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VOL. XXXV.—No. 12,598

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VE PAGES—MONDAY MORNING MAY 10 1915—TWELVE PAGES

STRICT ACCOUNTABILITY LEANS QUICK ACTION—Theodore Roosevelt

TORONTO SURVIVORS 69; MISSING AND PROBABLY LOST 93

LORD MERSEY CHOSEN TO INVESTIGATE LOSS OF LUSITANIA

WILSON URGED TO DECLARE WAR; BERNSTORFF'S LIFE THREATENED

LINER PORT SIDE HIGH IN AIR PLOWED ON AT GREAT SPEED THEN SANK IN FEW MINUTES

First Boat Launched, With Sixty Women and Children, Was Capsized and All Drowned—Boats on Port Side Useless—645 Survivors Are Now at Queenstown.

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

The 645 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.

Smashed Davits.
The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the torpedo, the many attest to tracing the wake of foam as a projectile came towards the vessel. The only point 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 careening fashion she plowed forward some distance, smashing the lifeboats' davits as she did so, and making the launching of boats well nigh impossible until headway had ceased.

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 range from 2 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 60 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 attempts of two stokers to rescue them. These stokers, according to the passengers, were drowned.

Discipline Was Rigid.
After that several boats were launched successfully, but the steamers' list grew more perilous, the decks tilting 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, and human debris. Two stokers, seeing a drifting boat, dived overboard, recovered it, and pulled in nearly 40 persons, mostly women.

Total Survivors 764

List Includes 462 Passengers and 302 Crew—144 Bodies Recovered of Which 87 Are Identified.

NEW YORK, May 9.—The Cunard Steamship Company tonight announced the receipt of the following cablegram from Liverpool: "Up to midnight, Queenstown advises total number of survivors as 764, including 462 passengers and 302 crew. "One hundred and forty-four bodies were recovered, of which 87 were identified and 57 unidentified. Identified bodies comprise 55 passengers, 22 crew. "Number of persons injured, 30 passengers and 17 crew."

List of Toronto Survivors

- A. Mrs. T. A. Amery.
- B. William Brown, 31-1/2 Fairview avenue. James Bohan, 67 Dunvegan road. Mrs. Josephine S. E. Burnside, 143 Leather avenue. W. G. Burgess.
- C. E. W. Crooks, 632 Church street. Miss Connor. H. G. Colebrook, 184 Westminster avenue. Mr. and Mrs. Geo. R. Copping, 72 South drive. Ernest Cowper, 309 Ossington avenue. A. Russell Clarke, 72 Roxboro east. Mrs. W. Chapman, 160 Cumberland street. J. H. Charles and daughter, 221 Evelyn avenue. Mr. and Mrs. M. C. Crossley, 350 Logan avenue.
- D. George Duguid, 43 Shirley avenue. H. M. Daley.
- E. E. Ehrhardt, University of Toronto, St. George street.
- F. Robert Farrow, 245 Windermere avenue, Swansea. Mrs. M. Flah, Ellen, Marion and Johann, of Bristol, Eng.
- G. Eric and William Gardner, 143 Bedford road.
- H. Oester F. Hammond. Mr. and Mrs. F. E. Hammond. M. T. Home, 238 College street. George Hook, Elsie and Frank, 29 Millicent street.
- J. T. Jackson, Amsterdam avenue.
- K. Mr. and Mrs. W. K. Keeble, 101 Farnham avenue.
- M. M. Kempe, 6 East Wellington street. Miss Kathleen Kaye, 82 Kendal ave.
- L. M. and Mrs. S. L. B. Lees, Alton; Apartments, East Bloor street. Mrs. H. Lohden, 4 Fernwood Park avenue. Miss Elsie Lohden, 4 Fernwood Park avenue. R. R. Lockhart, 24 Dave avenue.
- M. Leonard McMurray, 311 Jarvis street. Rev. H. C. S. Morris, Trinity College. Mrs. G. Morrell, 73 Kendal avenue. M. S. Morrell. A. J. Mitchell, Canadian manager Raleigh Cycle Company.
- O. Lewis F. Orr.
- P. Mrs. H. H. Plank, 69 Silverthorne avenue (247 Jarvis street).
- R. Mrs. (Dr.) G. Sterling Ryerson, 66 Cottage street. Miss Laura Ryerson, same address. Percy W. Rogers, 441 Euclid avenue.
- S. F. H. Sweet, 50 McCaul street. Mr. and Mrs. J. Self, 302 Ossington avenue. George Scott, 290 Ontario street. Miss Sharpe. Mrs. A. Stewart and infant, 47 Desmond avenue.
- T. E. Terry, 11 Rainsford road. W. E. Tilton, 15 Ottawa street. E. Townley.
- W. Prof. O. B. Wordsworth, Trinity College. Miss Ruth Wordsworth, same address. Mr. and Mrs. F. G. Webster, Willie, Freddie and Harry, 383 Mount Pleasant road.

