PHOTOGRAPHS of the First Company of Reserves for the First Newfoundland Regiment---Those that have just left here!

We have individual Photographs of each man, Groups of each Section, and the Non-Commissioned Officers, men being inspected at Government House, Going aboard the Steamer etc., etc.

THE HOLLOWAY STUDIO, LIMITED,

'PHONE 768. Corner Bates' Hill and Henry Street, St. John's Nfld.

War News.

Messages Received Previous to 9 A.M.

OFFICIAL.

LONDON, May 9.

The Governor, Newfoundland:

Reports state that the Lusitania was struck by two torpedoes, and sunk in from fifteen to twenty-five minutes. Total number on board, 2,160; about 680 survivors. The statement in some newspapers that the Lusitania was armed is wholly false.

The French Government reports a violent German attack on the British lines near St. Julien, repulsed, the enemy suffering heavy losses. South of Ypres, at Hill 60, the British recaptured part of the trenches lost 4th May.

The Russian offensive in the direction of Mlawa, is developing successfully. Desperate battle continues between the Vistula and the Carpathians.

HARCOURT.

ST. PIERRE BULLETIN.

PARIS, via St. Pierre, May 9.

Artillery contest on the whole front. One of our battalions, after a successful coup de main, captured a German fortified work west of Lens. Three attempts to attack us at Le Prestre Wood were immediately stopped. On the right bank of Facht we have progressed nearly one kilometre on a front of 1,500 metres, in the direction of Metzeral.

The President of the Council today declared officially to a Senate delegation, that the Government would not use its legal rights to issue a decree to end the work of Parliament at the end of the five months session, that is on June 12th, but that the Government will give the Chambers liberty of postponement, according to their wish, for any date that they will think fit, the Government remaining at their disposal.

The Government publishes to-day the third report presented to the President of the Council by the Commissioners, instituted in view of the actions of the enemy in viloation of the people's rights. This report concerns the use of asphyxiating gases by the Germans against our troops.

WILL IT BE WAR?

ROME, May 9.

It is reported that Italy has decided to proclaim the annexation of the Turkish Islands in the Aegean Sea. This would amount to a declaration of war against Turkey, causing Austria and Germany to intervene.

FLEEING FROM ITALY.

PARIS, May 9.

A despatch from Switzerland says that Austrians and Germans are fleeing from all parts of Italy. All trains, bound 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 for Germany.

"Damp Weather."

Be careful of that **Cough and Cold** that you have had for such a long time.

It is too late when it settles on your lungs.

Try Stafford's **Phoratone Cough and Cold Cure.** It is the best preparation you can use for all kinds of **Coughs and Colds.**

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Stafford's Liniment used in combination with the **Phoratone Cough Cure** quickly relieves that tightness on the chest. may7,tf

ITALY CALLING MEN TO THE COLORS?

COPENHAGEN, May 9.

Advices from Berlin says that Italy on Saturday, called to the colors all of the infantry classes from and including those of 1876. Many trains laden with troops, are proceeding to the northeast frontier.

THE POPE ORDERED TO LEAVE ROME.

PARIS, May 9.

The Pope has been strongly urged to quit Rome and take up temporary refuge in Spain, as soon as Italy declares war. This appeal was made by neutral Catholics. The Pope refused, as he has been assured that his personal security will not be imperiled.

OFFICIAL COMMUNICATION.

LONDON, May 9.

An official communication issued by the British War Office last night, says that yesterday fighting continued southeast of Ypres without any material change in the situation. We recovered a trench that we had lost the day before. This morning the enemy started a violent attack on out trenches, on the front between Ypres and Poelcapelle, and the Ypres-Menin Road. The attack was preceded by a heavy bombardment. Fighting continued, and counter-attacks are in progress. On the remainder of our front there has been no fighting.

ANOTHER SUBMARINE VICTIM.

LONDON, May 9.

A despatch from Hull, states that the Wilson Line steamer Truro, was sunk yesterday afternoon by the German submarine U-9 off Day Islands. No lives were lost.

RUSSIAN ARMY LANDED ON THE BLACK SEA COAST.

LONDON, May 9.

An Athens despatch states that a Russian army has been landed on the Black Sea coast of Turkey, to attack Constantinople.

ALLIES MAKING GENERAL ATTACK.

ATHENS, May 8.

All Turkish forts on the Asiatic side of the Dardanelles, as far as Nagara, at the Narrows, have been silenced, says a Saloniki despatch, and the Allies are making another general attack by land and sea.

BRITISH ADMIRALTY STATEMENT

LONDON, May 9.

