



1,216 Is Latest Estimate of Death Toll on the Torpedoed Lusitania

Horror Equals If Not Exceeds Awful Calamity That Befell the Titanic Three Years Ago—Heartrending Scenes As Giant Vessel With Its Toll of Human Freight Sinks Beneath Waves—Two Torpedoes Struck Doomed Vessel, Says Toronto Newspaper Man Who Was Among Survivors—He Declares There Was No Panic Among the Crew and Latter Proceeded in Prompt Manner to Get Passengers Into Boats—List of Survivors As Sent By U. S. Consul From Queenstown—A. G. Vanderbilt Among the Prominent Men Lost

By Associated Press.

London, May 8.—The latest available information indicates that about two-thirds of the persons on board the Lusitania lost their lives.

The number of passengers is given by the Cunard steamship representatives in New York at 1,254 and of the crew as 665, a total of 1919. The number of survivors now accounted for is 703. This indicates a death list of 1,216.

Hopes that the list of persons saved may be materially increased were dashed by an announcement from the British Admiralty that all but one of the rescue fleet which put out from Queenstown had reported and that there was little prospect of news of further survivors.

Of the 290 first-class passengers it is now believed only 76 were saved. No word has been received of Alfred G. Vanderbilt, Charles Frohman and other prominent men who were aboard. The story of the Lusitania came in slowly owing partly to the confusion prevailing at Queenstown, where most of the survivors were landed. No information was available as to how many of the Americans on the Lusitania had gone down. Stories told by survivors seemed to confirm the earlier report that the Lusitania had been struck by two torpedoes.

Ambassador Gerard at Berlin was directed to make inquiry of the German government concerning the sinking of the Lusitania.

While the situation is regarded at Washington as a serious one on account of the loss of American lives, it is expected the government will await the receipt of official information from Germany before deciding upon further steps.

An Admiralty statement given out in London shortly before 6 o'clock this morning placed the number of survivors at 658.

At 1.50 p. m. there was received in London a report from Ireland that 45 more survivors had been brought into Queenstown. If these 45 persons were not included in the total of 658 announced by the Admiralty the total of recorded survivors up to the present time is therefore 703.

Queenstown, Via London, May 8, 10.16 A. M.—The various craft that yesterday afternoon went out from here to the scene of the Lusitania disaster returned to Queenstown last night and early to-day. All of them brought survivors in greater or lesser number. It is now estimated here that six hundred will be the outside number of those saved. No trace has been found here

of either Alfred G. Vanderbilt or Charles Frohman. The latest rescue boats to arrive are bringing mostly bodies of the dead picked up from the water at the scene of the disaster. The dead now here number 124, and many of them are women. The naval and military authorities of Queenstown are rendering every assist-

ance possible in the removal of the dead and in assisting the injured to hospitals. The manager of the Cunard Line has taken ample hotel accommodations, as well as rooms in lodging houses, and there the survivors are being sent.

Awful Scenes in Queenstown
Queenstown has never witnessed such a scene before. The dead are being conveyed to morgues and undertaking establishments and numbers of motor cars have been brought into service to take the injured to hospitals. The less seriously injured are being helped ashore by sailors and soldiers.

Both men and women rescued, if they are able to walk, refuse to remain in their hotels. They haunt the docks, waiting and watching for friends and relatives.

Many of the survivors are still bewildered from their terrible experiences, and their accounts of the sinking of the Lusitania are not entirely clear. It is to be noted, however, that one and all united in eulogizing the manner in which the ship's officers behaved.

Crew Works With Heroism

Five minutes after the Lusitania was hit with the second torpedo amidsthips she had listed to such an extent that the life boats on one side could not be launched at all. The work of getting as many people as possible, for the most part women and children, into the only boats that could be got clear was at once undertaken by the captain and officers and men of the Lusitania and performed efficiently and with heroism. The scene as the big liner went down is described by the survivors as heartrending beyond words. Battling for life, the passengers called to relatives and friends or bade each other good-bye.