TORONTO MAN TELLS STORY OF DISASTER

Percy Rogers Owes His Life to Being a Good Swimmer.

SAW PEOPLE DROWNING
Lifeboats Were Hard to Launch on Account of List.

Canadian Associated Press Cable. LONDON, May 9.—Percy Rogers, assistant manager of the Canadian National Exhibition, Toronto, who was going to England in connection with the exhibition, told a graphic story of his terrible experience after the Lusitania had been struck. He says he undoubtedly owes his life to being a good swimmer. He said they had had a fine voyage across, the sea had been calm and fine weather contributed to a delightful trip. The Lusitania made nothing like maximum speed, probably about five hundred miles a day, which as travelers know is below the average.

Everything went well till Friday morning. Submarines were of course of much conversation, but were not regarded with any seriousness as opinions were frequently expressed that a boat with speed of the Lusitania was more than equal to any submarine. Nobody was therefore disturbed by the thought of being torpedoed. Early Friday morning Mr. Rogers said, and entered into a slight fog. Speed was reduced but they soon came into clear atmosphere again, and the pace of the boat was increased.

Luncheon as Usual.
We went down to lunch as usual. I was a little later than others in taking that meal. I should think it would be about ten minutes past two when I came from lunch. I immediately proceeded to my stateroom, which was close to the dining-room to get a letter which I had written. I was standing there when I heard a tremendous thud. I came out immediately. There was no panic where I was, but people were agitated when it was realized that the boat had been struck, apparently on the side nearest the deck.

Hastened on Deck.
Passengers hastened to the boat deck above. Life boats were hanging out having been placed in that position on the previous day. The Lusitania soon began to list badly, with the result that the side on which I and several others were standing went up as the other side dropped. This seemed to cause difficulty in launching the boats. I was standing there when I heard a tremendous thud. I came out immediately. There was no panic where I was, but people were agitated when it was realized that the boat had been struck, apparently on the side nearest the deck.

Some Left the Boats.
We heard someone say, "Get out of the boats; there is no danger," and some people actually did, but this direction was not generally acted upon. I entered a boat in which I should say there were between 20 or 25 women and children, also some men. There

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Christie MacDonald is Persistent.
When the favorite Canadian prima donna, Christie MacDonald, was informed the Princess Theatre had been destroyed by fire she insisted upon playing in Toronto. The result of that charming musical play, "Sweethearts," will, in full strength, be presented at the usual Wednesday and Saturday matinees.

Silk Hats for Formal Functions.
The self-respecting and particular dresser appreciates the necessity of having a silk hat that is correct in style for wear on formal occasions. At Dineen's, 140 Yonge street, you will find the most distinctive shapes as worn in the leading English and American centers. They are priced \$5.50, \$6.50, \$7 and \$8. Leather hat cases are shown in good variety. Opera hats are priced from \$6.50 to \$8. Men's spring overcoats are clearing at 30 per cent discount. Import 4 English raincoats for ladies and gentlemen are most serviceable now, strictly fashionable and moderately priced.

