U. S. Consul at Queenstown, Ireland.

New York, May 8.—The following list of Lusitania survivors has been compiled from cable despatches received in New York, and from the list sent by the American Consul at Queenstown to the State Department, and sent out from Washington.

Abramowitz, S.
Adams, Mrs. Henry (Boston).
Adams, William McMillan.
Ailes, L. H. (New York).
Ajana, Julian De.
Baiba, John J. (passenger list gives name).
Bainbridge, Margaret.
Bernard, C. P. (New York).
Bernard, Oliver (Boston).
Birmingham, H. Edgar (not on passenger list).
Bishop, James (Toronto).
Bostoney, Frederick (not on passenger list).
Bowling, Charles W. (New York).
Boyle, Nicholas.
Branah, Miss Josephine (New York).
Bretherton, Mrs.
Brooks, J. H. (New York).
Burgess, Henry G. (New York).
Burnside, Mrs. (New York).
Byrne, Michael A. (New York).
Cannon, M. (not on passenger list).
Cannon, Owen (not on passenger list).
Chambers, Guy.
Charles, J. H. (Toronto).
Charles, Miss Doris (Toronto).
Clark, A. (Toronto).
Chife, Patrick (passenger list gives name).
Cobbler, H. G. (Toronto).
Collis, Edwin M.
Connor, Miss Dorothy (New York).
Cowper, Ernest (Toronto).
Crosley, Cyrus.
Crosley, Mrs. Cyrus.
Cross, A. B.
Daly, H. M. (not given on passenger list).
Davis, Emily (passenger list gives name).
Dawson, Woodward Walter.
Dodd, Miss Dorothy.
Doherty, Mrs., and infant.
Duckworth, Elizabeth.
Ducuid, George.
Dyer, Robert.
Ellis, John.
Evans, T. J. M. (not on passenger list).
Ewart, Robert J.
Ewerzewich, John (not on passenger list).
Fernand, Edward (not on passenger list).
Fish, Mrs., and two children.
Freeman, John.
Gardner, R.
Gautlet, F. J. (New York).
Gibberd, Herbert.
Grab, O. H. (not on passenger list).
Gwyer, Rev. H. L.
Gwyer, Mrs. H. L.
Hammond, O. H. (New York).
Hardy, Miss E.
Harnwick, C. C. (New York).
Harrison, Cornelius (not on passenger list).
Harris, D. C.
Henderson, Huntley.
Henderson, Violet.
Harris, John (not on passenger list).
Hill, Mrs. C. T. (London).
Holland, Miss.
Holland, Mrs. Nina.
Hoock, Elsie (not on passenger list).
Hoock, E. J. (passenger list gives name).
Holtchins, Charles. (not on passenger list).
Houghton, J. H. (not on passenger list).
Houston, Edgar.
Jeffry, A. M. (not on passenger list).
Jeffry, Charles T. (Chicago).
Jenkins, Bertram (New York).
Jenkins, Frances. (not on passenger list).
Jones, first officer, A. K.
Judson, Fred S.

