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Hundreds Die When Germans Sink Lusitania

Near Irish Coast When Pirates Launch Two Torpedoes at Liner

In Half an Hour She Had Gone Down—Boats Take Many Ashore But Early Reports Indicated Very Heavy Loss of Life—Prominent People Passengers

London, May 8.—The Cunard liner Lusitania, which sailed out of New York last Saturday with more than 2,000 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 under-water craft, were having luncheon.

The Lusitania was steaming along about ten miles off Old Head, Kinsale, on the last leg of her voyage to Liverpool, when about 8 o'clock in the afternoon a submarine suddenly appeared, and fired two torpedoes without warning at the liner. One struck her near the bow, and the other in the engine room. The powerful agents of destruction tore through the vessel's side, causing terrific explosions. Almost immediately great volumes of water poured through 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 from Queenstown.

But within fifteen minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared. Where Great Britain's fastest merchant vessel went down—Old Head, Kinsale—is a landmark that has brought joy to many travelers, and 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 boat has been that it has never lost a passenger in the Atlantic service, has now lost the ship that dodged the lurking enemy off Nanctucket Light the day after was declared and later started the world by flying the Stars and Stripes.

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 a message from Queenstown saying between 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died. Also number landed Kinsale."

(Signed) "CUNARD." The Lusitania is the third big trans-Atlantic liner lost since the war started. The two others were the White Star liner Oceanic, wrecked off the north coast of Scotland Sept. 8 last, and the North German Lloyd steamer Kaiser Wilhelm der Grosse, converted into a German auxiliary cruiser and sunk by the British cruiser Highbury, Aug. 27.

A fourth big steamer, the Cunarder Aquitania, was severely damaged in a collision with the Leyland liner Canadian, off the Irish coast, in the latter part of August.

The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone about the British Isles.

Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or submarines.

During the last fortnight German submarines have carried on the most active campaign of any time since the war began. Sixteen of the twenty-nine vessels were British trawlers. There were four British and one French merchantmen in the list. The others were vessels of neutral nations. One of them was the American steamer Gallight, which was torpedoed off Scilly Island, May 1, with the loss of three lives. There were three Norwegian, two Swedish and one Danish merchant vessels in this number.

The German admiralty is reported to have sent newly constructed submarines of large size and high speed for the purpose of attacking the shipping lanes. It is said they are able to carry supplies for three months, enabling them to remain out for that length of time without putting in a port or having recourse to a parent ship.

Washington, May 7.—Destruction of the British liner Lusitania with the loss of many lives shocked officials of the United States government and spread profound grief in the national capital. Although it was not known how many of all kinds were sent out, both from the neighboring points along the coast and from Queenstown.

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many has insisted that before any vessels with neutrals and non-combatants aboard were sunk, passengers must be removed to a place of safety; no case had arisen until the wrecking of the Lusitania last Saturday, the investigation of which has not yet been completed.

Should any Americans lose their lives in the case would be covered, officials thought, by the warning to Germany that she would be held in that event by the United States "to a strict accountability."

New York, May 7.—The sinking of the Lusitania today with 1,200 passengers on board recalls the publication of the following notice in the New York papers the day before the big Cunarder sailed: "Travelers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and 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 of 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—Imperial German Embassy, Washington, D.C., April 22, 1915."

Laughed at Notice. Many who had read the notice laughed at it as did the Cunard liner officials when their attention was called to it aboard ship. The best answer to the German note of warning was the fact that no passage was canceled. Moreover, there were ten additional bookings, made in the season shortly before the Lusitania sailed. At the eleventh hour, cablegrams from Liverpool advised the agents of the Anchor line that the steamer, Captain Connelley, was to sail in the afternoon, had been requisitioned by the admiralty and arrangements were made to send passengers over on the Lusitania.

Albert G. Vandenberg was among the passengers. He said he was going aboard on business and pleasure and would not be abroad about three weeks. Elbert Hubbard, writer, editor and lecturer, was also aboard. He was going to get into Germany and having an interview with the German emperor. Among others on the Lusitania were Charles Frohman, Sir Hugh Lane and Lady Macbeth.