UNITED STATES FEARS POLICY OF KAISER IS TO FORCE WAR

LINER'S SINKING CAPS CLIMAX

Scarcely a Ripple Left When Lusitania Vanished

Liner Plunged Bow Down and Passengers Were Brushed From Almost Perpendicular Decks Like Flies—Twelve Lifeboats Alone Remained

We witnessed the most horrible scene of human utility it is possible to imagine. When the Lusitania had turned almost over she suddenly plunged bow foremost into the water, leaving her stern high in the air. People on the deck were fighting with wild desperation to retain a footing on the almost perpendicular deck, while they fell over the slippery stern like crippled flies. Their cries and shrieks could be heard above the hiss of escaping steam and the crash of bursting boilers. Then the water mercifully closed over them, and the big liner disappeared, leaving scarcely a ripple behind her.

Twelve lifeboats were all that were left of our floating home. In a time which could be measured by seconds, swimmers, dead bodies, and wreckage appeared in the space where she went down.

Description of A. D. Lane, a second-class cabin survivor.

Torontonians Feared Lost

- B. Miss M. Butter, 158 Bedford road. Miss A. W. Bingham. Mr. and Mrs. James Barr, Queensbury avenue. Miss Burnside and maid, Miss Thwaites, 182 Lowther avenue. Miss Winnifred Bingham, 204 Cottingham street. Mr. and Mrs. Thos. Bedell and infant, Silverthorne avenue. William Baxter.
- C. Mrs. F. Clarke, 180 Dunn avenue. Mrs. A. P. Cumming and two children. W. G. Cook, 48 Winchester street. Mrs. E. Cluff.
- D. Wm. Dale, 1 Moss Park place. John Duncan, 49 Peter street.
- F. E. Farr.
- G. Mr. and Mrs. Frank Groves, 11 Langford avenue. Fred W. Groves, same address. Mr. and Mrs. J. R. Gardner, 143 Bedford road. G. Good, 66 Wood street. Mr. and Mrs. E. Groves and infant, 4 Harcourt avenue.
- H. Mr. and Mrs. R. Harris, 100 Randolph avenue. Mrs. Ellen Jones and infant, 302 Bain avenue.
- K. Miss Kaltenbach, 266 West King street. Mrs. A. Keeley, 341 West Bloor street.
- L. Mr. and Mrs. Charles Learoyd, King Edward Hotel. Mr. and Mrs. A. Longdin, 531 Lansdowne avenue. J. Lancey, 111 Rainsford road.
- M. Mrs. Robert McKinnon, 79 Ann street. F. A. McMurtry, 328 Russell Hill road. Mr. R. J. McCreedy, 217 Jarvis street. Thomas McPhee, 17 Murray street.
- N. Walter McLean. Mrs. L. McLennan. Mr. and Mrs. Thomas Marsh and infant, 29 Millicent street. C. I. Mitchell.
- O. Mr. and Mrs. A. J. Neville and Evelyn, Charles and Muriel, 69 McFarlane avenue.
- P. Franklin A. Pearson, 33 Simpson avenue. George A. Powell, 37 Warren road. Mr. and Mrs. Albert Palmer and three children, 45 Vermont avenue. Mrs. E. Prescott, 34 Hillview avenue. W. Parkes.
- R. Miss E. Rogers, Bristol, Eng. Mr. and Mrs. F. A. Rogers, 39 Walker ave. James R. Rogers, 33 Grace street. Thomas W. Rumble, 63 Kedgal avenue. Miss Kate Robinson. Miss Elizabeth Robinson.
- S. Harry Smith, 107 Bellwoods avenue. Mrs. Andrew Semple and baby, 1/2 Ketchum avenue. Miss Estina Shaw, 17 Bright street. J. M. Stacey, 609 Beresford avenue, Runnymede. G. Sidwell. Miss Sarah Smith. F. A. Snowden, 37 Bracondale avenue. W. R. Shirin, 37 Mutual street.
- T. Arthur Taylor, Amsterdam avenue. Miss Thoms, 77 Lowther avenue. Master Howard Tjouw, 23 Ottawa street. Albert Thompson, 327A Church street.
- W. Mr. and Mrs. J. Walker, 177 University avenue. Mr. E. L. Wilson, 179 Havelock street. Mrs. A. V. and Miss Wiggins, 18 Boon avenue. Miss Jane Williams. Robert Williams. Miss Kate Watson.
- Y. L. F. Yardley, Mimico Asylum.

