# **USITANIA SANK IN 15 MINUTES A** HAVING BEING STRUCK BY 2 TORPEDOES

t. The president made no com

etary Bryan, Counsellor Lansing, stors and members of the house to were in the city, waited up until a late hour for definite news of the passengers and crew of the ill-fated

Careful Investigation Beials said facts and circum es would have to be obtained by careful investigation during the next few days before any announcemen could be made by the American Gov

sition among high officials was not to take hasty action, but to await the British Admiralty's report nd results of the investigations of sador Page.

Altho congress is not in session Chairman Stone of the senate foreign relations committee and other members of the committee are now in the city. It is expected they will be consulted by President Wilson before he decides on the policy to be pursued by the

#### **ANXIOUS RELATIVES**

Besieged Offices of the Cunard Line in New York All Afternoon.

NEW YORK. May 7.—All his after-oon and tonight anxious friends and latives of the Lusitania's passen-ors besieged the offices of the Cunard ine, and the scene recalled those at the offices of the White Star Line then the Titanic sank three years

officials of the Cunard Line anounced tonight that they had received one than 500 telephone and telegraph equiries relative to the safety of the usengers. Telegrams were received om as far north as Montreal, as far west as Lamis.

QUEENSTOWN, May 7.—Immedistry the news of the torpedoing of the Lusitania was received here, the admiral in command of the naval station despatched to the scene all assistance available. The tugs War-sior and Stormcock and Julia, together with five trawlers and a local

#### The Lusitania

Launched at Glasgow, June 7. 1906.
Cost \$7,000,000.
Tonnage 22,500.
Best speed 27 knots.
Engines' horsepower 70,000.
Built to carry passengers

tion this evening to the effect that there are about twenty boats in the vicinity of the spot where the Lusi-tania went down.

Sixteen more boats, the line says, have been despatched to the scene for The twenty boats on the spot belong to the Lusitania. The sixteen
other boats were sent to the scene
from nearby points.

### LUXURIOUS LINER

Lusitania Also Was the Speediest Ship at Present in Atlantic Service.

NEW YORK, May 7 .- The Lusitania was the most luxurious liner in transwas the most luxurious liner in trans-atlantic service. The Aquitania of the Cunard fleet is newer and speedier, but she has for some time been under requisi-tion from the British Admiralty. The Hamburg-American giant, Vaterland, is tied up at her pier in Hoboken on ac-count of the war.

The Lusitania held the record for the speediest round trip passage, New York to Liverpool and return. She covered the round trip in 11 days 23 hours and 45 minutes during the first few months of her voyage.

RESCUE BOATS SENT

No Time Was Lost in Sending Aid to Lusitania by Naval

The Lusitania was a steel, quadruple screw, turbine engine vessel of 30,396 nei tons, built by J. Brown and Co. of Glasgow in 1907. Her length was 762 2 feet, beam 87.8 feet and mean draft 38.5 feet. Her-officers were: Captain W. T. Turner, R.N.R.: Staff Captain J. C. Anderson, Chief Engineer A. Bryce, Chief Officer J. T. Piper, Purser J. A. McCubbin.

#### WHERE KINSALE IS

Southwest of St. George's Chan-nel Thru Which Vessel Would Have to Pass

Take Elevator-Save \$10.

Light-Weight Suits

LONDON, May 7 .-- Kinsale is a town

### THE LUSITANIA IN DOCK



Another view of the torpedoed steamship

southwest of St. George's Channel, thru which theh Lusitania would have to pass in order to reach Liverpool.

TRAWLER DON MINED.

GRIMSBY, Eng., May 7 .- The trawler Don was completely destroyed by striking a mine in the North on the southern coast of Ireland, 13 last night. Only the skipper and one deckhand, who jumped into the sea miles south-southwest of Cork. It is and were rescued later, were saved.

for Men and Young

Men Who Match Good

Style with Economy,

to Choose at

Suits that stores with ground

floor rents to pay must ask \$25

These suits have the style.

And the linings and findings.

'And best of all they have the

workmanship to bind these in-

tegral qualities together for

They have the fabrics.

good service.

RILEY.

see the

Glen Urquhart

And there's not much more you

can ask of a suit at any price.

the extreme to very conservative.

vests. Sizes 33 to 46-inch chest measure.

CLAUDE.

mixture effects, blue serges.

Absolutely

Correct

Styles for Men

Flannels, homespuns, worsteds, and serges in styles ranging from

New Glen Urquharts, smart Tartans, neat blue, brown, and grey,

Some with soft roll lapels, many with patch pockets and high waistline. Some coats unlined, others quarter-lined or half-lined with alpaca. Trousers

narrow or medium cut, with belt to match of same material; snug-fitting athletic

Our Up-Stairs Price \$15

Ask to see our other Suits at \$20-real \$30 values

Second Floor, Kent Building.

Corner Yonge and Richmond Streets

dication

TIDE SOON TO TURN

Germans Forced to Use Raw Recruits in Recent Fighting.

