

TORPEDO MAY HAVE CAUSED INTERIOR EXPLOSION ON LINER

about half of the passengers of the Lusitania have been saved. The ship sank in eighteen minutes."

Out of the 2,104 passengers and crew aboard the ship—1,254 passengers and 850 crew—there is definite information concerning less than 1,000 of them and even the unconfirmed reports of rescues at various ports add very few more to the list.

The latest bulletin comes from Queenstown by way of Liverpool through the Cunard Company. It reads:

"Queenstown wires that the Stormcock is landing about 160 passengers and crew. It is reported by the Admiralty that the trawlers Dock and Indian Empire have about 200, the tug Flying Fish 100, three torpedo boats have 45 living and 4 dead.

"We are putting these up at the different hotels and boarding houses, but we cannot give lists of survivors before morning, as the passengers are in such a state that their immediate wants must be our first consideration."

This is the first definite statement of the survivors. There are other reports that 700 have been landed at Clonakilty, about nine miles to the west and south of the scene, and eleven persons at Kinsale, but whether the numbers have been twice counted is not known. There are other points which may be heard from and perhaps some have been taken there—Oyster Haven, Courtmacherry, Barry's Point, Seven Heads and other towns.

This despatch came from Queenstown at 1:10 A. M.:

"The tug Stormcock 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 of the Lusitania, the steward said:

"The passengers were at lunch when the submarine came up and fired two torpedoes, which struck the Lusitania on the starboard, one forward and the other in the engine room. They caused terrific explosions.

"Capt. Turner immediately ordered the boats out. The ship began to list badly immediately.

"Ten boats were put into the water, and between 400 and 500 passengers entered them. The boat in which I was approached the land with three other boats, and we were picked up shortly after 4 o'clock by the Stormcock.

"I fear that few of the officers were saved. They acted bravely.

"There was only fifteen minutes from the time the ship was struck until she foundered, going down bow foremost. It was a dreadful sight."

"Two other steamers with survivors are approaching Queenstown."

Among the prominent persons on the Lusitania were Alfred G. Vanderbilt, Charles Frohman, the theatrical man; Justus Miles Forman, the playwright; Sir Hugh Lane, Charles Klein, Lady Allan of Montreal and her two daughters, Major F. Warren Pearl of this city, his wife and family; Lady Mackworth, Dr. and Mrs. F. S. Pearson of this city, Commander J. Foster Stackhouse of London and Herbert S. Stone.

All England is keeping in close touch with the Admiralty and the steamship company. The King is receiving every bulletin that comes in. In Liverpool, where the crew comes from, the scene is more emotional. The city is staggered by the report of the loss of its favorite ship and it has cast a pall over everything. Capt. Turner, who spent his life in the service of the Cunard company, was known to very many.

The Lusitania was the third British ship to be torpedoed off the Irish coast within twenty-four hours. The freighter Candidate was hit eighteen miles off Waterford, about seventy miles from Old Head, and the Centurion, also a freighter, was sunk in the same locality. Both vessels were under 4,000 tons.

Although information from Ireland, allowed to be made public has been entirely fragmentary, little by little it is becoming known that either by an external or internal explosion, perhaps by both, the giant ship was blown almost apart this afternoon off Old Head of Kinsale.

The double explosion is mentioned because there is a theory advanced that the external explosion of a great torpedo smashed into the ship while, just as she was about to be struck by the submarine, she was struck by a second torpedo. This may have been in the bow, or in the engine room, or among the stores in the cargo. The wounded who are being sent to the naval hospital, the dead who were brought ashore indicate that there was enormous havoc in the interior of the vessel. This may have been in the fore room or the engine room.

A late report is that the Lusitania was struck on the port side, but there would be her side toward land, but there is no confirmation of a rumor that she was struck more than once. The new German submarines of the largest type carry six torpedo tubes and one might do this.

No official statement is ready at this time, but it is said that the German warnings against sailing in the British ships did not obviate the necessity of the Germans giving adequate warning to the Lusitania, a merchant steamer, before she sailed. In order that the passengers could have an opportunity to take to the small boats.

