GRAVE ISSUE ARISES IN LUSITANIA CASE

If Germans Torpedoed Without Warning, International Law Was Violated.

NOT SO IF SHIP HIT MINE

WORCESTER, Mass., May 7.—Dr. George H. Blakeslee, professor of international law at Clarke University, to-night issued the following statement regarding the Lusitania disaster:

"If a German submarine sank the Lusitania without warning, with a resulting large loss of life among her American passengers, it is the most serious event of the war so far as the United States is concerned.

"If the Lusitania has been sunk by a mine it is doubtful if our Government has any clear ground of action, since international law has not definitely prohibited the laying of mine fields in open sea.

"It makes no difference whether the ship carried contraband or not, the passengers and crew must first be saved.

"The only possible justification that occurs to me is that the Lusitania fired on a German submarine. This is not likely.

"If the Lusitania was torpedoed without warning, and when making no resistance, it was against international law, and the United States has legal ground of action against Germany and may hold the imperial Government to the strictest accountability. But what course the Government will take in such a grave crisis is not clear."

A report that the Lusitania had means of repelling an attack of a submarine or other hostile craft was denied at the Cunard office yesterday. A friend of Capt. Turner said that the latter did not have even a rifle aboard, but that he probably had a revolver. The Lusitania was equipped so that she might use guns, but she never mounted any.

SAYS U. S. SHOULD ACT.

P. R. Coudert Declares Loss of Americans Means Serious Issue.

Frederic R. Coudert, an international law expert, believes that if American lives were lost on the Lusitania a grave situation will result.

"No self-respecting or independent Power would submit to so grave a challenge to its rights on the high seas," he said. "To sink a ship on the high seas, ending the lives of neutrals, is an act of barbarity without precedent. The mere loss of property, while justifying diplomatic representations, would not justify a warlike attitude.

"If American lives were lost, however, it is up to our Government to say whether it shall sit idly by or shall act to protect the lives of its citizens."

NAGEL NOT SURPRISED.

Former Secretary Says Germany Gave Ample Warning.

ST. LOUIS, Mo., May 7.—Several hundred Germans and German Americans were at the St. Louis City Club attending a luncheon given to Dr. Eugene Kuehnemann, professor of philosophy and literature at Breslau University, Germany, and exchange professor at Harvard, when word of the sinking of the Lusitania was brought to them.

Charles Nagel, former Secretary of Commerce and Labor, was the only one of the gathering who would comment on the disaster.

"I am not surprised," said Mr. Nagel. "No one should be surprised. When the Germans say they are going to do a thing they do it. Ample warning was given. This warning should have been taken seriously. Germany means business."

Dr. Kuehnemann and Carl Schuerz, professor at the University of Wisconsin, spoke warmly in defence of militarism.

Other prominent German Americans at the luncheon declared that the disaster was too terrible to discuss.

LONDON PRESS BITTER.

Death of Americans Must Be Avenged, Says "Mail."

Special Cable Despatch to THE SUN.

LONDON, May 8 (Saturday).—The *Daily Mail* in an editorial this morning says of the sinking of the Lusitania and the loss of life:

"It was not an act of war; it was a case of sheer, cowardly murder.

"To the American people who suffered this felon's blow equally with ourselves we address no words of impertinent counsel, but we do venture to offer to them from the bottom of our hearts a message of profoundest sympathy. It is at such times as these, essential by the kinship of the English speaking peoples, that we make unmistakably manifest that we share their indignation, loathing and contempt for the assassins who sneak under the water to wage a campaign of murder against unarmed, defenceless passenger ships, merchant vessels and fishing trawlers, and we promise them that so far as in us lies the deaths of these American citizens shall be avenged."

The *Times* stigmatizes the sinking of the Lusitania as nothing less than wholesale murder. Until further particulars are at hand, it says, it is manifestly inadvisable to discuss questions relating to the course the vessel was following and the precautions the commander doubtless preserved.

The presumption is, the editorial says, that she received no special naval protection, the principle laid down being apparently that when so many large passenger steamers are constantly leaving and approaching the coasts of Great Britain no particular steamer can be singled out for exceptional protection unless national interests make such a step imperative.

The *Daily Graphic* says Germany has placed herself absolutely beyond the pale by the torpedoing of the Lusitania. It continues:

"The effect on America may be seen in the demoralization which the news caused in the New York stock market. This collapse in securities," the editorial says, "points to the general feeling."