OTTAWA, May 7 .- Major-General Hughes, when asked tonight to express an opinion as to the inner Germans in using poisonous gases and adopting other methods of warfare not recognized by civilized nations, said that he fully agreed not recognized by civilized nations, said that he fully agreed with the opinion expressed by British army authorities that these things denoted weakness rather than strength on the part of the enemy. The sinking of the Lusitania as well as the use of poisonous gases, he said, indicated that the German cause was in the preliminary stages of collapse. The use of poisonous gases, Gen. Hughes described as "a method of warfare which goes beyond the days of savagery."

Another indication of inherent German weakness, in the opinion of Gen-Hughes, is to be found in the send-ing to the front of fresh troops train-ed during the late winter months. The allies have not been under the necessity of using raw recruits, and Gen. Hughes believes that later on they will be able to follow up a vigorous and successful defensive by an offensive movement which will be

### SEARCHING FOR SUB.

Flotilla of Fast Destroyers Has Been Sent Out to Find Murderers.

LONDON, May 7.-The German sub narine which sank the Cunard Line steamer Lusitania is believed here to be steamer Lusitania is believed here to be the same which yesterday sank the two 5000-ton freighters, Centurion and Candidate, and on Wednesday sank the sailing ship Earl of Latham. The admiralty has sent a flotilia of fast destroyers to search for the undersea boat.

Late this evening the report reached here that the Lusitania either was beached or was sunk in water so shallow that she can be salvaged. This is considered likely, as all lines have made the run thru St. George's Channel with all of their watertight compartments closed.

### Warning to Lusitania

The text of the warning printed in New York newspapers prior to the Lusitania sailing and signed "German Embassy," was as follows:

"Notice—Travelers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and between Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles, that in accordance with formal notice given by the Imperial German Government, vessels 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."

Stocks Unloaded Feverishly When News of Lusitania Was Confirmed.

RALLY TOWARD CLOSE

All Trading Records Broken in Last Half Hour's Dealings.

NEW YORK, May 7 .- Wall street nook from centre to circumference this afternoon when confirmation of the sinking of the Lusitania was received. Early rumors hinting at the disaster were discredited in many quarters, but later circumstancial details were followed by a general collapse of the stock market, amid such excitement as has not been witnessed since the inception of the war.

The news created a painful impres sion in all circles. International bankers refrained from expressing any

confess Defeat

Gen. Hughes Says Sinking of
Lusitania is Fresh Indication

dication

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Appendix Appendix

Trading Records Broken.

The decline was most furious in the last half hour, when about 600,000 shares changed hands, a record unprecedented in the annals of the exchange. Towards the close buying orders which probably originated from high banking soupces checked the deline and recoveries of 3 to 15 points ensued. What had threatened to be a demoralized finish proved to be merely a weak one. Total sales amounted to 1,156,000 shares.

While the selling was at its height many speculative accounts which had become impaired were thrown over "at the market" or for whatever prices the stocks thus offered would bring.

proportions.

So far as could be learned the Lustiania did not carry out any American securities. In fact the movement ever since the war has been in this direction, London and the continent having recently renewed their liquidating recent recently r dating movement in our stocks

### RESCUE PROGRESSING

Early Cable Message Sent From Queenstown by the American WASHINGTON, May 7.-A cable-

ram received at the state department onight from Consul Frost at Queenstown said:

"Lusitania sunk at 2.30. Probably many survivors. Rescue work progressing favorably."

Officials thought this probably was sent immediately after the news of the torpedoing of the liner reached Queenstown and before any of the rescue vessels had come into port.

#### sels had come into port. SUBMARINE ALSO SANK THREE OTHER VESSELS

LONDON, May 7.-It is believed that the Lusitania was sunk by same submarine that sank the Centurion and Candidate, two 5000-ton freighters, yesterday, and the sailing ship Earl of Latham Wednesday. The admiralty has sent a fiotilia of fast destroyers to find the submarine.

### "WANT ASSISTANCE"

Such Was Message Received Queenstown, Giving First News of Disaster.

QUEENSTOWN, May 7.—News received here from the steamer Lusitania at 3.25 p.m. said that before sinking her lifeboats were over her sides.

According to a report received here the first wireless S.O.S. call was sent by the Lusitania at 2.15. This read: "Want assistance; listing badly."

### WASHINGTON SHOCKED

WASHINGTON, May 7. — Torpedoing of the British liner Lusitania with scores of Americans on board shocked official Washington today as had no other incident since the outbreak of the European war.

The feeling was widespread that if any American lives had been lost the United States, in view of its strong warning to Germany wound be confronted with the necessity of taking steps to safeguard the lives of its citizens on the high seas,

# Don't Forget

the big sale of Boys' Suits at \$6.98, and the Men's at \$12.98, in full swing at Canada's Best all Clothing Store.

50 Pairs of our genuine Kentucky Jean Pants, unlined, for \$1.50.

\$4.00 Fine English Serge Pants on sale for \$2.98.