President Wilson Has Shown Disapproval of Tactics of German Officials, and Drastic Action May be Taken—Telegrams Received Demand War Declaration.

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 100 American lives, is tonight an undetermined question. President Wilson during the last 24 hours has been studying the case, from its legal and humanitarian aspects. 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.

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 know of the complexities of the problem before him. It not only concerns the attack on the Lusitania with nearly 300 Americans on board, but a series of incidents indicating a period of strained relations with Germany for many weeks.

Wilson Losing Patience.
The president has watched without open comment, but it is known with disapproval, the complaints of the German officials with regard to questions of neutrality and the efforts to curtail German-American sentiment against the Washington administration as a means of urging an embargo on munitions of war against the allies. At first the German Government admitted that there was no violation of international law in the sale by private individuals of munitions of war. When the German ambassador in a memorandum practically accused the United States Government of not being neutral in the question of permitting shipments of munitions the president was amazed.

Caps the Climax.
The sinking of the American steamer Frye, the attack on the Falaka, which caused the drowning of an American citizen, Leon S. Thresher, the wrecking without warning of the American steamer Guilford, 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 desirous to continue on friendly relations with the Washington Government.

Germany Seeking War?
If the German government, as not a few diplomats and officials fear, is anxious to draw the United States into the European conflict in the hope that defence 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 prevailed 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.

The president spent a quiet day apart from his official family—and for the most part alone. He went to church in the forenoon and took a ride after luncheon.

Most of the time he seemed preoccupied and talked little to his companions. He sat in his study, it was

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(Continued on Page 3, Column 1).

EMINENT CATHOLIC MAY HAVE PERISHED

Rev. Basil W. Maturin of Oxford University Was Returning From United States.

Rev. Basil W. Maturin, O.S.B., who was a first-class passenger on the S.S. Lusitania, and not reported amongst the saved, was at one time a member of the Anglican community known as the Cowley Fathers, and later with a number of other members of the order was received into the Catholic Church, and was subsequently ordained priest.

Father Maturin was placed in charge of the Catholic students at Oxford University, England, and was returning from a visit to the United States to resume his duties.

CANADA'S TRIBUTE TO BRAVE AUSTRALIANS

Sir George Foster Sends Messages to Sister Dominions.

OTTAWA, May 9.—Felicitous messages upon the gallant conduct of the Australian and New Zealand troops in the Dardanelles operations have been addressed by Sir George Foster, acting premier, to the premiers of the sister dominions.

To Premier Massey, New Zealand, Sir George wired: "Please accept Canada's hearty tribute to the splendid bravery of New Zealand's troops in the Dardanelles."

To Premier Fisher of Australia: "Canada congratulates the commonwealth on the splendid action of her troops in the Dardanelles which demonstrates alike the quality of British stock and the solidarity of the empire."

Eight Turkish Transports Reported Sunk By Russians

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.

DISASTER SURVIVORS ARRIVED IN LONDON

Mrs. Stephens of Montreal Anxiously Awaited Coming of Train.

LONDON, May 9.—Thirty survivors of the Lusitania arrived in London at 7 o'clock this morning.

At Euston Station prayerfully awaiting the arrival of the train bearing survivors, was Mrs. E. C. Stephens of Montreal, whose 18-month old son and mother have not been mentioned in the lists of those saved.

Mrs. Stephens's husband, a Canadian officer, was brought from a French hospital at Dieppe, Thursday. They received their first news of the disaster after his arrival. The husband, who has a weak heart, collapsed and is now in a London hospital.

TWO MORE STEAMERS PREY OF SUBMARINES

Truro and Don of Goole Are the Latest Victims—Crews Saved.

LONDON, May 9.—A despatch to the Exchange Telegraph from Hull says the Wilson Line steamer Truro was sunk Saturday by the German submarine U-39 off Day Island. No lives were lost. The crew of the steamer was landed at Rosyth Castle, Scotland.

The Truro was a small vessel of 270 tons. She was 225 feet long, and was built at Dundee in 1898.

The British steamer Don of Goole has been torpedoed by a German submarine off Coquet Island, near the Northumberland coast. The crew was rescued.