The British Admiralty last evening issued the following: The statement published recently by the German authorities that a British submarine had been sunk in an encounter with a German airship, is false. On the contrary, the submarine has now returned, uninjured, and reports that she damaged the airship.

BRITISH STEAMER TORPEDOED.

LONDON, May 9.

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

TORPEDO BOAT DESTROYER STRIKES MINE.

LONDON, May 9.

The following official communication has been issued: While operating off the Belgian coast, the torpedo boat destroyer Maori struck a mine two miles northwest of Wellingen lightship. The crew took to the boats when the ship was sinking. The torpedo boat destroyer Crusader, which was in company with the Maori, lowered boats to assist in picking up the crew of the Maori, but the enemy opened fire from shore batteries, and the Crusader, after being under fire for an hour had to leave her boats and retire. It is reported from German sources that the crew of the Maori and a boat's crew of the Crusader—seven officers and eighty-eight men in all—were taken prisoners into Zeebrugge.

NEWFOUNDLANDER WOUNDED.

OTTAWA, May 9.

Private Philip Jensen, of Harbor Breton, Nfld., is among the wounded in to-day's casualty list.

CHINA ACCEPTS JAPAN'S DEMANDS.

TOKIO, May 9.

The Japanese Foreign Office announces that it has received official notification that China has accepted the demands contained in the Japanese ultimatum. The Japenese Government announced to-night that all naval and military movements in connection with the Chinese situation have been cancelled.

U. S. PRESS COMMENT.

NEW YORK, May 8.

The 'World' says:—"The circumstances and consequences of the destruction of the Lusitania by a German submarine call for all the self-restraint and self-possession that the American people can command. How many American lives have been snuffed out in the loss of the Lusitania, we do not know yet, but it is not the fault of the German Government that anybody escaped from the ship. It is not the fault of the German Government that every American on board the Lusitania is not lying at the bottom of the sea. What military advantage was gained by such a procedure comparable to the moral revulsion against Germany it is certain to produce. Modern history affords no other such example of a great nation running amuck and calling it military necessity. What Germany expects to gain by her policy is something we cannot guess. What advantage will it be to her to be left without a friend or well-wisher in the world? The war cannot last forever, peace will eventually come, if only through exhaustion. What will be the attitude of the other nations towards Germany when the conflict is finished? How many decades must pass before Germany can live down the criminal record that she has written for herself in the annals of history?"

The 'Herald' says:—"Henceforth is international anarchy to be the controlling factor in marine warfare. Henceforth is piracy on the High Seas to be recognized and go unprotested and unpunished."

SOME MONTREALERS SAVED.

MONTREAL, May 8.

From cable advices and from personal messages to relatives, it is learned that at least ten Montreal passengers on the Lusitania have been saved. They are, Lady Braithwaite, Master B. Holt, A. T. Allan, C. F. Orr Lewis, Miss Dorothy Matthews, R. L. Taylor, C. F. Sturdee, Philip Young, Joseph Levison and Miss Ada Manby. There is no word yet regarding the safety of two Misses Allan, but it is hoped they have been landed at some place along the Irish coast.

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25 cases Sliced Peaches.
25 cases Pears.
25 cases 1's Cubes Pineapple.
25 cases 1½'s Cubes Pineapple.
75 cases Asstd. Tomatoes.

Soper & Moore.

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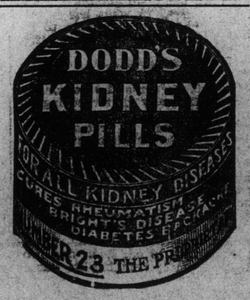
FURTHER PARTICULARS.

LONDON, May 8.