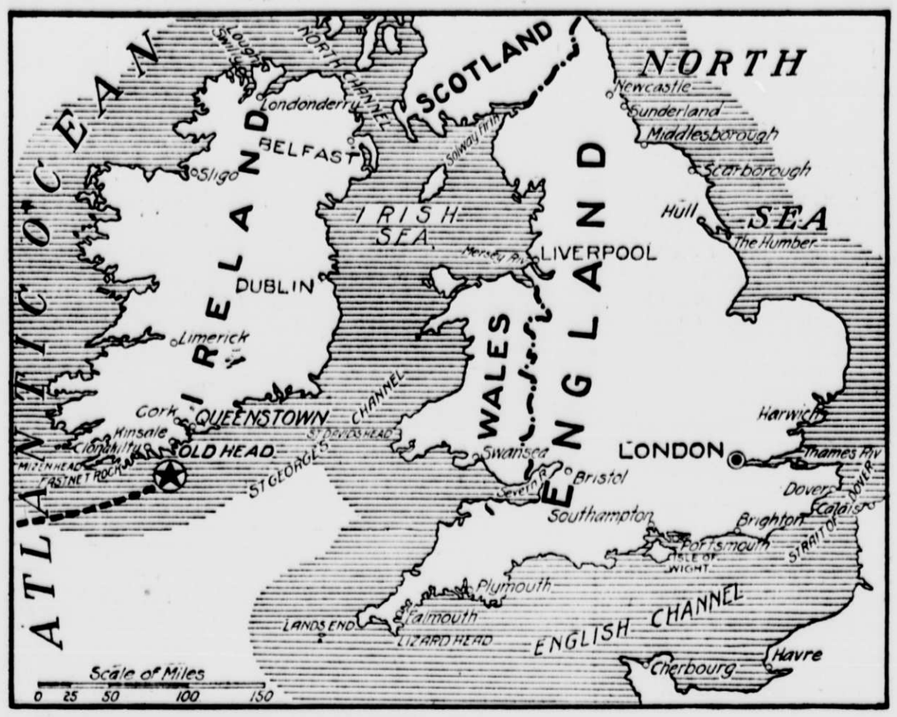
"The general feeling here," the *Graphic* proceeds, "is that it was an abominable outrage that can by no means be overlooked and for which an explanation cannot be permitted." As to that, the writer thinks, the immediate future will speak.

The *Standard* says in an editorial that Great Britain will watch the action of the United States with sympathetic interest.

"No one," it says, "wishes America to be drawn into the war, but the British people resents almost as strongly as Americans can the insults piled on the United States. It cannot but hope," the editorial says, "that some formula will be found to give adequate expression to America's just resentment."

Banker-Merchant on Lusitania.

MEMPHIS, Tenn., May 7.—J. B. McConnell, whose name appears on the Lusitania's passenger list, left Memphis on April 28, bound for his home, Knockbolain Castle, in Calmonell, Ayrshire, Scotland.



Map showing the approximate position of the Lusitania when she was torpedoed, and the danger zone around the British Isles, prescribed by the German proclamation.

FEARS FOR THEATRE MEN STIR BROADWAY

Friends of Frohman, Klein and Forman Eagerly Seek Information.

ENGLISH PLAYERS SAIL

Not since the actual declaration of war last summer has Broadway shown so great an interest in the European turmoil as was displayed early yesterday afternoon when ticker tapes in the cafes and restaurants announced that the Lusitania had been torpedoed. But, so far as police records show, the Broadway bulletin crowds between the Square and the Circle, unlike Park Row crowds, did not find occasion to knock down and stamp upon any cheering hyphenated citizens.

The whitest faces seen on Broadway in a long time were in the Empire Theatre Building, where are the offices of Charles Frohman, one of the Lusitania's passengers. And the theatrical section of midtown also was particularly interested because Charles Klein and Justus Miles Forman, playwrights, also sailed on the Lusitania.

Quite as excited was a large group of American and English men and women who had gathered at the Hotel Algonquin to say good-by to a party of English players booked to sail on the Transylvania in the late afternoon. The English actors and actresses, all of whom left last evening, included Kenneth Douglas, leading man, and Miss Caroline Hayley, leading woman of Mr. Ames's "A Pair of Silk Stockings" company; P. Clayton Greene, Edward Douglas, Walter McEwen and the Misses Mollie Hamley Clifford, Mary Glynne and Barbara Allen of the same production, and the Misses Ruby Blyth, Mary Barton and Kate Carlyon of Granville Barker's players and several others.