Collect Bodies of Floating Dead

The small boats which had gotten away from the side of the liner picked up a good many survivors who, with life belts or clinging to wreckage, were floating on the surface of the water. But soon the boats all were crowded. These boats were in turn picked up by rescuing steamers coming at full speed from shore points, but in many cases four and more hours elapsed before the rescuers reached the scene.

In many cases the only work left for the rescue workers to do was to collect from the water the floating bodies of the dead. Several passengers were taken aboard trawlers severely injured, only to die before they could be transferred ashore.

A. G. VANDERBILT, ELBERT HUBBARD AND MANY OTHER NOTABLES REPORTED LOST

New York, May 8.—Many persons notable in the business or social life of New York City were among those whose names were missing from the list of survivors of the Lusitania made public by the line here and at Queenstown.

Of those not reported as being saved Alfred G. Vanderbilt is one of the most widely known. Inheriting the bulk of the estate of his father, estimated at \$70,000,000 to \$100,000,000, he is one of the most wealthy men in New York. Also Elbert Hubbard, editor of the "Philistine," author of essays and publisher at East Aurora, N. Y., who is known throughout the country as "Fra Elbertus."

Charles Frohman, theatrical manager and producer, whose name had not been included among the survivors was another passenger. He was accompanied by Justus Forman, playwright and author. Charles Klein, one of the best known American playwrights, also accompanied Mr. Frohman. Dr. Pearson, the general manager of the Associated Press, is another American passenger not accounted for. Young Mr. Stone was well known as the one-time head of the book publishing firm of H. S. Stone & Company, and the founder and editor of the "Chap Book" and "The House Beautiful," two successful magazines.

Among others whose names had not been included in the list of survivors were: A. L. Hopkins, president of the Newport News Shipbuilding Dry Dock Company.

Dr. Pearson, a well-known American engineer, also one of the Lusitania's passengers, was associated with Commander Stackhouse as one of the backers of the expedition. Dr. Pearson, who was accompanied by his wife, for a visit to England, was interested largely in Mexican railways.

Commander J. Poster Stackhouse, head of the proposed British Antarctic Oceanographical Society, which contemplated a seven year trip to chart the Southern Seas. Commander Stackhouse came over here last summer to seek the assistance of Americans in the enterprise and purchased the exploring ship Discovery for the purpose. The fruition of the expedition was delayed by the war.

BRITISH ADMIRALTY GIVES OUT STATEMENT IN WHICH IT SAYS 1,500 WERE LOST

London, May 8.—Fifteen hundred persons lost their lives the British Admiralty estimates, when the Cunard Line steamship Lusitania was torpedoed yesterday afternoon off Old Head Kinsale, on the Irish coast. The known survivors number only 658, while there were 2,100 souls aboard the great liner when she was attacked. Of those who were saved, 595 were landed at Queenstown and 11 at Kinsale, while 52 others are reported to be aboard a steamer. All but one of the rescue fleet of torpedo boats, tugs and trawlers which went out from Queenstown have reported. There is a slender hope that fishing boats may have rescued a few more.

In addition to the living brought ashore, the bodies of 45 who died of injuries or were drowned have been landed at Queenstown. Five more are at Kinsale and it has been reported that an armed trawler, accompanied by two fishing boats, has picked up 100 others.

Declined to Join Rush for Boats
The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the steamer received her death blow and declined to join the rush for the boats and life belts. They believed the Cunarder would remain aloft until assistance could arrive. Apparently every precaution had been taken against a surprise attack by a submarine. Lookouts were on the alert constantly as the giant steamship

Continued on Twelfth Page.