The destruction of the Lusitania, the speediest British ship in the transatlantic trade, has stirred London and all England. The newspaper extras have been bought with avidity and all procurable bulletins are read with eagerness. For that matter the definite information received has been most meagre, coming in curt bulletins from all along the Irish coast, and direct telephone communication has not enabled the constant persistence to learn anything more. This simply is known.

The Lusitania swinging northeast of Cape Clear came in sight of the Irish coast early this morning and started northeast for St. George's Channel. She was going at full speed, some shipping men believing that she was up to 25 knots, some even saying 28 knots, which is her trial speed limit. Her lifeboats were swung out behind her davits ready for immediate use and all her watertight bulkheads and compartment doors were tightly closed—this precaution having become the rule since the German war zone decree was issued.

There is no doubt that she was hit without warning. Liverpool shipping men say that Capt. Turner would not think of stopping for any German submarine, but would rely on his speed the moment a torpedo came in sight. It could only be chance that a torpedo would strike home unless there were a number of the undersea boats in line, each of which

SOME WELL KNOWN PASSENGERS ON THE LUSITANIA WHEN SHE WAS SUNK



J. FOSTER STACKHOUSE, SIR HUGH LANE, CHARLES E. PAYNTER, CHARLES FROHMAN, CHARLES KLEIN, LADY MACKWORTH, ALFRED G. VANDERBILT, JUSTIN M. FORMAN.

Ammunition in Cargo Valued at \$200,024

One of the items of the Lusitania's cargo was ammunition valued at \$200,024. The ship carried 5,471 cases of cartridges and ammunition, according to the ship's manifest. Such a passenger ship, it was explained, would not carry high explosives, for those articles are shipped on the British cargo ships.

The Lusitania had a cargo of 1,200 tons, which is practically all she could carry. Its value was put at \$500,000. Included in her manifest are the following items:

- Sheet brass, 250,000 pounds, valued at \$49,955.
- Copper, 11,762 pounds, valued at \$20,925.
- Copper wire, 58,465 pounds, valued at \$11,000.
- 329 packages of furs, valued at \$19,220.
- Military goods, 189 packages, value, \$88,221.
- 88 cases of leather, valued at \$31,517.
- 342,165 pounds of beef, valued at \$109,995.

All are saved," was the message sent out at that time and that announcement was greeted with cheers. Then came the later news. When shipping men heard "half hour" they shook their heads and whispered among themselves that a loss of life was inevitable. They could not see how human beings could be rescued or rescue themselves in that short space of time. It was not until 5 o'clock in the afternoon or later, three hours after the disaster, that London received definite word of what had occurred.

The Lusitania was sunk by a submarine at 2:33 this afternoon, eight miles south by west of Old Head of Kinsale.

Queenstown then sent a message: "Despatch from Old Head begins: Large steamer just arrived in vicinity apparently rendering assistance. Tugs patrolling sea. Now on the spot taking lives in tow. Major boats, with two of Lusitania's boats, bearing probably for Kinsale harbor."

There were reports then of rescue boats heading to this and to that port, but nothing definite yet until the Cork newspaper sent a message at 10 o'clock that eight of the 100 had been landed at Clonakilty, all passengers.

The Admiralty threw the first note of forboding, so far as human life was concerned, early last evening. Their official messages had preceded that of all others, and they knew. "There is hope that many have been saved."

A little later the Cunard company issued a statement of the same tenor, and the great crowds in the street waiting for the newspapers or for bulletins quieted. They knew then that war had taken another toll of the non-combatants. Thereupon the question uppermost was: "Were any Americans lost and what will the United States say now?" They could get no satisfactory answer from any source, and the newspapers themselves were only a little better off.

Efforts to use the telephone were of no better use than the telegraph. The word was to come out as the evening went on and that is all London had last night or has this morning.