Canadians Aboard. Toronto, May 8.—With 15 of her citizens on board the Lusitania, Toronto was profoundly shocked yesterday when it was taken for granted that the big liner, which was running amok all over the place, shooting people down, that at that moment it was known that the chief hospital surgeon, the district judge, and many other well known people were lying dead on the roadside. In a few minutes there was a hand-to-hand round me with 100 rounds of ammunition, a rifle and bayonet were thrust into my hands, and I was whirled away in a car with others to the base of operations, the P. and O. Wharf. Eventually we marched off about 800 strong, towards the mutineers' barracks. It was a pitch-dark night and the road was very dark.

About two miles down the road I and two others were left as pickets on a narrow path with swamps on both sides. There we remained on guard standing for a week or so, not a wink of sleep or rest for seven hours—i.e., up to 2 p.m. the next day. Since then I have had neither a square meal nor a square sleep. It's been an extremely anxious time, but the population is well in hand now, out of 850 men some 700 have been captured or otherwise accounted for.

How Help Arrived. Happily the volunteers were able to hold the position until assistance came. This was the picture of the sinking of "IRRESISTIBLE" in Dardanelles.

Young People's Supper. An enjoyable supper was held last evening at the Centenary church parlor at which nearly forty young people took part, representing the Free-to-Serve and the Loyalist Clubs of the Sunday school. The heads of the tables were taken by Miss McConnell and W. Grant Smith, presidents of the clubs. After a well served repast short speeches dealing with the work of the club were made by Rev. W. H. Barracough, B.A., Morton L. Harrison and J. E. Arthur. The evening's arrangements were under the supervision of L. Hennigar, chairman of the social committee.

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THE MUTINY AT SINGAPORE. Soldier's Letter Tells of Serious Outbreak. EVENTFUL TEN DAYS.

Fine Work in Assembling Troops From Allied Warships to Quell the Insurrection—Sad Plight of the Women.

(London Morning Post). There has been sent to us a letter written by one of the commercial community in Singapore to his mother, which describes his own experiences during an eventful ten days. It is dated February 26 and contains the following passages:

On Monday, the 15th inst., I had just completed my first week on duty with the Singapore V. Rifles guarding the prisoners of war camp, and the Lord went into town about 9 a.m. At 9.15 I was awakened from my quarters by the firing of a gun. Being Chinese New Year, however, every conceivable noise is made by crackers, rockets, and bombs to drive away evil spirits. I did not take it to be an urgent mobilization call to headquarters, so I had a bath, leisurely dressed, and strolled over to the club.

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begin to arrive two days afterwards in most wonderful ways. The French admiral's flag ship, which had only recently left here, was communicated with by wireless and immediately returned and landed for or five hundred marines, both a Russian and Japanese battleship picked up on call for help and arrived out of space with large parties of fighting men, and the Rangoon, which was called to, responded with 400 Territorial in a wonderful way. Their mobilization was splendid, and this they capped by making a record quick passage from Rangoon, doing the trip in only a few hours over three days. As the huge transport drew alongside the wharf 650 motor-cars were ready to pass by to convey men and equipment to their allotted posts. I must not forget His Majesty's ship Cadmus, a little sloop of 1,000 tons, which happened to be in dock for repairs. Her men were first out and kept the main road splendidly with a Maxim gun. They probably saved hundreds from being murdered. The numbers on board numbered only four, but every able-bodied man was pressed in with a rifle, and I believe their carpenter did some very good work.

A German Plot. There is no doubt the Germans are at the bottom of the revolt. By some extraordinary means the prisoners of war have evidently found means with their gold to poison the native soldiers' mind against us. They are all Mohammedans, and the general impression is that the natives are going to do with the British soldiers, i.e., a religious outbreak. The whole food business was broken down, and the districts are now in a state of anarchy. The natives of odd regiments, only volunteers remained. About 4 p.m. the rioters, armed to the teeth and all splendid shots and crack soldiers, apparently took three lines: (1) The main road to town, where many people were shot in their motor-cars; (2) the hospital district, where Dr. W. and others were murdered; and (3) the prisoners of war camp, where six out of the little party of eleven I left behind quickly breathed their last. The others fled for their lives, and had miraculous escapes, the man that relieved me in the most exposed place having no less than five bullet wounds, none of which is very serious, although he may be lame for life.