Fifteen hundred persons lost their lives, the British Admiralty estimates when the Cunard Line steamer Lusitania was torpedoed yesterday afternoon. The known survivors number only 658, while there were 2,100 souls aboard the liner when she was attacked. Of those who were saved, were sent out from Queenstown have 11 at Kinsale, while 52 others are reported to be aboard a steamer. All but one of the rescuing fleet of torpedo boats, tugs and trawlers which were sent out from Queenstown have reported, but there is slender hope that fishing boats may have rescued a few more. In addition the living brought ashore, the bodies of 45 who died of injury or were drowned, have been landed at Queenstown. Five more are at Kinsale, and it has been reported that an armed trawler accompanied by two fishing boats have picked up one hundred others. The work of compiling a list of those saved is progressing slowly because of the indescribable confusion at Queenstown, but apparently few of the cabin passengers are among the saved. The United States Consul can account for only 51 Americans saved out of 180 who were aboard. His roll does not include the names of Alfred Gwine Vanderbuilt, Charles Frohman, Elder E. Hubbard, Augustus Miles Forman, author, or Chas. Klein, a playwright. The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in the face of danger. Most of them were at luncheon when the steamer received her death blow, and declined to join in the rush for boats and life belts. It was believed the Cunarder would remain afloat until assistance could arrive. A considerable proportion of those at Queenstown are members of the crew, including Capt. Turner, with the first and second officers, the other officers are believed to have perished. Apparently every precaution had been taken against a surprise attack by a submarine. Lookouts were on the look out constantly. Difficulty was experienced in launching boats, because of the heavy list. The Lusitania sank almost immediately after she was torpedoed. Many of the passengers owed their resuce to life belts, which kept them afloat until they were picked up by boats. Among this number was Lady Mackworth, daughter of David A. Thomas, the Welsh coal king, and Julian de Ayala, Cuban Consul General at Liverpool. Investigation has failed to reveal that the steamer was given warning of the proposed attack by submarine, which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in trans-Atlantic traffic. The lookout sighted the periscope of the submarine a thousand yards away, and the next instant saw a trail left by a torpedo as it flashed on its course. Then came a terrific crash as the missile pierced the liner's side, followed almost immediately by another which littered the decks with wreckage. The course of the liner was at once turned toward the shore. Four torpedoes apparently, were fired at the ship, but only two of them found their mark. The loss of life caused by the torpedoes themselves and the explosions they caused, must have been terribly heavy. The tragic freight of bodies taken to Queenstown bear evidence of the havoc wrought. Many of those taken ashore were seriously injured, and more than a score died after they were removed to Cork and Queenstown hospitals. A long line stretcher bearers marched from the piers as the tugs and trawlers arrived. The people of the Irish city opened their homes to those who had been saved, and everything possible is being done for their comfort. Probably no event of the war has caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded the offices of the Cunard Line all night, scanning anxiously the bulletins received from Queenstown. The Company announced that an accurate list of survivors would be compiled as speedily as possible and that the immediate needs of those saved were being given first attention. The press of London expresses intense indignation over the tragedy.



ONLY FOUR AMERICANS SAVED.

LIVERPOOL, May 8.

Of 188 Americans listed as passengers on the Lusitania only 4 are reported saved. According to advices received by the Cunard office here today, 144 are believed to have been drowned or killed by the explosion.

GERMANY DELIGHTED.

LONDON, May 8.

The Exchange Telegraph Co., has received to-day the following telegram from Copenhagen: Berlin newspapers print the news of the sinking of the Lusitania in colossal type, and hail the successful torpedoing of the ship as a new triumph for Germany's naval policy. The general impression is that England has got what she deserves.

UNITED STATES WILL DIRECT AN ENQUIRY.

WASHINGTON, May 8.

The United States Government will to-day direct Ambassador Girard to make enquiry 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.

HEAVY TOLL OF LIFE.

LONDON, May 8.

The Press Bureau is informed by the Admiralty that no more reports regarding the Lusitania have been received, and the number of survivors already given may be regarded as approximately correct. Inquiries are being made along the coast, but there is little hope of news of further survivors. The best available information sets forth that the Lusitania had on board 1,251 passengers, and a crew of 816. The known survivors are 703, and the list of dead would consequently reach a total of 1,364.

DOUBLE BRITISH VICTORY.

PARIS, May 8.

A double victory for the British at Ypres, is announced in an official communication issued to-day, which states that the Germans launched an attack against the British near St. Julien, northeast of Ypres, on Friday morning, but were repulsed with very heavy losses. At Hill No. 60, southeast of Ypres, British troops have recaptured part of the trenches taken by the Germans in recent fighting.

STORY OF THE TRAGEDY.

LONDON, May 8.

Some passengers were killed outright by explosion of torpedoes, declared survivors, who were taken into Queenstown by the tug Stormcock. Among those survivors were frantic women, brought to the verge of madness by the horror of the scenes through which they had passed. Calmer survivors took occasion to praise Capt. W. T. Turner and his officers for the coolness they showed after the Lusitania had been attacked. Officers and seamen exercised such calmness and were so emphatic in their reassurances that despite the fact that the great liner was settling rapidly in the water, many were persuaded that the water-tight compartments would save her from absolute loss.

