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SIXTEEN PAGES—SATURDAY MORNING MAY 8 1915—SIXTEEN PAGES

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NINE HUNDRED LIVES LOST WITH LUSITANIA

OF 1918 PASSENGERS AND CREW LESS THAN 1000 HAVE LANDED

Great Britain's Fastest Merchant Vessel Was Sunk in Half an Hour Without Warning When Struck By Two German Torpedoes Off the South Coast of Ireland

UNITED STATES BROUGHT TO BRINK OF WAR AGAINST GERMANY

LONDON, May 8.—The Cunard liner Lusitania, which sailed out of New York last Saturday with more than 2000 souls aboard, lies at the bottom of the ocean off the Irish coast. She was sunk by a German submarine, which sent two torpedoes crashing into her side, while the passengers, seemingly confident that the great, swift vessel could elude the German underwater craft, were having luncheon.

How many of the Lusitania's passengers and crew were rescued cannot be told at present, but the official statements from the British Admiralty up to midnight accounted for not more than 500 or 600.

A ship's steward, who landed with others at Queenstown, gave it as his opinion that 900 persons were lost.

There were dead and wounded among those brought ashore; some since have died. But not a name of rescued or lost, of dead or injured, has yet been listed.

Struck Without Warning

The Lusitania was steaming along about ten miles off Old Head, Kinsale, on the last leg of her voyage to Liverpool when, about 2 o'clock in the afternoon, a submarine suddenly appeared, and, so far as all reports go, fired two torpedoes without warning at the steamer. One struck her near the bows and the other in the engine room. The powerful agents of destruction tore thru the vessel's side, causing terrific explosions. Almost immediately great volumes of water poured thru the openings, and the Lusitania listed.

Boats, which were already swung out on the davits, were dropped overboard and were speedily filled with passengers, who had been appalled by the desperate attack. A wireless call for help was sent out, and immediately rescue boats of all kinds were sent out, both from the neighboring points along the coast and Queenstown.

But within 15 minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared.

No Joy This Time

Where Great Britain's fastest merchant vessel went down — Old Head, Kinsale—is a landmark that has brought joy to many travelers, as it has always stood as the sign from shore that the perils of the voyage across the Atlantic were at an end. The line, whose boast has been that it has never lost a passenger in the Atlantic service, has now lost the ship that dodged the lurking enemy off Nantucket Light the day after war was declared, and later startled the world by flying the Stars and Stripes.

The British admiralty is discouraging the publication of surmises and guesses regarding the dead and injured. Even before the crude details are known, the British press is asking editorially what the U. S. will say to this event and how she will hold Germany to the 'strictest accountability" mentioned in previous diplomatic correspondence.

The First Report

NEW YORK, May 7.—The Cunard Co. shortly after 1 p.m., announced as an "unconfirmed report" that the Lusitania had been torpedoed, based on a message which the company said it had received at 11.41 a.m. The text of this message was not given out until about 5 p.m., and was as follows:

"We regret to advise that an unconfirmed report is the Lusitania was torpedoed by a submarine at 2 p.m. Friday ten miles south of Kinsale and sank at 2.30 p.m. We have no news as yet as to the safety of passengers and crew."

Confirmation of the sinking was not made known until 2 p.m., when the text of messages from Liverpool and Queenstown were given out. The first of these was a wireless direct from the Lusitania, calling for assistance; the other from Old Head, Kinsale, stating that boats belonging to the Lusitania "were in the vicinity where sunk."

Hastened to Rescue

Subsequent messages told that all the available craft in Queenstown were going to the rescue and that a Greek steamer was in the vicinity. Another message received about 4.30 o'clock, said that according to a Cork newspaper, 300 passengers had been landed at Clonakilly.

"The Cunard Company's whole concern," said a message received about 5.30, "is with regard to the possible loss of life of passengers and crew. The material loss is covered by insurance. According to the meagre messages so far received the Lusitania was torpedoed without warning and sank within a very short space of time. A large number of the ship's boats are known to be afloat and the weather is reported to be fine and calm. Every effort is being made to obtain further details, and all information will be published without delay."