SURVIVORS, PARTLY CLAD, HAD CAST ASIDE CLOTHING AS THEY PUT ON LIFE BELTS

Dublin, May 8, 6.24 A. M.—Many of the Lusitania's survivors who landed at Queenstown were only partly clad, having cast aside as much clothing as possible when they donned life belts. Most of the men, women and children helped ashore by local bluejackets still wore these belts. One woman more than seventy years old was taken from the water after having been kept aloft for some time by the life belt she wore.

It was talking with Mr. Winters of the Cunard line when the ship was hit," said Charles C. Harwick, of New York, who has crossed the Atlantic sixty-one times. "Winters got into boat No. 17, which overturned and then swam to boat No. 19. Most of the saloon passengers were at luncheon and the proportion saved was small. Mrs. M. M. Pappadopolis, who was on her way to Athens with her husband, swam for a long distance toward shore before she was picked up. She believes her husband was drowned."

Julian De Ayala, Cuban Consul General at Liverpool, although one of those badly injured, swam about for a long time and came ashore wearing only his underclothing. He climbed into three different boats but apparently the first two overturned.

Bertram Jenkins, of New York, helped two women into a boat, which overturned as it reached the water, but later he saw one of the women, Miss Brandell, an opera singer, at Queenstown.

CAPTAIN TURNER, ON BRIDGE UNTIL SHIP SINKS, RESCUED

London, May 8, 8.02 A. M.—Captain Turner of the Lusitania, stood at his post on the bridge until his ship went down and was rescued three hours afterward wearing a life belt, according to D. A. Thomas, the Cardiff, Wales, coal magnate.

"Our course was shaped for shore immediately after the torpedo struck," he said. "There is a difference of opinion as to whether the steamer was struck by more than one torpedo, but I heard only one."

Many Survivors in Serious Condition
London, May 8, 10.32 A. M.—A number of survivors have been landed by fishing boats on Sovereign Island in the vicinity of Galley Head. Many are in a serious condition and it is feared that some will not survive.

Says Lusitania Was Not Armed
London, May 8, 1.51 P. M.—The British government to-day made the following announcement: "The statement appearing in some newspapers that the Lusitania was armed is wholly false."

Page Says Vanderbilt Perished
London, May 8, 10.24 A. M.—Alfred G. Vanderbilt apparently perished when the Lusitania went down, according to a message to Ambassador Page from the United States consul at Queenstown.

Frohman's Body Recovered
Queenstown, May 8.—The body of Charles Frohman, the theatrical manager of New York, has been recovered and brought to Queenstown, where it is now being embalmed.

LUSITANIA ON PREVIOUS TRIP MADE EVERYTHING READY FOR AN ATTACK

Tending to show that the captain of the Lusitania, on her voyage from this country which immediately preceded the one which ended yesterday when the great liner was sent to the bottom by a torpedo, A. M. Keane, of 167 Paxton street, this city, gave out to-day further details of a letter received from his sister, Miss Nora M. Keane, who sailed on the Lusitania on the previous trip. Brief reference to this letter was printed in the Star-Independent yesterday. While much of the letter is of a personal nature Mr. Keane made public the substance of that part of the communication which is of special public interest at this time.

According to Mr. Keane the letter states that on April 9, while the Lusitania was sailing toward Liverpool, and was off the coast of Ireland, the captain ordered forty-eight life boats to be placed in readiness, as if in fear something might happen. The captain, however, assumed an optimistic attitude, telling the passengers that no danger was anticipated.

During the voyage three engines were constantly in use but on April 9 the ship was ordered in readiness, and immediately the fireman and engineers steamed it up ready for instant use. For two nights before landing all lights on the outside of the vessel were extinguished and the decks were in total darkness.

Miss Keane further wrote that much anxiety was shown among the passengers and everybody was in a state of nervousness, although the captain insisted there was no danger.

