

# How News of the Disaster Came Over Wire

(Continued from Page One.)

doubt was expressed as to whether the liner had had time to reach the Irish coast.

At 2 o'clock the Cunard line gave out the following cablegram received from Liverpool:

"End wireless reported distress calls made by Lusitania, as follows:

"Come at once."

"Big list; position ten miles south Kinsale."

"Subsequently received telegram from Queensdown that all small craft in harbor dispatched to assistance."

The second message read:

"Queenstown, 4:59 p. m.—Old Head of Kinsale wire begins: 'About twenty boats of all sorts belonging to Lusitania are in vicinity where sunk. About fifteen boats are making for spot to render assistance. Weather clear.'"

At 2:02 o'clock this flash came:

"Reported Liverpool Lusitania sunk."

Exactly one minute later came this from London: "Lusitania torpedoed 2:33 this afternoon off Old Kinsale Head."

No loss of life had been reported yet. Small boats of every description were rushed from Queensdown to Old Head of Kinsale, off which point the big liner was torpedoed.

An unconfirmed report reaching New York a few moments later stated that the Lusitania was beached.

At the point of attack the liner's course is normally within sight of the coast.

At 2:02 o'clock came a report from London that all passengers were saved.

A third cablegram received by the Cunard line read:

"Liverpool—Following received by Admiralty galley head, 4:25 p. m.—Several boats apparently survivors southeast nine miles Greek steamer proceeding to assist."

A dispatch from London at 2:17 o'clock said:

"A report received tonight said that it was reported the Lusitania was sunk by an infernal machine and not by torpedo from a submarine. This report lacked confirmation."

While the cable dispatches were bringing details of the Lusitania's sinking, four well-dressed women walked calmly into the Cunard offices and bought tickets to sail next week on a Cunard liner for Liverpool.

At 2:15 o'clock the offices of the Cunard Line at the Battery, New York, were crowded with people attracted by the news. As yet, however, there was no excitement and the officials maintained an appearance of calm. It was evident, however, that each bulletin made the situation more serious and there was an air of intense anxiety.

At 3 p. m. the Cunard officials gave out the fourth cable message received by them, as follows:

"LIVERPOOL, 2:33 p. m.—Queenstown wires Old Head wires begin: 'Large steamer just arrived in vicinity apparently rendering assistance. Tugs patrolling, etc., now on the spot taking boats in tow. Motor fishing boat with two Lusitania's boats bearing probably for Kinsale end. Have wired Kinsale agent to render every assistance; to advise us if any boats are towed in there.'"

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# White House Declines to Comment on Sinking

President Wilson had just finished lunch when he was informed by Assistant Secretary Forster of the press dispatches telling of the sinking of the Lusitania.

Just before that he had been holding a conference with Charles R. Crane, of Chicago, who is expected to sail for Europe May 22 on a special mission for the President.

Before that the President had been conferring with his Cabinet regarding the attack on the American steamer Gulfight by German submarine last week.

No comment was made at the White House, in absence of any official confirmation, the State and Navy Department having advised the White House that their only information was that given them by the newspaper men.

That the Lusitania would be attacked on her arrival in the war zone has been the one big fear of the Administration. It was thought the action of the German embassy in publishing an advertisement last week warning the Americans not to go abroad on the Lusitania foreshadowed an attack on that vessel.

Regardless of this warning and the receipt of a number of anonymous telegrams of a similar character, scores of Americans, including men, women, and children, decided to take their chances.

It is admitted in Administration circles that if any of these Americans have been killed by the attack on the Lusitania the situation will be the most critical faced by the United States Government since the outbreak of the war.

Confronting officials is the plain threat contained in the American protest against the war zone decree of Germany that if any American lives were lost in submarine attacks upon merchant vessels the United States would take measures to safeguard its interests, regarding such an attack as "an unfriendly act."

Following the receipt of the information conveyed to him by Mr. Forster the President did not leave the White House for his customary afternoon game of golf.