It was about two minutes after two o'clock, and many of the first class passengers were at lunch when, apparently without warning, there was a jarring explosion that shook the steamer from stem to stern. Immediately there was another shock of greater severity than the first. The greyhound keeled over so sharply that scores were thrown from their feet. There was a crash as the boilers exploded, and the interior of the ship was filled with flying wreckage that left dead and wounded in its wake. Fire broke out, smoke rolling upwards.

Before the first stages of the inevitable panic had made themselves felt, officers and seamen were running throughout the ship assuring the passengers that they need not be alarmed, that care would be taken of them. The work of launching the lifeboats from the undamaged side of the ship was commenced, while the liner continued to roll farther and farther until she was almost on her beam ends. In the meantime the wireless had begun to speak and the S.O.S. calls were being flashed to all stations.

It was not realized at first that the ship had been torpedoed, as the passengers who were walking along the decks had seen no trace of a submarine. The liner was passing at sixteen knots speed through the steamship lane that British warships had been at particular pains to keep free of invaders, and all on board felt safe. The jollity that always marks the end of a safe trans-Atlantic voyage was already in evidence when the crash was felt. The second explosion seemed to break the ship's back. It is said by persons on the fishing boats off Old Head, Kinsale that the bow of the Lusitania rose high in the air, and immediately afterwards the ship began to list.

DUTCH VIEW OF U. S. POSITION.

AMSTERDAM, May 8.

That the United States may be forced into war by the sinking of the Lusitania, was the opinion expressed to-day by the Nieus Van Der Tag, one of the most influential newspapers in Holland. It said: It does not seem probable that the United States, in spite of her desire to maintain peace, will under present circumstances consider itself acting with honour and dignity by persisting in maintaining neutral attitude any longer.

CALM INCOMPREHENSIBLE.

WASHINGTON, May 9.

The long silence, which has engulfed the White House since the news was received of the sinking of the Lusitania, was broken last night when this statement was published, after conference with the President at the White House this evening. Secretary Tumulty said: Of course the President feels the disaster, and the gravity of the situation to the utmost and is considering earnestly, but very calmly the right course of action to be pursued. He knows that the people of the country wish and expect him to act with deliberation as well as with firmness and to wait for the facts. The rights of American citizens will be protected.

TRAWLERS STILL LANDING BODIES.

QUEENSTOWN, May 8.

The body of Charles Frohman, Theatrical Manager, New York, has been recovered. The first train load of survivors left this afternoon for Dublin. Trawlers are constantly bringing in bodies. There are 148 bodies now in the morgue here. No trace has yet been found of Anna and Gwen Allan of Montreal. Lady Allan is prostrated.

LIVERPOOL ANGERED.

LIVERPOOL, May 9.

The torpedoing of the Lusitania has aroused ill-feeling against the Germans here to fever heat. Many shops owned by the Germans were wrecked to-day, the windows broken and the contents of stores scattered about the streets. Fifty police were called and made twenty arrests.

DEATH ROLL LARGE.

LONDON, May 9.

The worst fears that the Lusitania's death roll would be huge have been realized. It only fails to equal the Titanic disaster by one. The latest information gives the number of victims as 1,507. That of the White Star vessel's 1,508. Thirty survivors of the Lusitania arrived here this morning.

CAPTAIN TURNER'S ESCAPE.

QUEENSTOWN, May 9.

Captain Turner, commander of the Lusitania, has refused so far to make any formal statement. His first remark on landing on Friday was,—"It is the fortune of war." He secluded himself during the night, but able to be about on Saturday in uniform. He displayed great grief over the loss of his vessel, but expressed no opinion as to the actions of the Germans. He remained on the Lusitania's bridge until the structure was submerged, then climbed up the ladder. When he reached the surface, he grasped an ore, then a chair. He clung to the chair for nearly two hours. Finally when the chair turned over, he flung up his gold braided arms. This was seen by members of the crew of one of the boats, and the commander was saved. He was terribly broken down when he landed on Friday evening, but after a strong cup of tea, and a short rest, he seemed to recover and appears now to be nearly normal. None of the survivors make any complaint regarding the actions of the crew. All agree everything possible was done under the circumstances.

A STEWARD'S STORY.

DUBLIN, May 9.