It is fair to say, however, that the British Government, as well as the Cunard company, is making every effort to get the exact facts. They may not make any statement for some hours, but when it comes it will be as comprehensive as it can be made. The one big mystery last night and now is what occurred. It is known that the Lusitania closed every watertight compartment and bulking the moment she came within the German war zone.

The news of the sinking of the Lusitania came as a great shock. Until 5:30 this afternoon the principal item on the newspaper placards was the compromise agreed to by Chancellor Lloyd George on the proposed bill.

Suddenly the words "Lusitania sunk" were flashed from Cockspur street, where the West End offices of the Cunard Line are located. The deserted windows were plastered with signs reading, "Lusitania sails May 15, 2:30 P. M." Inside were a few reporters who heard the news at 4:30, but the Cunard officials had not heard a word.

As by magic then the street was jammed and the office thronged with people, seemingly from every part of London, anxious for news of relatives and friends. Extra police were immediately requisitioned. The police formed the throngs into queues. It was a repetition of the scenes when the news of the sinking of the Titanic was received. Women cried and fainted; men stood with stern faces as the meagre bulletins were posted on the boards. The crowd mingled the utmost optimism with the deepest pessimism, but the prevailing spirit seemed to be one of horror, a feeling that it could not be true, that 2,000 people could not, in a few minutes, be drowned.

As the hours passed the crowds increased inside and outside the office. When a bulletin was posted, "Twenty Lusitanias" on the spot where she sank and sixteen boats in the vicinity proceeding to the rescue; sea calm," the manner in which faces lighted up with relief and joy was indescribable. It seems almost incredible that more than one torpedo could hit while she was proceeding at her highest speed. Therefore it is reasoned that something happened instantaneously after the first explosion. She could have made the ten miles or land from where she was with one or even two of her compartments filled with water and she would only stop if her engines were crippled. These men have gone out of commission immediately either by explosion or by the wrecking of her main and auxiliary boilers. She must practically have been blown apart. Some believe despite denials of the Cunard company that she had ammunition from the United States aboard and this exploded. There are some also who hint at infernal machines and a well timed moment. In any event the big ship stopped suddenly, listed heavily to one side and sank within fifteen minutes.

WILSON FEARS U. S. OUTBURST MOST OF ALL

LINE EXPECTS LIST OF THE DEAD TO-DAY

Cunard Company Hears That Only 500 or 600 Were Rescued.

WIFE THINKS KLEIN SAFE

The first news to the Cunard Line here giving any intimation that all had not been saved came in a message from the Cunard office in Liverpool at 8:29 o'clock last night, estimating that between 500 and 600 had been saved. This estimate was not altered by the additional fragmentary cable reports that came to the Cunard Line during the evening.

The local office was assured by the Liverpool officials that every effort was being made to get a complete list of the saved and that one would probably be called this morning. First officer Jones the first officer on the passenger list is J. T. Pinner, word from Queenstown that he was last seen looking after those who needed assistance to prepare a list yesterday.

Few persons troubled personally by friends of the local Cunard office, but a half dozen employees were kept busy answering telephone calls, local and long distance. The latest cable bulletins were read to the inquiry, but there was no information as to whether or not those they inquired about had been saved.

Mrs. Charles Klein, wife of the play-wright, late last night sent a cable gram from London, where Mrs. Klein has been for some time to Arch Selwyn, the theatrical producer in answer to a cable message from yesterday afternoon.

"An assured here Charles safe, but cannot verify officially," Mrs. Klein's telegram said.

The first message to the effect that any particular passengers had been saved was received at the Cunard office at 11 o'clock last night. It read as follows:

"Glen Lasseter's wife and son safe." The passenger list of the Lusitania carried the names of Mrs. H. B. Lasseter and Mr. P. Lasseter.

The Lasseters live in London and were booked from Sydney, Australia. It is believed that they were on a trip around the world.

A little later it was announced that another message had arrived reading as follows:

"Miss J. D. Smith and George Kessler safe." The Miss Smith referred to is Miss Jessie Taft Smith of Haverhill, Ohio.