One suggestion thrown out in official circles was to the effect that if no American lives were lost the attack on the Lusitania might serve a good purpose in dissuading Americans from taking unnecessary risk by persisting in going abroad in the ships of belligerent nations for purposes of pleasure. Some time ago Secretary Bryan issued a formal statement in which he urged Americans not to go abroad and visit belligerent countries on mere sight-seeing tours.

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# CUNARD LINE FIRST TO TELL OF SINKING

Crowds Gathered Before New York Offices as First Rumor of Disaster Came.

NEW YORK, May 7.—The Cunard Steamship Line gave to the world today first news of the sinking of the queen of their fleet—the giant Lusitania.

Officials first announced the torpedoing of the vessel as an unconfirmed rumor. Later they made public the full text of messages as they were received, one by one confirming the sinking of their giant.

Crowds were attracted to the big building on the Battery with the first whisper of the rumor. They grew in magnitude every moment. But officials of the company remained calm and receipts of work as probably all the ship's passengers were safe averted such scenes as attended the receipt of word of the Titanic's destruction.

The prophetic warning received by passengers when the Lusitania sailed on Saturday were recalled. Scores of the more prominent messages were handed telegrams when they boarded the vessel signed "John Smith," "Henry Jones," "James Doe," and other patently fictitious names warning them to cancel passage.

Warning of Embassy. Some mentioned torpedoing as the fate which would befall the Lusitania; others merely hinted at mysterious danger. Mysterious strangers circulated among passengers and their friends on the pier who whispered warnings and predicted dire things would happen on the voyage. Their persistence led to complaints that as agents of the Cunard line private detectives sought to locate the men, they disappeared.

At that time attention was directed forcibly to a warning notice published in all New York newspapers during the latter part of last week, and signed "Imperial German Embassy." It read:

"NOTICE. 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 notifications 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 2, 1915.

The First Rumor. Cunard officials maintained their optimism as to the safety of passengers and their confidence had a good effect in controlling the crowd which by 3 o'clock had filled the halls of the office building and the street in front.

It is pointed out that the Lusitania had first been struck by a torpedo at 2 o'clock on Friday morning. If this is true, and the Cunard liner did not sink until 2:33 p. m. Friday, it was apparent that her commander had ample time in which to provide fully for the safety of his passengers, take them off the Lusitania into lifeboats and possibly remove some of their effects. This rumor was not traceable to any source, but was in general circulation.

Cunard officials promised all inquirers that they would make all news received by them public as soon as possible.

Although officials today preserved extreme reticence on the Japan-China situation, there was evidence of keen interest in the rapid march of events in the far east, both at the White House and the State Department.

Secretary Bryan was an early caller at the White House, and had a long talk with the President. The Japanese ambassador later called at the State Department and saw Secretary Bryan. He would say nothing except that a subject of "mutual interests" had been discussed. He indicated that the embassy would soon have a statement to make public.

Secretary Bryan admitted official knowledge that an ultimatum had been considered, but denied that he knew of the delivery of an ultimatum from Tokyo to Peking.

Cabinet Discusses It. At the cabinet meeting the Japan-China situation was a subject of discussion. Nothing which has developed at this end of the line has indicated any purpose on the part of this Government to take steps for the protection of China in this time of extreme rivalry between the Chinese and Chinese integrity.

Secretary Bryan was asked today whether this Government had any real assurances that American rights of trade and commerce in China would be preserved if Japan carried out her program. He replied that he could add nothing to his statement of last night. In this statement, he said Japan had assured this Government she "had no intention of interfering with either the political independence or territorial integrity of China, and that nothing that she proposed would discriminate against other powers having treaties with China or interfere with the 'open door' policy to which all the leading nations are committed. He said this Government had no intention of surrendering any of its treaty rights with China."

540,000 British Troops in France and Belgium. PARIS, May 7.—An interesting calculation of the approximate strength of the British forces in France appears in the Economiste Français from the pen of Paul Le Roy Beaulieu, the famous economist and statesman. He takes Lloyd George's statement that the British forces now abroad are equivalent to thirty-six divisions.