Kay, Robert.
Kaye, Miss Katherine.
Kessler, George (New York).
Knox, H. M. (Philadelphia).
Lane, G. B.
Lassetter, Mrs. H. B. (London).
Lassetter, F. (London).
Lauriat, Jr. Charles E. (Boston).
Leary, James. (New York).
Levin, Thomas D. (not on passenger list).
Levinson, Joseph. (not on passenger list).
Lewis, third officer J. F.
Light, Herbert.
Lines, Stanley L. B.
Lincs, Mrs. Stanley L.
Linnon, Jr., J.
Livermore, Vernar.
Lockhart, R. R. (Toronto).
Loney, Miss. (New York).
Lund, Mrs. C. H.
Lurdon, Mrs. Andrew. (and infant).
McCormack, John W. (Memphis, Tenn.).
McCurry, L. (Toronto).
Mack Worth, Lady (Cardiff, Wales).
Manley, A. (not on passenger list).
Mardner, Uno (not on passenger list).
Maricha, Joseph (wife and two daughters).
Martin, Miss R.
Mathews, A. T. (Montreal).
McArdine, Mrs. (not on passenger list).
Meyers, W. G. E. (passenger list gives name).
Meyers, H. H. Meyers.
Maycock, Miss May.
Mesh, Mrs. Thomas (not on passenger list).
Moore, Daniel.
Moore, John.
Morris, Rev. H. C. S.
Mosley, G. G. (New York).
Murdoch, Miss Jessie (not on passenger list).
Neath, H. (not on passenger list).
North, Miss Olive.
O'Donnell (Patrick).
Ostevan, Thomas.
Pappadoulou, M. N. (Greece).
Pappadoulou, Mrs. M. N. (Greece).
Parker, James (passenger list gives name).
Paynter, Mrs. Irene (Liverpool).
Pearl, Arthur.
Pearl, Major F. Warren (New York).
Pearl, Mrs. F. Warren and two children (New York).
Pearl, Stuart Duncan D. (New York).
Perr, F. K. A. (probably Frederick Phillips Thomas, passenger list gives name).
Phillips, Wallace B. (New York).
Rankin, Robert (New York).
Reid, G. (passenger list gives name).
R. Readdy.
Rowan, Frederick (list gives name).
Scott, P. (probably George Scott).
Sharr, Samuel.
Simpson, Rev. B. W.
Shiddell, Thomas (probably M. T. Shiddell, of New York).
Smith, J. Preston.
Smith, Miss Jessie Tatt (Branville, Ohio).
Stevie, George.
Stevenson, Robert (probably A. Stevenson).
Sullivan, Mrs. F.
Sweeney, John M.
Taylor, Richard Lionel (Montreal).
Thomas, D. A. (Cardiff, Wales).
Tierney, Michael (probably James Tierney, of Pittsburgh).
Turner, Captain W. T. (of Lusitania).
Vassar, W. A. F. (London).
Walker, Annie (probably Mary Walker).
Ward, Charles.
Ward, Mrs. Charles.
Ward, George.
Ward, Mrs. George.
Webb, Miss Minnie.
Williams, Edith.
Winter, Miss T.
Witberbe, Mrs. A. F. (New York).
Wolfenden, Mrs. John.
Wright, Robert C.
Young, Philip (Montreal).

ly believed, will fall on the Cunard Company and the British Government, though nothing definite could be learned in this city today. Officials at the company's office on State street estimated the amount of insurance carried on the liner at \$10,000,000, the general belief being that at the time of the announcement by Admiral von Tirpitz of the proposed German blockade the British Government took over about 80 percent of the total amount. The balance according to those in touch with the workings of the line company, is covered by a general sinking fund established some years ago by the company, into which a large part of the company's earnings is put each year.

CARRIED LITTLE MAIL. Washington, May 7.—The Lusitania carried a very small quantity of mail, according to the Post-Office Department. There were forty boxes for England and 42 for other European countries. These, it is said, could not be sent by the Lusitania. The New York office of the American line called on New York within a few hours of the Lusitania's departure, and she carried 2,700 sacks of mail for England and the continent.

THE TRANSYLVANIA SAILS. New York, May 7.—The British steamer Transylvania, of the Anchor Line, sailed late today for Liverpool, a few hours after the news of the Lusitania's sinking had been received. The Transylvania's cabins were crowded

her agents said. There were 875 passengers aboard and others who wanted to go, according to the line, could not be accommodated for lack of room.

Captain John Black, who was recently transferred to the Transylvania from the British auxiliary cruiser Columbia, commanded the ship.

"I have been hunting for a submarine ever since this war began," was his comment on the Lusitania. "I only hope I see one on this trip and that she comes close enough for me to run her." All precautions, however, Captain Black said, would be observed when the Transylvania reached the war zone.

Of the Transylvania's passengers, 117 were on the first cabin, 219 in the second and 452 in the steerage. Almost half the passengers were from Canada. It was said, there was little nervousness apparent among the passengers, all of whom had heard of the Lusitania's fate. Twelve last-minute cancellations were recorded. This, it was said, was not an unusual number. Four of those who cancelled their passage, officials said, did so because of illness. The reason why the others cancelled was not disclosed. The Transylvania, due to sail at 5 o'clock in the afternoon, was an hour late in getting away.

When a fellow removes the from his waistcoat pocket before bracing his sweatshirt she justified in her suspicions that not the only girl he has ever