Miss Keane sailed for Ireland on the Lusitania April 4, the vessel being delayed one day in starting from New York, due to a heavy gale off the coast. She was accompanied to New York by her brother, A. M. Keane, one of five brothers who are Pennsylvania Railroad engineers in this city. Mr. Keane remained in New York until the steamship set sail. He said he had never seen such a large number of people leave New York harbor or any ship before. He said most of the passengers on that voyage were from Canada. Miss Keane went to Ireland to visit her mother, who is ill.

TWO TORPEDOES STRUCK LUSITANIA, SAYS TORONTO SCRIBE, WHO WAS RESCUED

Queenstown, May 8, 3.18 A. M.—A sharp lookout for submarines was kept aboard the Lusitania when she approached the Irish coast, according to Ernest Cowper, a Toronto newspaper man, who was among the survivors landed here. He declared that after the ship was torpedoed there was no panic among the crew, but that they went about the work of getting passengers into the boats in a prompt and efficient manner.

As we neared the coast of Ireland," said Mr. Cowper, "we all joined in the lookout, for a possible attack by a submarine was the sole topic of conversation. I was chatting with a friend at the rail about 2 o'clock when suddenly I caught a glimpse of the conning tower of a submarine about a thousand yards distant. I immediately called my friend's attention to it. Immediately we both saw the track of a torpedo following the submarine as she approached. Portions of splintered hull were sent flying into the air and then another torpedo struck. The ship began to list to starboard.

"The crew at once proceeded to get the passengers into boats in an orderly, prompt and efficient manner. Miss Helen Smith appealed to me to save her. I placed her in a boat and saw her safely away. I got into one of the last boats to leave. Some of the boats could not be launched as the vessel was sinking. There was a large number of women and children in the second cabin. Forty of the children were less than a year old."

STOPS WAR PICTURES

Police Captain Thompson Requests They Be Not Shown To-day

Captain of Police Joseph P. Thompson to-day requested managers of motion picture houses to refrain from showing films containing war pictures because of a possible demonstration in the audience in view of the sinking of the Cunarder Lusitania yesterday off the coast of Ireland.

Defines an American Citizen
London, May 8, 4.39 A. M.—Discussing editorially the Lusitania disaster the "Standard" says: "An American citizen is he a comparatively obscure passenger on a West African liner, the captain of a tramp steamer, or a millionaire traveling in state on a transatlantic floating palace. But the mere vastness of the Lusitania disaster cannot fail to impress Washington with a more vivid sense of its responsibility."

United States Government Directs Ambassador Gerard to Ask the German Government for Report of Sinking of the Lusitania, As a Basis for Whatever Action May Be Taken By This Nation—Washington Officials Admit Situation Is Very Grave—President Is Deeply Shocked But Will Take No Steps Until All Available Information Is at Hand—Believed Germany Will Hold the Lusitania Was a Belligerent Vessel—Special Session of Congress Is Discussed

Washington, May 8.—Shocked and appalled by the tragic aspect of the Lusitania disaster as hourly developments disclosed its magnitude and far-reaching possibilities, with the probable loss of 137 American lives, President Wilson and his advisers are waiting for all facts and for a crystallization of public opinion to aid in laying out the course the United States will pursue in this latest international complication—the gravest the President has faced since the outbreak of the European war.

Nowhere in administration circles is there any disposition to minimize the situation, but President Wilson while seeking facts hopes that the country will assume an examining attitude and reserve full judgment until all complete information is at hand.

As more details began coming in activities at the White House and the executive departments of the government disclosed how much administration officials realize the tenacity of the situation.

Secretary Bryan cabled Ambassador Gerard at Berlin to ask informally the German government for its report on the disaster and to Ambassador Page at London he sent messages urging renewed efforts to aid the suffering and to gather information.

President Wilson, while he went to the golf links for his recreation, left strict instructions to be notified of any important dispatches. Cabinet officers who had planned a week-end holiday away from Washington cancelled their plans.