English Actors Game.

The English actor folk have made many friends here since they arrived early last autumn and the friends were out in force. There had been evidences of nervousness for days past on the part of the English actresses about to sail, their friends said, and the friends had hopes that the party bound for England would board the Transylvania without hearing of the attack upon the Lusitania. But, as taxicabs were drawing up to take the Britishers to the pier, the newsies came charging through Forty-fourth street hawking their wuxtras.

There was a scramble for the papers. Kenneth Douglas screwed his monocle on a bit tighter and read the brief first bulletins aloud to his compatriots and their friends gathered for the sendoff. It was a solemn taxi procession of beauteous English ladies that wended its way toward the Chelsea piers.

They had ample time to cancel their bookings, but they at least assumed gameness. In fact, aboard the Transylvania Miss Hayley, after retiring to her stateroom for a moment, came forth with a new style life preserver, which she had found near her berth, laced around her.

The personal affection felt toward Mr. Frohman by his office force was much in evidence. All his employees, from the highest to the lowest, gave all their time trying to learn something definite about the Lusitania's passengers.

"Mr. Frohman for business reasons," said a member of his staff at a time when conflicting messages were coming over the telephone in the Frohman offices every few minutes, "felt that he had to go to England at this time. We pleaded with him not to go on the Lusitania, however, asking him to select an American ship that would not be such a shining mark for German submarines.

Frohman Wouldn't Wait.

"But it so happened that he had completed his affairs here just about the sailing time of the Lusitania and he laughed at our fears and booked passage aboard her."

The first word of the disaster to reach the Frohman offices came in the form of a telephone message from a theatrical man that ran: "The Lusitania's been torpedoed and sank in thirty minutes."

Not long after this messages began to come in from Miss Maude Adams, who is playing in Kansas City, and other Frohman stars, asking for details. Across Broadway in the Selwyn offices cable and local telephone wires were being kept busy in an effort to try to learn something definite as to the fate of Charles Klein.

FEAR FROHMAN WAS LOST.

London Friends Unable to Get News of Theatrical Man.

Special Cable Despatch to THE SUN.

LONDON, May 7.—It is feared in theatrical quarters that Charles Frohman was not saved. There is no definite news about him, but his many friends in London after an unavailing inquiry by telegraph to every possible point have begun to fear the worst. Frederick Harrison, lessee of the Haymarket Theatre, after speaking of the American theatrical man asked:

"What is the United States going to do about this? What will Washington have to say about the drowning, the murder of American citizens? Is America going to take it 'lying down?'"

LUSITANIA, BUILT EIGHT YEARS AGO, COST $7,500,000

World Marvelled and Germany's Jealousy Was Aroused When She Made Speed Record of 4 Days 10 Hours—Captain Lacked Fear.

When the Cunarder Lusitania came into the port for the first time, on September 13, 1907, she was hailed as the most graceful greyhound that ever crossed the Atlantic. She was built for speed and her lines suggested the Yankee packets of the days before steam had superseded sail. She and her sister ship, the Mauretania, which came later, were properly looked upon as the "sweetest" liners of the wireless seas.

The Lusitania had the distinction of being the first of the big turbine ships in commission. Her advent caused the Germans, who had wrested the glory of holding the record from the Britons by building swifter ships, propelled by reciprocating engines alone, to assert, with symptoms of anger, that it was only through Government subsidy that England was able to vanquish the German fliers.

It is recalled that Herr Ballin, head of the Hamburg-American Line, then said in a speech to German bankers that England had "in the Atlantic flight dropped her principle of the free play of the forces to which she owed her brilliant economic development and had richly endowed a company so that it should only by a little excel the German liners."

Established New Record.

Thus it is seen that eight years before the great war Germany had feeling against her neighbor because Britain had taken the Atlantic blue pennant from her. This feeling was manifested on every German liner that arrived here after the Lusitania cut down the record of the old Deutschland and established for herself what seemed to be the unbeatable record of 4 days 10 hours and 41 minutes, later cut down twenty minutes by the Mauretania.

Ever since the Lusitania created the great Atlantic record the masters of German ships and their officers and men have not hesitated to express themselves displeased with the system and the Government that created the colossal Cunarder and her sister ships.

