

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

THE MAIL AND ADVOCATE

Official Organ of The Fishermen's Protective Union of Newfoundland.

Vol. II. No. 103.

ST. JOHN'S, NEWFOUNDLAND, SATURDAY, MAY 8, 1915.

Price:—1 cent.

Contraband Cargo On Lusitania

Great Liner Had Many Tons Copper and Brass Wire, Ammunition and Other Articles of Contraband

New York, May 8.—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 280,000 pounds of brass, copper, and wire, \$68,000 worth of military goods and 5,471 cases of ammunition valued at \$200,000, all of which was contraband of war.

Despite the fate of the Lusitania the Cunard line permitted the Anchor liner Transylvania to sail last evening for Liverpool. Out of her 83 passengers only 12 cancelled their passages.

The first intimation of trouble to the Lusitania was published by the Cunard company shortly after 1 o'clock as an "unconfirmed report" that the Lusitania had been torpedoed, and was 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 five p.m. and was as follows:—

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

Latest reports to New York now place number of Americans on board the lost ship as 400 with probably 200 among those who lost their lives.

British and French Official Reports

London, May 7 (official).—The Lusitania was sunk off the south coast of Ireland this afternoon, presumably by submarine.

General French reports the recapture by us of further trenches on Hill 60. There is little other news from France.

The Russian Government report success east of Manna railway, the Germans in a counter-attack leaving about 1,000 dead. The battle between the Vistula and Carpathians continues with great obstinacy. Covered by heavy artillery are the enemy columns concentrating forces on the right bank of the Dunaec. The enemy's main efforts are directed towards Berez and Jaslo. The Russians are severely tried by the enemy's heavy artillery, and the enemy also is suffering heavily under the Russian shrapnel.

Russian success near Stril has developed, 2,000 prisoners being captured.—HARCOURT.

Paris, via St. Pierre, May 7.—A German attack was launched yesterday evening in the Argonne at Bagatelle. It completely failed. On the rest of the front north of Ypres and in the Vanquois there was violent artillery fighting.

Kaiser Considers Italian Question In War Council

London, May 7.—The Daily Mail's correspondent in Copenhagen telegraphs that the Kaiser held a war council in Berlin yesterday, when those present included Von Bethmann Hollweg, Herr Von Jagow and the navy and army authorities.

The main concern of the Council was the Italian question, which is considered to be most grave.

Stephano Sails

The Stephano sails to-night for Halifax and New York, taking the following passengers:

For New York.—Mr. and Mrs. S. H. Logan, Mrs. F. McNamara, Mrs. A. W. Kennedy and Mr. F. Goodland. For Halifax.—R. A. and Mrs. Brehm, G. C. Saunders, W. W. Lane, F. F. Ester, G. Sparc, W. B. Fitzgerald, Mr. McGally, Mrs. D. White, Master White, Miss Isabel Stone, Miss Fyde and 30 second class.

New York's smallest theatre is the Braham Playhouse, seating only 226 persons. The stage, however, is large enough for the ordinary play.

The Cunard Liner "Lusitania" Torpedoed Off the Irish Coast

It Is Feared 900 Lives Were Lost

"Centurian" and "Candidate" also Sunk on the Same Coast

New York, May 7.—Agents here of the Cunard Steamship Company received from the Liverpool agents this afternoon an unconfirmed report that the Lusitania had been sunk by torpedo off the Irish coast.

Halifax, May 7.—Sinking of the Lusitania confirmed. She was torpedoed. London, May 7.—So far there has been no report of loss of life on the Lusitania. Believed all saved.

London, May 7.—The Cunard Company definitely assert that all passengers and crew of the Lusitania are safe. The ship floated two and a half hours after being struck.

Halifax, May 7.—There is nothing definite yet of the Lusitania disaster. Cunards repudiate the despatch published early in the evening and reported as given out by the Cunard office at London that there was no loss of life. Latest despatches say some were killed, and the injured are now being landed at Queenstown.

New York, May 7.—The Cunard Company at 9.15 p.m. received the following message from Liverpool:—Queenstown wires that First Officer Jones thinks that from 500 to 600 were saved. This includes passengers and crew, and is the only estimate we are able to make. The number of the injured and dead are taking up all our attention.

Queenstown, April 7.—A steward who landed here in one of the first boats, said he feared 900 lives were lost. The captain of the Lusitania was W. T. Turner.

New York, May 7.—There were 183 American passengers all told aboard the Lusitania, according to a compilation made late to-day by the Cunard office. The British numbered 458. Other nationalities made up the remainder of 1,255 passengers aboard. Of 1,255 passengers aboard, 290 were first cabin, 602 second, and 361 steerage.

London, May 7.—It is stated that the British Admiralty is not withholding any verified facts regarding the Lusitania, but declines to pass despatches based merely on rumour. It is expected the Admiralty will issue a statement as soon as authenticated facts are available.