Store Open Tonight.

Oak Hall Clothiers

"Buy where the Clo-thing is reasonable." Adelaide Sts. J. C. COOMBES, Manager

# Two Torpedoes Were Fired Then Terrific Explosions

There Was Only 15 Minutes From the Time the Ship Was Struck Until She Foundered.

QUEENSTOWN. May 8.—(1.10 a.m.)—The tug Stormcock 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 were placed in 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 Stormcock.

"I fear that few of the officers were saved. They acted bravely.

"There was only 15 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.

# SHIP AND CARGO **FULLY INSURED**

Over Nine Million Dollars In- Privately Known in Washingsurance on Lusitania Held in England.

### WAS FAVORITE RISK

Inderwriters Believed Germans Could Not Torpedo Fast Ocean Greyhound.

Special to The Toronto World.

NEW YORK, May 7.—The Lusitania and her cargo are fully covered by insurance in English and American companies. All of the insurance on the vessel, valued at \$9,000,000, is in English companies, who also course. lish companies, who also carry one-half of the insurance on the cargo. valued at \$735.469. The balance of the insurance on the cargo is in American companies. Of the \$9,000,000 insurance, \$6,500,000 is on the hull and surance, \$6,500,000 is on the hull and engines, the balance on her fittings.

The immediate effect of the sinking of the ship was a complete tie-up of marine underwriting. Until the first cablegram brought the news insurance on British bottoms was being freely written at from 1 to 1½ per cent, the insurance on the Lustama and her cargo having been effected at the lower rate. American bottoms and their cargoes ruled lower at from 1-4 to 1-2 of one per cent.

of one per cent. Wrote One Policy. a lack of definite information and the fact that business had closed for the day in London, were leth to do anything. Finally one broker offered to take business at two per cent., and at that rate the only policy of the afternoon was written.

It is not expected that the rates which will prevail today will be much af any lower. Hendon Chubb of Chubb and Sons. of London and New York, the local authority on marine insurance, venturing the prediction that it would be a fortnight before a state of equilibrium was again estab-lished. That too was the opinion prevailing in the officers of Wilcox, Peck and Hughes.

prevailing in the officers of Wilcox, Peck and Hughes.

The Lusitania was a favored risk among underwriters, most of them believing that her great speed would enable her to get away from any subbarine that might show its periscope, tho there were underwriters that held to the opinion that the enemy would be more anxious to get her than any other vessel because of the moral effect her sinking might have.

Financially the loss is much less than would be the case of a ship of the Lusitania's importance bound this way. She carried substantially no securities, while westbound vessels bring largs amounts of American stocks on each trip, and there was no gold aboard. Some of the ships that have arrived here since the stock exchange reopened have carried securities valued at more than the vessel itself. This was particularly true of the fast express steamers.

As explained in underwriting circles most of the English underwriting is reinsured by the British Government, which of course insures its war material. The practice in "the city" in London has been for the underwriters to place large risks in small groups or clubs, which in turn reinsure 80 per cent. of the risk with the government.

## SAILED IN SPITE OF FOE'S WARNING

ton Official Quarters That

### ANONYMOUS LETTERS

Ship Was Doomed.

No One Was Deterred From Sailing by Advertisement or Private Notes.

NEW YORK, May 7 .-- The L ania, with a total of 1251 passens and a crew of \$16, sailed from last Saturday in the face of a warr parture by the German embassy, which stated that travellers 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 nor did anonymous notes of warms said to have been received by sor passengers, just before the big lin left her pier, deter anyone from se

left her pier, deter anyone from salling.

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.

"Travellers intending to embark on the Atlantic voyage," read the advertisement "are reminded that a size of war exists between Germany and her allies, and Great Britasin and her allies; 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 those waters and that travelers sailing in the war zone on ships of Great Britain or her allies, do so at their own risk."

HOTEL TECK The table d'hote service is every day noreasing in popularity with down-town professional and business men. Special luncheon. 50 cents—11.80 to

Hamilton's Best Hotel

HOTEL ROYAL MERICAN AND EUROPEAN PLANS

Every room furnished with new eds, new carpets and thoroughly edecorated during 1914. Best Sample Rooms in Canada.

SANITARY WASHED

WIPING RAGS AND CHEESE CLOTH.

E. PULLAN A. Adelaide and Maude Ste.

Mr. and Mrs. avenue, are of been in this co

Miss N. Butte Toronto for the her sister, Mrs. M road, was a par class and was r W. K. Keeble

P. W.

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was on his way
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ronto and Montre
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and had been sta
John R. Keeble,
Ronuk, Limited,
polishes, 53 Yons

Mrs. Josephine on of the name 47 Jarvis street he late Mortine

Mr. and Mrs.
To South Drive we to London. Mr. of the farm of Sons. located Building. They for about six whome is on Centinave a lovely cot They have two smarried. The elelives in the Upper The younger so

Thomas Horne Goulding Sons 55 West Welling with the firm for married and ha eldest of whom age. Mr. Horne city.