The Lusitania, going at top speed for one nautical day, has averaged 27.32 knots, and it was believed that she could steer clear of any submarine that she might see, even close aboard, by the swift manipulation of her screws, which gave her power to turn practically within her length, and that if she could not avoid torpedoing by this manoeuvre she could have gotten out of the way by putting on full speed.

Captain Was Confident.

Capt. Turner expressed himself confident of escaping any under or oversea boat that he saw first when he sailed hence on his latest trip aboard the Lusitania. He is a true Briton and declared with a show of disdain that he would not hoist the American flag to dodge the Kaiser's submarines. In saying this he made no comment on the action of Capt. Dow, who frankly said he believed he was doing his duty in putting up the Stars and Stripes to save his passengers from going down through the use of German submarines. Capt. Dow, who is an Irishman, was superseded in command by Capt. Turner.

The construction of the Lusitania and her sister ship was a national event. It marked the recognition by the British Government of the necessity of establishing for the British mercantile marine speed supremacy at sea and the maintainance of a fleet of liners to be available immediately for cooperation with the British navy. The Government put up about $13,000,000 to assist the Cunard Line in the building of the Lusitania and the Mauretania, which, it was stipulated, should be capable of attaining a minimum average speed of 24½ knots in moderate weather. Each ship cost complete after going into service about $7,500,000.

Subsidized by Government.

The Government demanded that the Cunard Line should pay 2½ per cent. on the loan of $13,000,000, which was a part of what was called a "mail and war service subsidy." The Government paid the Cunard Line $750,000 annually as a subsidy for both ships, which fulfilled all the speed and other requirements of the Government.

When she first appeared here the Lusitania was the biggest liner in the world. She displaced 45,000 tons, was 790 feet long and 88 feet extreme beam. Her turbine engines, driving four shafts, had a combined horse-power of 70,000. She was fitted in finer style at that time than any other vessel entering the port of New York. Since she had been eclipsed in interior glory by the Aquitania and the big ships of the Hamburg-American Line. She was the first liner to use the Ambrose Channel.

Since the Titanic disaster all steamships from overseas arriving in American ports have been forced to equip with lifeboats sufficient to carry all hands, passengers and crew, aboard, and the Lusitania complied rigidly with the law. She had in all 2,104 souls and her lifeboat and life raft accommodations were for 2,605 persons. In her lifesaving outfit were twenty-two large lifeboats, twenty-two collapsible boats and fourteen rafts.

It was remarked by steamship men yesterday that in the event of the Lusitania having a wound in the side that might give her a heavy list all the lifeboats on the high or upper side of the ship would be unavailable. This would account for loss of life, due to the inability to properly launch about half the boats. The Lusitania was not equipped with extension davits that might have made it possible to launch boats on the high side of the ship.

SINKING JUSTIFIED, SAYS VICTOR RIDDER

Saddened by Fate of Lusitania, but Thinks Germany Right.

Victor F. Ridder, son of Herman Ridder and treasurer of the *Staats-Zeitung*, holds that Germony was justified in destroying the Lusitania as an act of reprisal against Great Britain. Explaining that his father was confined to his home by illness, Mr. Ridder dictated this statement to reporters yesterday afternoon:

"I am very sad to hear the news of the Lusitania. I still hope there has been no loss of life, but it seems impossible that so great a ship could be sunk without some loss of life.

"Personally I feel much the same as I did on the day the news came of the sinking of the Titanic. The sinking of the Lusitania is greatly to be regretted, as it has no material bearing on the war either way. But at the same time we Germans feel that the attack was justifiable, but purely as an act of reprisal.

"England's effort to starve the German nation, and incidentally any Americans or other neutrals who might be in that country, is a good reason for the German reprisal against England. If the English would lift their embargo on food supplies meant for Germany there would be no reason for the reprisal.

"Furthermore, sufficient warning was given by Germany. Americans going abroad in a British ship into the war zone do so at their own risk, much as if they went on a British battleship. It is a difficult matter to give warning after passengers are on board ship. The submarine commander has no way of knowing whether or not the ship attacked carries a gun—and an ordinary rapid fire gun would sink a submarine." He added:

"My emotions are rather conflicting regarding the Lusitania's loss. Personally I deeply regret it, and no Germans are doing such things because they want to. Yet we cannot help feeling that at this time it is justifiable."