Queenstown, May 7.—The Lusitania was seen from the signal station at Kinsale to be in difficulties at noon. She had completely sunk by 2.33 p.m. This indicates that the liner floated for two hours after what was evident to be the beginning of her trouble.

New York, May 7.—The Cunard Co. announced to-night at 8.29 o'clock that they received the following message from Liverpool:—"Admiralty have had message from Queenstown saying that between 500 and 600 have landed at Queenstown, including many hospital cases, some of whom have died. Also, that a number landed at Kinsale."

New York, May 7.—The Cunard S.S. Company at 9.45 p.m. received the following message from Liverpool:—"Queenstown wires that the Stranocock is landing 100 passengers and crew. It is reported by the Admiralty that the travelers Dock and Indian Empire have aboard 300; and tug Flying Fish about 100, and three torpedo boats 45, and four dead. Those landed we are putting up at different hotels and boarding houses, but we cannot give a list of the survivors before the morning, as the passengers are in such a state that their immediate wants must be our first consideration."

London, May 7.—The steamer Centurian has been torpedoed by a German submarine off the Irish coast. Crew saved. Another vessel of the same Company in the Centurian was attacked about the same time. London, May 7.—The Harrison liner Candidate (5,858 tons) was sunk by a German submarine off the Irish coast. Crew saved. Queenstown, May 8.—The tug Storm Cock 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 the Lusitania's steward said—"Passengers were at lunch when the submarine came up and fired two torpedoes, which struck the Lusitania on the starboard side, one forward, and the other the engine room. They caused terrific explosions. Captain Turner immediately ordered boats out, as the ship began to list badly immediately. Ten boats were put into the water, and between four and five hundred passengers entered them. The boat which I was in approached land with three other boats, and we were picked up shortly after four o'clock by the Storm Cock. I fear that few officers were saved. They acted bravely. There was only fifteen minutes from the time the ship was struck until she foundered, going down, how, foremost. It was a dreadful sight. Other steamers with survivors are approaching Queenstown."

Japan's Attitude Towards China

London, May 7.—In an outspoken editorial article, the Daily News vigorously condemns Japan's attitude towards China. It says:—"Japan's demands in their new, as in their old form, invite the three-fold judgment that they conflict with the established rights of other powers, they violate the principle of equal rights, and they are inconsistent with either the integrity or sovereignty of China. The net effect of acceptance by China would be that China would in time become something very like a dependency of Japan, and Japan would have in her power to drive a wedge between north and south and deny at pleasure to a central government, military means of asserting its authority."

"Now that the foreign office has so far unbenet itself as to allow us to know what is being demanded of China, perhaps it will unbend a little further and let the country know how it regards those demands. Not only are British material interests involved, but also our relations with regard to other countries."

"There need be no surprise that the Chinese are disappointed at the revised version, which does not fit in with Count Okuma's hints of serious modifications. There is not a people in the world, however mild in temper, which would not be stirred to the very depths by such demands as Japan is now pressing. The European war has given Japan a tempting opportunity and possibly no other great power would have resisted it, but there is a wisdom in moderation as well as in promptitude, and the Japanese government would do well to consider whether it is taking a long view in exploiting its chance so miserably. There is the future as well as the present to be taken into the reckoning."

Portia left Pashthrough at 6.30 a.m. going West. Eagle is in Greenspond held up by ice conditions. Bruce was due at North Sydney to-day. Glencoe left Burgeo at 2.30 p.m. yesterday, coming East.

Sinking of Cunarder Stirs United States

Gravest Crisis Since Outbreak of the War Now Faces United States Government—All Eyes Focused on Washington

Washington, May 8.—The destruction of the British liner Lusitania, with the loss of many lives, has shocked officials of the United States Government and spread profound grief in the National capital.

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

Warning by the United States that Germany would be held to strict account for loss of American lives whether they were aboard belligerent or neutral vessels when attacked, has focussed attention on the White House where President Wilson until late in the night, read despatches with grave interest. The President has made no comment.

Secretary Bryan, Counselor Lansing, Senators and Members of the House who were in the city, waited up until a late hour for definite news of the passengers and crew of the ill-fated ship.

Officials said facts and circumstances would have to be obtained by careful investigation during the next few days, before any announcements could be made by the American Government. The disposition among high officials was not to take hasty action, but to await the British Admiralty's report and results of the investigations of Ambassador Page.

Although the Congress is not in session, Chairman Stone, of the of the Senate Reform 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 a policy to be pursued by the United States.

Allies Capture Important Height

Have Occupied Hills Commanding Soudin Dere Fort Which Covers Kildil Bahr

London, May 7.—An Athens despatch to the Daily Mail says that the Allied troops after short engagements which caused heavy losses to the Turks, captured the heights facing Soudin Dere Fort four miles west of Kildil Bahr. Possession of these heights promises the speedy reduction of Soudin Dere which covers Kildil Bahr.