As the night wore on only a handful of persons remained or visited the Cunard office enquiring for information. A cabled newspaper report that everybody was safe, received late in the afternoon, it was thought at the office was responsible, in a measure, for this situation. The Cunard officials had no confirmation of the report that all were saved tho they expressed the hope that it was true.

The first definite announcement regarding survivors came after 9 p.m., in a message from Liverpool, which was immediately made public. It read: "The admiralty have had a message from Queenstown, saying between 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died; also number landed at Kinsale.

"(Signed) Cunard."

Had a Premonition

Among those for whom anxious enquiries were made at the Cunard Line's office tonight was Dr. T. Houghton, said by the officials of the company to be the son of a foromer supreme court justice. Mr. Houghton was on his way to Belgium to take charge of the war hospital at Lapanna. He went as the representative of Mme. Adepage, head of the Belgian relief fund in this country. Dr. Houghton had a prmonition of disaster, and persuaded her to allow him to go in her stead. Before embarking he made his will. Dr. Houghton is a resident of Troy, N.Y., and has many friends in this city.

A revised list of the passengers, made public tonight, showed there were 1251 passengers in all on board. The crew numbered between 700 and 800, making a total of more than 2000 on the steamer.

The list made publish showed the various nationalities of the passengers as follows:

First cabin: Great Britain, 179; United States, 106; Greece, 3; Sweden, 1; Switzerland, 1.

Second cabin: Great Britain, 521; United States, 65; Russia, 3; Belgium, 1; Holland, 3; France, 5; Italy, 1; unknown, 2.

Third class: England, 204; Ireland, 39; Scotland, 13; Russia, 59; United States, 17; Persia, 18; Greece, 3; Finland, 1; Scandinavia, 4; Mexico, 1.

There were many inquiries from the theatrical district tonight in regard to Charles Frohman, another of the prominent Americans aboard.

FOE WAS ADVISED OF LINER'S COURSE

No Other Explanation to Account for Sinking of Lusitania.

GUNS WERE USELESS

London Post Makes Caustic Comment on New York's Restrictions

LONDON, May 8, 1.54 a.m.—The Morning Post, in an editorial on the Lusitania, after remarking on the elaborate warnings issued at New York before the ship sailed, says:

"We find it difficult to understand how, with such warnings and such ample opportunities to take all precautions, the Lusitania was caught.

"The conclusion that the vessel's exact course must have been known to the captain of the submarine is difficult to avoid but uncomfortable to accept."

The Post believes that the conditions were favorable for the rescue of many of the passengers and supposes that everything was in readiness on board the liner, and that the mode of procedure in case of attack had been carefully rehearsed. It states that the Lusitania was armed "with a formidable battery of guns," and adds:

Carried No Ammunition.

"But it appears that the New York legal niceties regarding international law prevented the boat from carrying ammunition for those guns, under pain of being interned in a neutral port as a ship of war.

"But surely, if the U. S. regards the submarine attacks as illegal, it should follow that guns may be used on merchantmen, to guard themselves against such attacks without making the vessel which uses them a ship of war.

"In the face of this crime it is idle to waste words in condemnation. We must set our teeth and go on with the war with more courage and determination.

Dineen's Temperance Street Window Displays the Season's Biggest Hat Values.

In another part of this newspaper you will find a display advertisement giving particulars of an enormous hat clearance at Dineen's—140 Yonge St. This company have just received their shipments of Straws and Panamas and must clear the way by selling most of their Soft and Stiff Hats at half price. You'll find hats by the best English and American makers that were recently selling at from $3.50 to $2.00, now clearing at from $1.75 to $1.00. See them, you'll surely be convinced of the values.

What Japan Will Do

China has complied with the demands of Japan, and those demands were of a most sweeping character. The Japanese not only gain a large sphere of influence territorially, but they place an agent-general in Pekin, who will largely influence if not direct the government of the country. Indeed, so many important concessions, including railways, are made to Japan that the Japanese will largely exclude the representatives of other nations who desire to exploit and develop the almost unlimited resources of the Chinese Empire. Japan is evidently preparing the way for an Asiatic Monroe Doctrine.