EXPLOSION IN BOILERS, NAVAL MEN'S THEORY

Washington Suspects Also That Two Torpedoes May Have Been Fired.

WASHINGTON, May 7.—Naval circles were amazed to-day at the reports that a German submarine had torpedoed the giant liner Lusitania with such deadly effect that she sank in half an hour. It had been the opinion here that the high speed of the liner would make it impossible for a submarine to get close enough to her to torpedo her.

The only theory advanced in explanation of their apparent success is that one or more submarines lay in wait for the Lusitania in the waters where her course would be most restricted by the narrowness of the passage between England and Ireland. It was pointed out that the Lusitania is ordinarily visible at a distance of fifteen miles or more. Once sighted, proceeding toward the submarines, they would be required only to submerge and await her near approach.

That either more than one torpedo struck the Lusitania or that the first torpedo caused an explosion in her boilers is the explanation advanced for the terrific damage done to the vessel, causing her to sink in half an hour. The Lusitania is so protected by watertight compartments that naval men were of the conviction that she could not be sunk by a single torpedo unless chance directed the missile to the boiler rooms, causing them to explode. It is conceded that an explosion of the boilers would undoubtedly tear the vessel to pieces.

When it was reported that the liner sank in half an hour naval men instantly expressed the view that only by a miracle could all the passengers have been saved in that length of time. It was noted that the only wireless message reported as having been received from the Lusitania stated that she had a big list. This, it was declared, would render useless the boats on one side.

WAR ZONE DEAD 570; 82 SHIPS ATTACKED

Full Casualty List Since German Decree Went Into Effect on Feb. 18.

LUSITANIA NOT INCLUDED

Eighty-two merchant vessels of the Allies and neutral nations have been torpedoed or mined in the "war zone" about the British Isles since Germany's submarine blockade became effective on February 18. About two-thirds of them were sunk, the remainder limping to port.

According to press tabulations 570 lives have been lost on these eighty-two vessels, not including any that may have been lost in the sinking of the Lusitania yesterday. The complete list of victims of the German submarines, with nationality, date of destruction and casualties, is as follows:

Dinorah, French, torpedoed, February 19. All saved.
Belridge, Norwegian, torpedoed, February 19. All saved.
Evelyn, American, sunk by mine explosion, February 20. One dead.
Ejarka, Norwegian, mine, February 20. All saved.
Cambank, British, torpedoed, February 20. Four dead.
Downshire, British, torpedoed, February 20. All saved.
Regin, Norwegian, torpedoed, February 22. All saved.
Carib, American, mine, February 22. Two lost.
Bransome Cline, British, torpedoed, February 22. All saved.
Oakby, British, torpedoed, February 23. All saved.
Rosvernana, British, torpedoed, February 23. All saved.
Harpalion, British, torpedoed, February 23. Three dead.
Rio Parana, British, torpedoed, February 23. All saved.
Deptford, British, mine, February 23. One dead.
Clan MacNaughton, British, torpedoed, February 24. Two hundred and eighty lost.
Western Coast, British, mine, February 24. All saved.
Svarton, Swedish, torpedoed, February 24. All saved.
Noorsedyk, Dutch, torpedoed, March 5. Not known.
Tangistan, British, torpedoed, March 9. Thirty-seven lost.
Blackwood, British, torpedoed, March 5. All saved.
Bengrove, British, torpedoed, March 9. All saved.
Princess Victoria, British, torpedoed, March 9. All saved.
Beethoven, British, torpedoed, March 10. Two lost.
Indian City, British, torpedoed, March 11. All saved.
Headlands, British, torpedoed, March 11. All saved.
Afterwen, British, torpedoed, March 11. All saved.
Andalusian, British, torpedoed, March 11. All saved.
August Consell, British, torpedoed, March 11. All saved.
Florizan, British, torpedoed, March 11. One dead.
Meridale, British, torpedoed, March 11. All saved.
Invergill, British, torpedoed, March 12. All saved.
Hanna, Swedish, torpedoed, March 12. Six dead.
Atlanta, British, torpedoed, March 14. All saved.
Fingal, British, torpedoed, March 16. Six dead.
Leeuwarden, British, torpedoed, March 17. All saved.
Glenartney, British, torpedoed, March 18. One dead.
Blue Jacket, British, torpedoed, March 19. All saved.
Calmtoor, British, torpedoed, March 21. All saved.
Concord, British, torpedoed, March 22. All saved.
Medea, Dutch, torpedoed, March 4. All saved.
Hyndford, British, torpedoed, March 19. One dead.
Vosges, French, torpedoed, March 27. One dead.
Delmira, British, torpedoed, March 28. All saved.
Palaba, British, torpedoed, March 2. One hundred and eleven lost.
Aquilla, British, torpedoed, March 28. Thirty-three lost.
Amstel, Dutch, mine, March 28. All saved.
Flaminian, British, torpedoed, March 29. All saved.
Crown of Castile, British, torpedoed, March 29. All saved.
Seven Seas, British, torpedoed, April 1. Thirty lost.
Emma, French, torpedoed, April 1. Nineteen lost.
Southpoint, British, torpedoed, April 2. All saved.
Schieland, Dutch, torpedoed, April 1. One lost.
Nor, Norwegian, torpedoed, April 2. All saved.
City of Bremen, British, torpedoed, April 4. Four lost.
Northlands, British, torpedoed, April 5. All saved.
Chateaubriand, French, torpedoed, April 8. All saved.
Harpalyce, British, torpedoed, April 10. Seven lost.
Wayfarer, English, torpedoed, April 11. All saved.
Guernsey, English, smashed on rocks seeking to escape submarine, April 11. Seven lost.
Katwijk, Dutch, torpedoed, April 14. All saved.
Flaminian, English, torpedoed, April 14. Eight lost.
Ellispontos, Greek, torpedoed, April 17. All saved.
Eva, Norwegian, burned, April 22. All saved.
Oscar, Norwegian, burned, April 22. All saved.
Ruth, English, torpedoed, April 22. All saved.
Capriva, Norwegian, mine, April 23. All saved.
Edgale, English, torpedoed, April 30. All saved.
Svorono, Russian, torpedoed, April 30. All saved.
Guilflight, American, torpedoed, May 1. Three lost.
Fulgent, English, torpedoed, May 2. One killed, several missing.
Europe, French, torpedoed, May 2. All saved.
America, Norwegian, torpedoed, May 1. All saved.
Laila, Norwegian, torpedoed, May 1. All saved.
Baldwin, Norwegian, torpedoed, May 2. All saved.
Eclida, Swedish, torpedoed, May 2. All saved.
Elsa, Swedish, torpedoed, May 3. All saved.
Minterne, English, torpedoed, May 3. Two lost.
Cathay, Danish, torpedoed, May 5. All saved.
Earl of Latham, British, shelled and sunk, May 5. All saved.
Lusitania, English, torpedoed, May 7. Losses not known.
Centurion, English, torpedoed, May 4. All saved.
Condidate, English, torpedoed, May 7. All saved.

SIX PASSENGER SHIPS SUNK.

Attacks by German War Vessels Cost 155 Lives Up to Yesterday.

Including the Lusitania, six passenger vessels have been sunk by German warships since the war began. The loss of life in three of these disasters totalled 155. The list follows:

Amiral Ganteaume, French, sunk by German submarine off French coast, October 26. Had 2,000 refugees aboard. Forty lives lost.

Floride, French, sunk by German converted cruiser Prinz Eitel Friedrich off Brazilian coast, February 19. Crew and eighty-six passengers saved.

Guadeloupe, French, sunk by German converted cruiser Kronprinz Wilhelm near Island of Fernando de Noronha, South Atlantic. Crew and 142 passengers saved.

Falaba, British, sunk by German submarine off coast of Wales, March 27. Had 160 passengers aboard. 112 passengers and members of the crew lost, including Leon Chester Thrasher, an American civil engineer.

Aguila, British, sunk by German submarine in English Channel, March 27. Three passengers and twenty-three of crew lost.

Lusitania, British, sunk by German submarine off Irish coast, May 7. There were 1,254 passengers aboard. Loss of life yet undetermined.

MANY SUBMARINES LOST.

Germans Have Sacrificed Twelve Undersea Boats in Blockade.

According to official count on both sides, twelve German submarines have disappeared since the war began. At least five of these have been sent to the bottom since the under sea warfare against British commerce was begun on February 18. Four were officially admitted to have been lost since March 1 and the destruction of the U-29 was admitted on April 8. At the same time it was rumored in German naval circles that twelve of the craft had been sunk since February 18.