Lord Kitchener spoke of an average of 300,000 men being sent each week across to the continent, so Beaulieu figures on 15,000 men to a division.

"We may remark, then," he says, "that the thirty-six English divisions in France and Belgium number about 540,000. By far the greater part of these are not at the front."

# ASTOR AEROPLANE IS BADLY DAMAGED

Test Trip Brings Crash With Marble Head Seawall—Aviator Injured.

MARBLEHEAD, Mass., May 7.—Vincent Astor's new "safety" aeroplane was badly damaged today in a trial flight, preparatory to Mr. Astor taking his flight next Monday.

Aviator Clifford L. Webster, with Mechanic Richard Corman, took the plane for a test trip, but when they had ascended about 200 feet the motor stopped. Webster had to vtolplane.

The machine crashed into a sea wall, throwing Webster and Corman to the roadway along the beach. Corman escaped unhurt, but Webster was badly bruised and sustained a broken wrist.

# PERUVIAN COAST TO BE COLONIZED

Bretting Company's Proposal To Irrigate Land For \$10,000,000 Is Accepted.

LIMA, Peru, May 7.—The Edward N. Bretting Company's proposal to irrigate and colonize Peruvian coast lands at an expense of \$10,000,000 was approved today by President Benavides.

A supreme decree was issued, accepting the contract. Bonds for the \$10,000,000 were authorized, which the Bretting company will negotiate.

Henry Clay Howard, former American minister to Peru, negotiated the transaction.

# U. S. ODENWALD NOTE TO BE MADE PUBLIC

Secretary Bryan Expected to Give Out Rebuke to Germans Within Twenty-Four Hours.

Secretary of State Bryan is expected to make public, within the next twenty-four hours, the note sent to the Berlin foreign office in reply to its communication on the Odenwald incident at San Juan, Porto Rico, in which the German government characterized the attempt to stop the Odenwald from leaving port without clearance papers as an attack.

The note, it is believed, takes the foreign office sharply to task for its reckless use of English, as all previous programs from San Juan say the effort of the vessel to escape without clearance papers was a "clear violation of her obligations," and that the German commander attempted to deceive the port officials who were on board as she sailed.

The State Department's answer evidently is based upon the report of Lieutenant Colonel Burnham in charge of the army post at San Juan who stopped the Odenwald with a shot across her bow. This report was asked by Secretary of War Garrison and recently was forwarded to the State Department as the basis of an answer to the German communication.

Edwin Callow, chairman of the entertainment committee that is arranging a program for the annual shad bake by the Board of Trade, May 22, at Chesapeake Beach, with Paul F. Grove, vice chairman; Frank M. Pierce, secretary, and Charles R. Bartlett, musical director, has completed arrangements for the several features.

Among those who will contribute are Edwin Callow, Arthur B. Pierce, E. B. Goldsmith, Otto Woerner, George Gross, Kirk Miller, Charles Shackleton, Byron Hildgett, William A. Rodgers, Odell Whipple, James P. Shick, William Claiborne, E. F. Colladay, Edwin Callow, Louis C. Wilson, Odell B. Smith, Horace Ward, George H. Markward, Oliver A. Phelps, Edgar R. S. Embrey, J. Crosby McCarthy, Clarence Sorrell and Walter Sorrell.

The executive committee of the entertainment committee embraces, in addition to the chairman, vice chairman and secretary, Wellwood White, H. O. Hundro, Dr. Leonard H. English, Claude E. Bennett, Charles R. Bartlett, David M. Lea and Odell L. Whipple.

Both Colonel Harper and William F. Gudd, chairman of the general committee of 100, are anxious that every subscriber make his first payment before the middle of the month in order that the books may be delivered without delay and paid for the call for the second and final payment, which will be due June 1. Many of the expenditures for the celebration will have to be made before the veterans arrive in Washington. Consequently, the men at the head of the various committees are endeavoring to secure as much money as possible in hand before contracting any obligations.

With only six reservations upon the chartered steamer Three Rivers unsubscribed for, the "booster" committee of the Retail Merchants' Association has completed every detail for the spring gambol which will consist of a trip, beginning tomorrow afternoon, to Chesapeake and up the Potomac to Washington.