China can only have complied with the humiliating conditions forced upon her after appealing in vain to the great powers. Evidently Britain and Russia were behind Japan and surely Japan is about to join actively in the war upon Germany. Japanese troops can be brought by rail to Russia and take part in the war in southeastern Europe. Japan can also send troops via Canada to the war zone in western Europe, within twenty-two days. Japan may be on the way to the fight this coming week.

What Italy Will Do

With Japan to the front on the side of the allies in southeastern and western Europe, Italy can no longer hesitate. Her people are in sympathy with the allies, but the government of the country has been unduly influenced by overtures from Vienna and Berlin. Austria has been offering to restore the Italian provinces to the Kingdom of Italy and to make other concessions almost as great as Italy could hope to gain as a result of the war.

But the Italians are beginning to see that the German traders cannot deliver the goods. The kaiser will have nothing to do with reconstructing the map of Europe if the allies are victorious. Moreover, it should be plain to the government, as it seems to be plain to the people of Italy, that no reliance can be placed upon the strident word of Germany. If the kaiser is victorious, he will make the new map, and he will tear up as scraps of paper the concessions granted by the Austrian Government, even tho such concessions be made with his knowledge and consent. Moreover, Italy "cursed by the fatal gift of beauty," has been invaded and plundered in the past, as Belgium is being invaded and plundered now.

The Italians love liberty, and have a glorious history behind them. But Greece, even more than Italy, was the cradle of democracy, and has the most inspiring of all histories and traditions. Will not Greece soon come in and swell the chorus of the union against the kaiser and armed autocracy?

What Will the United States Do?

The announcement of the sinking of the Lusitania had an immediate effect on the stock markets of the United States, no doubt in view of possible complications with Germany. These are rendered more than probable when it is recalled that in the notes issued by the state department at Washington, published on Feb. 11, a very distinct warning was given that the United States "would be constrained to hold the Imperial (German) government to a strict accountability" for such acts of its naval authorities as might result in the destruction of American vessels or the loss of American lives and that "if such a deplorable situation should arise" the American Government "would take any steps it might be necessary to take to safeguard American lives and property."

If American lives have been lost thru the torpedoing of the Lusitania it will be interesting to know whether President Wilson and his state department will act up to the letter and spirit of these brave words.

WOMEN WERE ANXIOUS

LIVERPOOL, May 7.—Scenes reminiscent of the Titanic and the Empress of Ireland disasters were to be witnessed in Liverpool tonight, where a large crowd chiefly women relatives of the crew of the Lusitania, gathered outside the Cunard office, anxiously awaiting news of their men.

Little was available, however, but the people remain calm, altho the strain was terrible.

So far as could be learned here tonight, the Lusitania had no guns aboard.

Ominous Lull in Battle Along Western Front

Elements Prevent Heavy Engagements, While Allies Content Themselves With Beating Off Feeble German Attacks—Berlin Makes More Boastful Claims.

Special Cable to The Toronto World.

LONDON, May 7.—Fighting round Ypres has been held up by bad weather today and tonight, and the soldiers are keeping close to their shelters while the storm runs itself out. Thus there is an ominous lull in the battle lines, which is expected to be succeeded by active events.

This did not prevent the German war office from giving out a statement today that their lines are closing in on the British troops in that region and that they have captured Hill 60 and repulsed British counter-attacks with severe losses, including seven machine guns. The British war office has not taken the trouble to contradict this assertion. The last news from this locality is that British troops in a successful counter-attack drove the Germans out of part of the trenches which they had secured on this hill thru the use of asphyxiating gas.

The statement in the French parliament that only war crefts for tnree months more would be asked, owing to events that are taking place in the north, was interpreted in various ways, generally as intimating that the allies were about to launch a tremendous series of blows, which were expeced to annihilate the Germans where they stood in their lines of trenches.