A Colony Under Arms. Needless to say, all business has been at a standstill. Some of the heads of business firms were allowed to proceed to their offices for the first time yesterday. For nine days every man has been under arms, and the ludicrous side has shown itself several times—leading men in this place having been seen cleaning floors and all that sort of thing I have been on a variety of jobs, and been exposed on Mount Faber, the highest hill here, for three nights and days. I wonder if you are under arms all over and we are allowed to sleep in a bed again I feel I shall sleep for twenty-four hours.

Sad Plight of the Women. It has been a terrible time for the ladies. Between 7 and 9 p.m. on the fatal day, all women and children were given ten minutes to leave houses and hotels without any baggage. They were then put into cars and conveyed from

launches into ships that had been commanded by the admiralty. I believe the suffering was awful, but it was a matter of life or death. One ship had 1,500 on her with practically no food or water. They were fighting for food for the children, and two or three births occurred under these conditions. The hotels and certain defined districts are now declared safe, and the conditions are better, but I do not think any of the ladies have gone back to their homes as all the men folk are mobilized night and day, consequently the hotels are very crowded.

I started this when I came off night guard at 6 a.m., and at 10 a.m. have three hours' leave, when for the third time in ten days my boots will come off and I shall have a glorious bath.

WHAT ENGLAND'S FLEET HAS DONE. Some persons have affected to find humor in the spectacle of the great British battleship fleet hiding, as they said, northwest of the British Isles, instead of changing down upon the sheltered German fleet on the German coast and smashing it to splinters in one grand attack like that of Dewey at Manila Bay. And the question has been asked, What would Farragut do if he were in command of the fleet that great ray of the world's finest fighting ships? Would he be content to remain passive while there was still a German battle fleet aloft? The answer is that in all likelihood Farragut, endowed with common sense as well as courage, would attempt to charge into the mine and submarine-infested waters of the German coast.

It need not be supposed that the British fleet has not accomplished anything because it has not smashed the German fleet. It has accomplished all that its builders expected it would have to accomplish. If the allies win the war it will be owing very largely to the British fleet. If the Germans send their great sea force out into the open and offer battle the British fleet will be on the fighting ground in short order. The very fact that the Germans remain under the protection of mines and shore batteries shows the effectiveness of their enemy's sea power.—Savannah News.

ROSS RIFLE. Methods of Training Produce Better Results. BRITISH RIFLE FIRE SUPERIOR.

ROSS ARM EFFECTIVE. German Mauser Adapted For Sniping But Weak For General Defence—Some Comparisons.

London, May 6.—The following is contributed by Lt. J. B. Neale, of the Royal Grenadiers, Toronto, and of the 3rd Battalion, 1st Division Canadian Expeditionary Force, who is at present in England on sick leave.

It was during the early part of the war that the British Expeditionary Force after its accomplishment of one of the greatest achievements in military history, stood at bay on the Marne. At this period, before the fighting became "stale-mate," before the opposing armies had commenced seriously to "dig themselves in" and fight continually from the cover of their trench parapets, we used to read of the superiority of British marksmanship and the demoralizing effect of their rifle fire on the Germans. During this stage of the war we being inclined to treat the German rifle as a joke, expecting easily only on account of Jack Johnson, coal-boxes and black Maria.

German Shoot Better. During the past few months we have not heard quite so much contempt expressed for our enemy's marksmanship, and many allusions are made in letters from newly-arrived soldiers who are very quick to disabuse the mind of friends at home as to opinions they may have formed from earlier correspondence and reports.

Since my return from France I have been constantly asked why it is that so many of our men fall victims to the change of retaliation, my question being: "If the Germans have got us in such a position that we cannot put our heads over the parapet of a trench and cannot even make our shooting from gasp-holes safe, why cannot we with our superior aim do likewise?" For the superiority of aim do likewise? We are not versed in small arms I am offering an explanation that I hope may prove satisfactory.