George Kessler, a passenger on the Lusitania, is a New York wine merchant.

The first report of the sinking of the Lusitania was received at a cable office in this city at 11:41 yesterday morning. It was delivered to C. P. Sumner, general agent of the Cunard Steamship Company, at the Cunard office, 24 State street. It was an unconfirmed report from the Liverpool office of the company.

The strength of that rumor Mr. Sumner issued a statement shortly after 12 o'clock in which he said:

The Cunard Steamship Company has received an unconfirmed report of the Lusitania having been torpedoed off the coast of Ireland. Any information confirming or denying this report will be promptly given out.

It was not until after 5 o'clock that the officials deemed it wise to give out the contents of the first message received in the morning. That message said:

Report to advise unconfirmed rumor Lusitania reported torpedoed ten miles south of Kinsale 2 P. M. Friday and sunk 2:30. No news yet as to safety of passengers or crew.

Among the persons who called at the office was Miss H. Seckel of W. H. Grace & Co., whose wife had sailed on the ship. He inquired also for Mr. and Mrs. Booth Jones, who, with their two children, Percival, 5, and Alva, 13, were on board. Samuel Roberts, a partner of George A. Kessler, spent several hours at the office seeking information about friends on board. J. J. Townsend, a banker, and his daughter also called to get information.

TRANSYLVANIA SAILS; 12 CANCEL PASSAGE

Captain Says He'll Go to End of Trip Under the British Flag.

The Anchor Line Transylvania sailed for Liverpool and Glasgow at 5 o'clock last night. Capt. John Black, the commander, asserting he had no doubt German submarines and would not end of his trip under the British flag. The steamship carried 1,200 passengers.

Some persons who were booked on the voyage were so greatly distressed by the news of the sinking of the Lusitania that they cancelled their passage. A Miss South of Montreal was one of those who cancelled her passage. She would not run the risk of making an ocean voyage under the British flag.

The others who refused to sail were Miss M. Adams, New York; Miss M. Hall and Miss E. Hall, London; J. C. Isidore, New York; C. M. Roberts, Montreal; and A. Seavign, Montreal. Miss M. Adams, Montreal, Miss M. Hall, New York, and Miss E. Hall, London, were transferred to the Transylvania.

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SHOCKED CANADA WANTS U. S. TO ACT

Time to Join Allies, Is Sentiment of Ontario's Premier and Toronto Press.

NOTABLES ON LUSITANIA

Toronto, May 7.—Canada is profoundly startled and shocked by the news of the sinking of the Lusitania. With the exception of the battle of Langemarck, with Canadian soldiers immediately concerned, nothing has stirred the country. The spirit of avenging justice aroused was demonstrated by great crowds at the armistice, the concentration camps and other appalling scenes.

"It is a diabolical outrage," declared the acting Premier, Mr. Ferguson. "Every civilized nation should take up arms against Germany, especially Americans."

The Globe says, after declaring that Britain recognizes she is fighting a foe who has cast away all laws of war and is prepared to bomb, burn, poison and drown non-combatants as readily as with arms in their hands, progress as "But what of the United States? Does President Wilson propose American submarines slaughter American citizens because the Kaiser has stirred the Atlantic in a passenger ship and the British flag? Does he still think the mad dog of Europe can be tamed by a treaty?"

The Telegram says: "United States indignation will have no influence on the Kaiser. He has already shown that he attempted the assassination of hundreds of citizens of a friendly nation sailing on merchant ships under the British flag. Germany had booked several of the nation which availed herself as a dispens with United States sympathy and friendship, while United States indignation will have no influence on the Kaiser. He has already shown that he attempted the assassination of hundreds of citizens of a friendly nation sailing on merchant ships under the British flag. Germany had booked several of the nation which availed herself as a dispens with United States sympathy and friendship, while United States indignation will have no influence on the Kaiser. He has already shown that he attempted the assassination of hundreds of citizens of a friendly nation sailing on merchant ships under the British flag. 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