The French War Office reports tonight that only two minor attacks were delivered by the Germans early today, one being at Frise and the other around the fort of Beausejour. Frise is situated west of Peronne, and Beausejour fort is situated in the Champagne region. The attacks were repulsed, the French report, by both gun fire and bayonet work.

An artillery engagement of great violence developed on the heights of the Meuse this morning.

Practically all action was stopped this morning and afternoon by bad weather.

Many of Liner's Boats Could Not Be Launched

Lusitania's Heavy List to Port Handicapped Crew Greatly—Two Lifeboats Containing Survivors Taken to Queenstown.

DUBLIN, May 8.—(3.17 a.m.)—The motorboat Elizabeth has arrived at Kinsale, and reports that at 3.30 o'clock yesterday afternoon she picked up two lifeboats containing 63 and 16 survivors of the Lusitania, respectively. A Cork tug took the rescued to Queenstown. They were mostly women and children. The passengers said that owing to her list to port, the Lusitania could not launch many of her lifeboats.

NO DOUBT LINER WAS TORPEDOED BY SUBMARINE

Undersea Craft Seen Off Galley Head Short Time Earlier.

FIRED AT ANOTHER

Steamer Narragansett Narrowly Escaped Fate of Lusitania.

Special Cable to The Toronto World.

LONDON, May 7.—On her ordinary course, and apparently making her highest possible speed, the Lusitania was struck in the bow by a German torpedo at 2 o'clock. Thirty-three minutes later she disappeared from the surface of the ocean. At this midnight hour little is known of the details, but indications are that the loss of life is pretty heavy. An official message reports between 500 and 600 passengers landed at Queenstown, and an unknown number at Kinsale. Newspaper despatches from Dublin state that several hundred passengers have been landed at Clonakilly.

There is no question in any one's mind but that it was a submarine that sank the Lusitania, altho reports thus far received from survivors state that none was seen. There is information from persons on shore however that a submarine was seen near Galley Head at the time of the sinking. Further, the steamer Narragansett reports that she saw a submarine at 3.45, which was apparently thhe one that hit the Lusitania. She fired a torpedo at the Narragansett, which passed ten yards astern. The vessel got away and then went to the assistance of the Lusitania.

S.O.S. distress signals came flashing to all parts of England immediately after the Lusitania was struck. She pleaded for assistance and did not take time to send many details. Scores of boats went to the assistance of the sinking liner.

UNITED STATES MUST HOLD KAISER TO STRICT ACCOUNT FOR ALL AMERICANS MISSING

200 AMERICANS AMONG THE DEAD.

NEW YORK, May 7.—More than 200 Americans are among the dead in the Lusitania disaster, according to a London cable to The Tribune, whose correspondent places the total loss of life at from 900 to 1400, the latter estimate by First Officer Jones. It is supposed there were 400 Americans on board.

Washington Realizes Gravity of Situation in Light of Strong Warning Ignored by Germany in Sinking of Lusitania—Full Investigation to Come First.

WASHINGTON, May 7. — Destruction of the British steamer Lusitania with the loss of many lives shocked officials of the United States Government and spread profound grief in the national capital.

Altho it was not known how many, if any of those lost were Americans, the view was general that the most serious crisis confronted the American Government since the outbreak of the war in Europe.

The warning of the United States that Germany would be held to a "strict accountability" for the loss of "American lives," irrespective of whether they were aboard belligerent vessels when attacked, focussed attention on the White House, where President Wilson until late in the night read the despatches with grave

Raw Spirits to Be Banned Duties Will Be Abandoned

British Government Decides on Complete Prohibition of Sale of Liquors Under Three Years Old---Beer and Wine Taxes Withdrawn.

LONDON, May 7, 8.35 p.m.—The following official communication was issued this evening by the British Government:

"As most mischief is done by raw, cheap spirits of a fiery quality, the government propose to substitute for their taxing proposal, a complete prohibition of the sale of spirits less than three years old

"The trade will receive time to provide for storage.

"The beer duties are withdrawn without modification. The wine duties are withdrawn."