A Belligerent Vessel?
Chairman Stone, of the Senate Foreign Relations Committee, issued a statement counselling calmness and advising "don't rock the boat." Chairman Stone pointed out that qualifying circumstances must be taken into consideration because the Lusitania was a belligerent vessel, but he considered the attack on the American steamer Gulfight a much more serious offense against neutral rights.

Secretary Bryan and other members of the Cabinet were visibly depressed. Persons who talked with them found them sick at heart and grieved at the horror of the catastrophe. Notwithstanding that warnings had been given, it had been regarded as inconceivable by high officials that the threatened sinking of the vessel would actually be carried into effect.

The fact that the Lusitania was a British ship, flying the British flag and even had contraband of war aboard, did not remove from their minds the ever recurrent thought that a hostile submarine deliberately destroyed the ship with the knowledge that hundreds of defenseless neutrals and women and children were aboard.

Everywhere that aspect overshadowed the legal phases of the case, for, while there is said to be no precedent in international law for the attack without warning on a belligerent merchantman, it was realized that defense might be made on the charge that guns were mounted on the deck. That, however, the British government has denied.

In many quarters it was thought probable representations to Germany will be general, covering all the cases of attack on American vessels. It was pointed out that the case of the Gulfight, also torpedoed without warning, with a loss of three American lives might be made the basis for action by the United States, but that the Lusitania incident the death of Leon G. Thresher, an American, on the British steamer Falaba, and the attack by German airmen on the American steamer Cushing, might be grouped as an indictment by the American government against Germany for failure to observe the rules of international law.

China Has Not Yet Eplied
Tokio, May 8, 11.30 A. M.—The Japanese Foreign Office announces this morning that it had received no information as to the nature of China's reply to Japan's ultimatum.

Von Bernstorff in Seclusion
New York, May 8.—Count Von Bernstorff, German Ambassador to the United States, who reached this city last night, remained in seclusion to-day. It is understood that he left orders not to be disturbed.

Continued on Twelfth Page.

COAST GUARD SAYS VESSEL SANK WITHIN EIGHT MINUTES

Cork, Ireland, May 8, 6.04 A. M.—A coast guard who witnessed the sinking of the ship believes she sank within eight minutes. His story is confirmed by a Cork farmer who was working near Old Head Kinsale when he heard shots and, looking seaward, saw a steamer with her bows in the air. He said hardly ten minutes later she keeled over on her side and sank.

A resident of Ardfield estimates the ship was five miles from shore when he heard the crash of the torpedo when it pierced her side. For a moment she seemed to move slowly straight ahead, then turned suddenly and then stopped, her bow sinking and the stern rising. Then she keeled over and disappeared from sight. Within a few minutes ten boats had reached the spot where she went down.

The trawler Daniel O'Connell, while fishing, came upon two of the Lusitania's boats, containing 85 passengers, mostly women and children, in a deplorable plight. The trawler took the boats in tow and was proceeding with them to Kinsale, when it was intercepted by government tugs, which took the survivors to Queenstown.

Trawler Sunk by a Submarine

London, May 8, 8.15 A. M.—A dispatch to the "Central News" from Aberdeen says the steam trawler Bennington, one of three which escaped from a German submarine, was sunk by shell fire from a submersible off Aberdeenshire at 4 o'clock yesterday (Friday) afternoon. The crew was saved by a Norwegian steamer.

RUSSIAN CITY OF LIBAU IS CAPTURED BY THE GERMANS

Berlin, May 8, Via London, 3.50 P. M.—Official announcement was made at the German War Office to-day that the city of Libau, in the province of Courland, Russia, had been captured by the Germans.

In the capture of Libau the Germans have gained one of the main objects of their invasion of the Baltic provinces of Russia. This movement, undertaken within the last fortnight, was designed to occupy Libau and Riga, two of the principal Russian ports on the Baltic, which would enable the Germans to harass Russian communications with Petrograd.

The German movement in this quarter was one of the surprises of the new spring campaign. Petrograd dispatches have made it appear that this attack was regarded lightly in the Russian capital.

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