British Training. Speaking first of our own army. After a careful study of the system of training used by our allies and our enemies, I venture to express the opinion that no force or more thorough exists in the world than that used by the British army today. Were this a treatise on marksmanship I could quote at length on this system which has reached its culminating point in efficiency. Suffice it to say that during the last ten years the effect of this training has been watched by experts and the "come of fire" has been narrowed year after year.

The British soldier knows his aim down to the minutest detail, and he is taught to use it, not as a prize-winner or polo-player, but as a soldier. His military efficiency is measured by his marksmanship, and thus we find battalions containing full companies of marksmen. He is taught the importance of rapid fire, and every soldier, in order to be an efficient marksman, must be able to fire fifteen shots per minute, loading each charge separately from his pouch, making a high average of hits. It is no established fact that the efficiency of this rifle has saved the world during the retreat from Mons, and thus in all probability saved Paris. When one considers the fact that the Germans have mistaken our sudden bursts of rapid fire for machine gun fire, one can more readily understand what this means.

Superiority of Fire. The rifle of the British army is made for the obtaining of superiority of fire preparatory to an assault, and it has lived up to its reputation. It is not a "sniping" or Bley weapon, and a never meant to be. The shortness of its barrel, which gives it its perfect balance, alone detracts from its value for skilled or the shooting, and its trajectory is therefore much higher than that of the long-barreled rifles.

According to reports the Germans employ specially trained snipers, who use their long-barreled Mausers, fitted with telescopic sights; these rifles having a very flat trajectory up to 700 yards. It is, therefore, easy for them during the present trench fighting to assume a temporary ascendancy. Their loop-holes are arranged at an angle to their trench line and their sniping is done obliquely, which makes these loopholes doubly hard to locate.

Best in Assault. While I do not intend to belittle the effect that this sniping has on us I can candidly state that when an assault is being made or repulsed, which events involve great issues, our superiority of fire is overwhelming.

It may be of interest to know that the Ross Rifle, with which the Canadian contingent is armed, is similar in trajectory to the German Mauser. Also owing to its aperture sight with its fine adjustment in degrees, every Ross Rifle as issued is a rifle that can be used for sniping. This rifle, while of solid construction, is nevertheless of delicate mechanism, requiring knowledge and the utmost care, and, while its merits for rough service remain yet to be proved, its barrel and its sights are absolutely perfect; its trajectory is flat, and for long range shooting it is second to none. Speaking generally, the men of the Canadian contingent are good shots, and (Continued on following page).



THE GREAT TRANS-ATLANTIC LINER, "LUSITANIA," SAILING FROM LIVERPOOL.

The Lusitania was one of the largest trans-Atlantic liners, as well as one of the speediest. She was built in Glasgow in 1906. She was 785 feet long, 8 feet beam and 60 feet deep. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Limited, of Liverpool. Her captain was W. T. Turner.

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Hearing the News. The groups of people there immediately warned me something was wrong, and in a few minutes I heard the terrible tidings, namely, some men of an Indian regiment, the 5th Light Infantry, were running amok all over the place, shooting people down. At that moment it was known that the chief hospital surgeon, the district judge, and many other well known people were lying dead on the roadside. In a few minutes there was a hand-to-hand round me with 100 rounds of ammunition, a rifle and bayonet were thrust into my hands, and I was whirled away in a car with others to the base of operations, the P. and O. Wharf. Eventually we marched off about 800 strong, towards the mutineers' barracks. It was a pitch-dark night and the road was very dark.

About two miles down the road I and two others were left as pickets on a narrow path with swamps on both sides. There we remained on guard standing for a week or so, not a wink of sleep or rest for seven hours—i.e., up to 2 p.m. the next day. Since then I have had neither a square meal nor a square sleep. It's been an extremely anxious time, but the population is well in hand now, out of 850 men some 700 have been captured or otherwise accounted for.

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