The Lusitania was sunk without warning by a German submarine that fired three torpedoes into her. The liner was shattered by the three explosions and sank within twenty minutes after the first missile had been fired. This information was given here to-day by the cabin steward of the lost ship upon his arrival from Queenstown. His story is as follows: Most of the first cabin passengers were at lunch. The weather was clear and calm. We were about seven or eight miles off Galleyhead, and were making about sixteen knots when the attack was launched. Following the first torpedo, two more were launched. The first staggered the ship, and the others completed the work of destruction, shattering the liner to fragments. The submarine was seen on our starboard bow suddenly appearing upon the surface, then diving again. After firing the first torpedo, we saw the track made by the torpedo in the water, and knew it was going to get us fair and square. The Lusitania listed forward and at once began to settle, while the submerged submarine released two more torpedoes, both of which struck us. From the moment the submarine sighted us, it submerged itself. It was not seen again. It went off after accomplishing its dirty work, and never attempted to save man, woman or or child, but let them drown like rats in a trap. I believe that both Alfred G. Vanderbuilt and his valet were drowned. The Lusitania lived twenty minutes after the first torpedo was fired. The explosion of that first torpedo presented a terrible sight, but the passengers remained cool. I believe most of the first class passengers were drowned. At most, not more than 500 or 600 could have been saved. Most of those rescued were second and third class passengers. But a moment's notice was given before the attack was made. The ship sank like a stone. It was a terrifying scene. A great many were carried down by the suction of the whirlpool. Hundreds jumped overboard and clung to floating wreckage, or overturned boats which had been blown from the ship by the explosion. The captain remained on the bridge, and went down with his ship. I think the first and second officers, with five engineers, and seventeen out of seventy-four firemen were saved. The captain was afterwards rescued.

We had about 374 saloon passengers and, as far as I know, only 12 were rescued. A sixteen year old lad named Myers, of Stratford, Ont., who was on his way to join the British navy saw the torpedo approaching the ship. He said that only two torpedoes were fired. "I went below to get a lifebelt on as soon as I saw the torpedo coming towards us," said Myers. "There was a whole lot of excitement, and I saw some passengers trying to quiet the women who had become hysterical. A lot of us got into the boat, but the lines had become fouled. It could not be lowered. Meanwhile the liner was fast settling, and it looked as though we would be carried down with her. Finally some one found a hatchet and we cut the moorings and got cleared, but we were only two hundred yards away, when the ship sank, bow first. Hundreds of passengers went down with her. We could hear the shrieks of these men and women. They were caught in the suction that dragged them to their death. It was appalling to hear the death screams of those doomed persons. Some of those in our boat held their hands over their ears to shut out the dreadful clamour.

We saw women and children drown although we did our best to save all possible, and at last the boat was burdened to its capacity.

AN IMPUDENT DEFENCE.

NEW YORK, May 8.

Germany will attempt to prove that the Lusitania was a cruiser, and that her destruction by German torpedoes was strictly legal. This line of defence against charges of wholesale murder made by English and American papers was set forth to-day by the Acting German Consul in New York.

THE CRIME OF U 35.

LONDON, May 9.

Advices from Munich say that U 35 the most powerful type of submarine in the German Navy sunk the Lusitania.

REJOICING IN GERMANY.

GENEVA, May 9.

A despatch Munich says that there is great rejoicing in Southern Germany. Towns are beflagged and the children given half holidays in houor of the event.

HUNS PROUD OF THEIR INFAMY.

LONDON, May 9.

The Exchange Telegraph Co., has received a despatch from Berlin by way of Amsterdam, reading as follows: "Hundreds of telegrams of congratulation are being sent to Admiral Von Tirpitz, as to the sinking of the Lusitania, which is considered by Germans to be in answer to the destruction off Falkland Islands of the German squadron under command of Admiral Von Spee. News of the loss of the Lusitania only became generally known to the public this morning. It was received with mixed expressions of amazement and enthusiasm. Newspapers praise pluck and daring of the submarine crew."

GERMAN OFFICIAL STATEMENT.

BERLIN, May 9.

The following official communication was issued last night. The Cunard liner Lusitania was yesterday torpedoed by a German submarine and sunk. 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 materials in her cargo. Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all responsibility for what has happened. Germany on her part left nothing undone to repeatedly and strongly warn them. The Imperial Ambassador at Washington even went so far as to make public warning, so as to draw attention to this danger. The English press sneered at this warning and relied on protection of the fleet to safeguard Atlantic traffic.

SURVIVORS' TALE.

LONDON, May 9.

Mrs. Rose Lohden and her daughter, of Toronto, survivors of the Lusitania disaster, tells a pathetic story concerning two English women who were rescued by the boat in which the Lohdens left the steamer. One woman had buried her baby at sea. The other had an infant held tightly to her breast. On being taken from the sea into the boat she looked for a moment at the child's face, then said: "Let me bury my baby" at the same time placing the body in the water.

(Continued on 9th Page.)

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