The Allies later continued their successes, turning their attention to a section of the Peninsula between Gabate and Sed-dul Bahr.

Fierce Fighting On Gallipoli

Tide of Battle Ebbs and Flows—Allies Drive Back the Turks Some Distance—Operations Costing Heavy in Life

London, May 7.—The Daily News says that fighting on the Gallipoli Peninsula has been of the fiercest possible character. Up and down the rugged coast the tide of battle has ebbed and flowed with the net result that the Allied troops have driven the Turks before them from Seddul Bahr and spanned the Peninsula along the line of trenches for some ten miles from its tip. Further on north-west they have dug themselves in near the sea, at a number of points, and they have also forced their way six or eight miles inland and attacked the Turkish fortresses. These operations have been costly, for the ground is extremely difficult.

The Turks are employing the best German trained and led troops, but the degree of the success achieved warrants very high hopes for the immediate future.

Kyle got away from North Sydney for Port aux Basques this a.m. Argyle arrived at Placentia at 7.45 p.m. yesterday and sailed to-day on Red Island route. Sagona left Humbermouth at 7.30 p.m. yesterday.

Neptune now on dock is having a new propeller placed in position. There are now some 45 recruits on board the Calypso.

PUBLIC ATTITUDE ON WAR CHANGING

Munitions Needed More Than Men, Great Britain Now Believes

J. L. GARVIN'S VIEWS

A Continuous Overwhelming Storm of Shell Needed for Victory

London, April 29.—James Louis Garvin, editor of the Observer and Pall Mall Gazette, and undoubtedly one of the few men in the world meriting the title of "expert," gives the following authoritative statement of what Britain is doing in the war and of her unpreparedness at the beginning.

The important feature of Mr. Garvin's summary is an unequivocal contradiction of a sentiment which seems to have been pervading the minds of not a few neutral observers that Englishmen were losing some portion of the perfect confidence they had shown during the first half year of the war. Mr. Garvin said:—

Let us admit that there is a marked change in the attitude of the people as expressed in the daily press. The reason is a simple one. In the past two months we have realized finally the cost of victory and at the same time we have come to a new and thorough understanding of the means of victory.

We have been thinking too exclusively of raising volunteer armies to the number 3,000,000 men. That number is already assured. In that way we have already done the biggest thing ever done under a voluntary system. Paraphrasing a famous word of Nelson's "we know now that only munitions can annihilate."

All the recent experience of the war has proved that. In talking we must come back to it again and again. We had greatly enlarged our capacity for turning out munitions. But we had to set about enlarging requirements that rose beyond all previous conception even of experts and supply must be raised to an extent that civilian imagination can hardly grasp.

Must Have Cultivated Shell

To win the war there must be a continuous overwhelming storm of shell before infantry can drive home the issue. Thousands upon thousands of guns must vomit millions upon millions of explosive projectiles. We want munitions in mountains, as it were, and we are now going to have them. But that is where public criticism came in to help Mr. Lloyd George.

By comparison with the new view of the secret of victory which France not Germany, was the first to grasp and apply, we in Britain, in spite of our vast industrial resources, were not turning out anything like enough of the stuff. Our democracy had not understood that its work at home raised to topmost pressure was absolutely essential to the success of our soldiers at the front and to all the armies of the allies.

A deeper sense of the inexpressible horrors the war has brought to Europe is sinking into the minds of all classes, and they appreciate the need of our responding to the calls made upon us on a scale that could not have been conceivable until six months and more of the workings of the German military machine had forced the conception upon us.

Germany has proclaimed that this is a life and death struggle. We don't proclaim it; we know it. When the Germans overwhelmed us with their great superiority of artillery fire at the battle of Mons and again and again during the retreat to Paris we had no comment to make, but worked.

Later, at Neuve Chapelle, after we had pulverized the enemy with our artillery, the Germans declared there had never been known in the history of the world anything comparable to the blasting devastation of our 300 guns on less than a two miles front wrought in their defenses. Hardly one of those 300 guns existed when the battle of Mons was fought.

Need Army of Labor

We know now that there must be an army of labor behind the army in the trenches. And it is this knowledge that has given rise to our national uprising to put right some existing conditions among the work-

ers at home. It must be borne in mind that during the first six months we were fairly busy in creating an army of soldiers.

This army now numbers three million men in various stages of training. I believe its creation stands unparalleled in the world's history. It has come into being voluntarily. It is only now emerging from that state which Milton describes so wonderfully when the animals on the day of creation were half in the earth and half out of the earth.

Lord Kitchener is satisfied with this army. He has said so. If there are those who still question his wisdom in refusing to make known the exact result of the voluntary system of enlistment let them pause to consider the indisputable fact that his aim—to deceive the enemy as to the numbers of armed men the Empire has at hand—has surely succeeded.