A number of handsomely appointed automobiles have been obtained by the merchants for the parade which will be the inaugural feature of the trip. The cars will be parked at Eleventh street, south of Pennsylvania avenue, and decorated with large banners bearing slogans admonishing the public to "Buy in and Boost for Washington." The parade will begin promptly at 3 o'clock, and will follow a route that leads through the more important business streets.

Dictagraph "Quoted" in Counter-charge to Wife. Dr. Mark C. Bullis, a surgeon dentist, charges in an answer to the petition of his wife, Emma F. Bullis, for a limited divorce, filed in the District Supreme Court this afternoon, that by means of a dictagraph which he had installed in his home, he overheard a conversation between Mrs. Bullis and a male boarder. According to Dr. Bullis the dictagraph was concealed under the boarder's room and a shed in the rear yard.

It is alleged by Dr. Bullis that he became suspicious of his wife, and that he not only employed a dictagraph, but also attached an electrical device to the dictagraph which would render it liable to detection by her.

Charges of cruelty preferred by Mrs. Bullis are denied by her husband.

Hoch Manufacturing Co. Plant Burns to Ground. HAGERSTOWN, May 7.—The large plant of the Hoch Manufacturing Company, just south of this city, was destroyed by fire at noon today. The loss is between \$5,000 and \$10,000. The insurance amounts to \$6,500.

The factory was built two years ago. The city fire department could render little assistance, as there was no water.

DEATHS (For Late To Classify) WHALEN—Suddenly on Wednesday, May 5, 1915, at 10 p. m. WILLIAM W. WHALEN, Funeral Saturday at 2 p. m. Friends and relatives invited.

# PARTIAL LIST OF THOSE ON VESSEL

- George R. Copping, Toronto.
- Mrs. Copping, Toronto.
- Mrs. William Crichton, New York.
- Paul Crompton, Philadelphia.
- Mrs. Crompton, infant, and nurse, Philadelphia.
- Master John Crompton, Philadelphia.
- Miss Alberta Crompton, Philadelphia.
- Miss Catherine Crompton, Philadelphia.
- Master Ramelley Crompton, Philadelphia.
- Mrs. Robert W. Crooks, Toronto.
- A. B. Cross, Malay States.
- R. E. Dearbergh, New York.
- C. M. A. Depage, New York.
- C. M. Dingwick, Chicago.
- Miss C. Dougall, Quebec.
- Audley Drake.
- Alan Dredge, New York.
- Mrs. Dredge, New York.
- James Dunsmuir, Toronto.
- W. A. Emond, Quebec.
- John Fenwick, Switzerland.
- Dr. Howard Fisher, New York.
- Justin M. Forman, New York.
- Charles F. Fowles, New York.
- Mrs. Fowles, New York.
- Richard H. Freeman, Jr., Boston.
- F. Friedenstein, London.
- P. Friedenstein, Farmington, Conn.
- Edwin W. Friend, Farmington, Conn.
- Charles W. Frohman and valet, New York.
- Fred J. Gauntlett, New York.
- G. A. Gilpin, England.
- Edgar Gorer, New York.
- Montagu Grant, Chicago.
- Mrs. Grant, Chicago.
- Frederick S. Hammond, Toronto.
- Al Hammond, Toronto.
- Mrs. Hammond, New York.
- O. H. Hammond, New York.
- C. C. Hardwick, New York.
- Owight C. Harris, New York.
- F. W. Hawkins, Chicago.
- C. T. Hill, London.
- William S. Hodges, Philadelphia.
- Mrs. Hodges, Philadelphia.
- Master W. S. Hodges, Jr., Philadelphia.
- Master Dean W. Hodges, Philadelphia.
- Master W. R. G. Holt, Montreal.
- Thomas Home, Toronto.
- Al Hopkins, New York.
- Elbert Hubbard, East Aurora, N. Y.
- Mrs. Hubbard, East Aurora, N. Y.

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