The largest of the submarines destroyed were the U-15 sunk by the British cruiser Birmingham in August, U-18, sunk by a British patrol boat in November, U-6 sunk in the Channel on March 4, and the U-29 sunk on March 28. The others known to be out of the way are the U-12 and U-20. Three unidentified craft were sent to the bottom on October 26, October 30 and February 28. The others not named but admittedly missing have not been heard of in weeks.

German Consul and Staff Cheer.

PHILADELPHIA, May 7.—Dr. George Stobbe, the German Consul here, and his corps of office clerks cheered heartly when the news of the sinking of the Lusitania was announced to them by a reporter this afternoon.

ZONE OFF IRELAND IS 50 MILES BROAD

The maritime war zone proclaimed by the German Government to take effect February 18 included the waters surrounding Great Britain and Ireland as follows:

Along the northern and western coast of Scotland and the northern, western and southern coasts of Ireland, a strip of water fifty miles broad. From the Shetland Islands southward and eastward, upward of 100 miles, exclusive of the shipping route north of the Shetlands.

The eastern part of the North Sea is free, as is a thirty mile strip off the Dutch coast. The zone includes the entire English Channel, the Irish Sea, the North Channel, between Scotland and Ireland, and St. George's Channel, between Ireland and southwestern England.

Give us an opportunity to convince you

Are you located in the Equitable? Are you thinking of locating in the Equitable? Do you appreciate the value of locating in the Equitable?

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INSURANCE CARRIED BY THE GOVERNMENT

Amount Placed on Lusitania Is Estimated Between $5,000,000 and $10,000,000.

The tremendous financial loss incurred by the sinking of the Lusitania it is generally believed will fall on the Cunard Company and the British Government, though nothing definite could be learned in this city yesterday.

Officials at the company's offices on State street estimated the amount of insurance carried on the liner at amounts ranging from $5,000,000 to $10,000,000, the general belief being that at the time of the announcement by Admiral Von Tirpitz of the proposed German blockade the British Government took over about 80 per cent. of the total amount. The balance, according to those in touch with the workings of the big company, is covered by a general sinking fund established some years ago by the company into which a large amount of the company's earnings is put each year.

The immediate effect of the sinking of the Lusitania was to double the premium on marine insurance rates. At noon yesterday the rates on swift British bottoms bound for England was 1 per cent. When the sinking of the Lusitania was confirmed the rate went up without a hitch to 2 per cent., thus advancing 100 per cent. in a little less than two hours. Only one risk was known to have been taken at this rate, however, the majority of marine insurance men stating that there was no market. What the developments in the marine insurance field will be to-day underwriters refused to estimate, preferring to wait for further news from their London agents and correspondents before making calculations as to the future.

At the offices of Chubb & Son, underwriters at 5 to 7 South William street, Hendon Chubb said that his company carried the insurance of a part of the cargo on the liner. Mr. Chubb said: "It is not customary for us to announce the amount we handle, but as there was a very small cargo carried by the Lusitania when she left here last time, not more than 1,500 tons, it can readily be seen that our loss is not a very great one. There were no bonds or gold aboard to make the cargo a valuable one, and the entire cargo from the American market I don't believe is worth over $500,000.

"The hull of the vessel is insured, if at all, in England, and of the total amount I believe the British Government has nearly 80 per cent.

"The German exploit in sinking the Lusitania is a remarkable and spectacular indeed. I don't believe there was a man interested in it believed the Lusitania could be sunk so fast for any submarine to do. We all thought that it would take too fast for any submarine to do. I cannot tell just at the present time what the probable effect of the incident will be on shipping in general, but up to the present time the insurance rate has been 1 per cent. I am afraid that the rates will go soaring as the result of the occurrence and probably more than double.

At the Cunard offices Charles Sumner, general agent of the line, was asked about the insurance of the ship. He retorted sharply with: "I don't know anything about the insurance and won't talk about anything I am not acquainted with." Herman Winter, assistant to Mr. Sumner, was more communicative. The inquiries were forwarded to the London office of Cunard Line, where, it was stated, the placing of the insurance was handled.

The Bantam Sweet Corns

Golden Bantam and Bantam Evergreen

are the two sweetest Sugar Corns. The most delicious of all vegetables. As small a plat as 15 hills may be grown in any garden. Plant soon and later for a succession.

You don't know what Sweet Corn is till you grow it and cook it straight from the garden.

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