As to the times and ways of putting the new armies successively in the field, he puzzles the Germans and puzzles ourselves. Of all the optimists none has expressed himself more thoroughly confident than Field Marshal French, on condition that he gets his munitions. He will. There is undoubtedly the strongest belief in military quarters that the problem in Flanders is manageable.

Our men were saved at Neuve Chapelle by an unexampled expenditure of explosives. This, then, is the lesson—that more than ever before the army of labor has a new responsibility resting upon it. Munitions—munitions—munitions—there we have the deciding factor in a word. And there we had reason for our concern while the army of labor did not thoroughly realize that the soldier can only win by what is placed in his hand by the artisan. There is no question that drink has interfered with the maximum output of munitions. There can be no disputing the injuries done by strikes.

To Make Any Sacrifices

If drink interferes with the maximum capacity for work of even one workman engaged in producing munitions of war—drink must be put beyond the reach of that workman, even if we all have to forego drink for the sake of the nation.

The country at large must be and is ready to make any sacrifices necessary to make us all fit to give our best to our work.

Physical tiredness is chiefly at the back of the whole trouble. Many thousands of men have been working very long hours and continuous overtime, seven days a week, for many months. They are honestly tired, as any man would be, but they now have a new inspiration, and they will work to the last until the war is put clean through.

We have already lived through the phases of three German bugaboos. We have waited a long time for the materialization of the monster guns which were almost to bombard Canterbury Cathedral from the Continent; we have waited as long for the appearance of the Zeppelins which were to blast a trail of ruin through London.

We have waited almost as patiently for the submarine "blockade" to accomplish some reasonable part of its declared purpose to starve our cities, stop our transports and paralyze our merchant shipping. It is futile. Last week 1,559 ships came and went to and from English ports, and of those five were sunk by German submarines—one-third of one per cent.

From the invasion of Belgium to the campaign of sea murder Germany has only roused the allies to greater and greater energy and confirmed their union.

Brooklyn is noted all over the world for its great warehouses. In these are stored goods from practically every land, that is when the world is at peace.

Roosevelt Sees Red

Thinks United States Must Take Action to Save National Self Respect

Syracuse, May 8.—Roosevelt, after learning the details of the sinking of the Lusitania, made this statement:—"This represents not merely piracy, but piracy on a vaster scale of murder than any old time pirate ever practised. This is the warfare which destroyed Louvain and Dinant, and hundreds of men, women and children in Belgium. It is warfare against innocent men, women and children traveling on the ocean, and to our own fellow countrymen and countrywomen, who are among the sufferers."

"It seems inconceivable that we can refrain from taking action in this matter, for we owe it not only to humanity, but to our own national self-respect."

Survivors of Lusitania Disaster Number 634

Washington, D.C., May 8.—A despatch received by the State Department early to-day from Lauriate, at Queenstown put the number of rescued of all nationalities from the Lusitania disaster at 634. The Consul's latest message adds the names of four Americans saved to those mentioned in his previous despatch, making a total of 51 Americans saved. A few others were rescued, he said. Several unidentified bodies have been recovered.

Mr. C. Bowring Among the Saved

Messrs. Bowring Bros. had a message to-day stating that Mr. C. Bowring of the New York Branch, who was a passenger on the Lusitania, is amongst the saved.

States' Press Condemns Sinking of Cunard Liner

New York, May 8.—General denunciation of the sinking of the Lusitania appears in the newspapers of the United States. The act is repeatedly stamped as piracy, a great nation running amok and calling it military necessity. A phrase in the editorial of the New York World typifies the majority of comments that efforts upon public opinion in this country will more than counteract the success of the undertaking. As asserted by most of these newspapers:

German newspapers justify the deed and declare that the passengers were given fair warning by German Embassy in widely circulated advertisements, published just before the liner sailed. They regret 'he loss by they say that Germany is fighting for her existence.

A Good Idea

At last night's meeting of the Municipal Board, Messrs. Mullaly, Ayre, Anderson and McNamara were delegated by the Chairman to enquire into the proper placing of our camben along the different streets, so that any rights of citizens or any inconveniences of the past may be definitely death with. The Committee to handle this matter are gentlemen fully competent to deal with the situation, and which no doubt will be finally settled to the satisfaction of all.

The question largely discussed along the streets to-day is the sinking of the Lusitania, and where the U.S. will stand in the matter. To be neutral or not to be? That's the question.

WEATHER REPORT

Toronto (noon)—Moderate winds, and fair to-day. Sunday southerly winds, showers West Coast, fair on East coast.

Cape Race (noon)—Wind north, fresh, fine and clear. White painted bar at about 10 miles south, bound in.

Roper's (noon)—Bar 29.45. Ther. 49.