



STONE DECLARES PASSENGERS KNEW OF RISK ON LUSITANIA

Washington.—Senator William J. Stone, on learning of the great loss of lives on the Lusitania, especially Americans stated that this was a good time to suspend judgment and keep calm. He said:

"The tragedy is of course to be profoundly regretted. If the reports as to the loss of life are true, the sympathies of the civilized world will be deeply stirred. But for us, it now seems to me that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively. Don't rock the boat."

"Without expressing an opinion as to our relations to this event or as to our duty in the premises, there are some facts we cannot overlook and are bound to consider. We cannot overlook the fact that the Lusitania was a British ship flying the British flag, and subject at any time to be put into the actual naval service of the government. Indeed, it is stated that at the time she was attacked she was carrying military reservists to England for service in the Brit-

ish army. True, there were Americans aboard, but it must not be forgotten that they went aboard a belligerent ship with the full knowledge of the risk, and after official warning by the German government. When on board a British vessel they were on British soil. Was not their position substantially equivalent to being within the walls of a fortified city? If American citizens stay within a city besieged or threatened and the enemy attacks, what should our government do if our citizens should be injured.

"I express no opinion at this time. I am merely suggesting reasons why we should maintain our equilibrium, and not 'rock the boat' until we know what we are about.

"Aside from the loss of American lives, let us ask ourselves just where we come in.

"At the present moment and with the lights now before me, I confess that it appears to me that from our standpoint as a neutral nation the Gulf Light case presents a more delicate and serious complication than the case of the Lusitania."

American Survivors Tell of Torpedo's Destruction

Washington.—Statements by American survivors of the Lusitania cabled to the state department by Consul Frost, at Queenstown, gave brief, graphic descriptions of the destruction of the great liner by a German submarine, of watching the white trail left by the torpedoes as they sped toward the Lusitania and of the bursting of the liner's boilers immediately after she was struck.

Hankin's statement follows: "At 12 noon ship began zigzag course off Irish coast. Walked deck till 1. Went to lunch 20 minutes. Arrived rear starboard deck at about 2 o'clock, ship's time. At exactly 2:19 p. m. one of our group of four sighted submarine, low black ridge, about quarter mile starboard bow. Lusitania going slow all morning. Had been blowing fog horn till about 10 a. m. and was still steaming about 15 knots.

"Torpedo leaves white trail. Instantly and traveled rapidly toward boat, leaving white trail. Struck ship not far from a line below bridge and through boiler room. Explosion tore upward through deck, destroying part of forward lifeboat. The boiler exploded immediately. No second torpedo. Boat listed immediately and began fill through open ports and holes

caused by explosion. Ship sank at 2:33 by watch of passengers who jumped in sea. Torpedo fired without warning while most of passengers below at food."

Consul Frost cabled the following statement from Miss Jessie Taft Smith of Iraceville, O.:

"Lusitania, on Friday, May 7. Was in reading room about 2 p. m., when I heard noise and ship seemed to lift. Shortly afterward another explosion occurred. Went to my stateroom, was told not to hurry, as there was no danger. Had beforehand got life belts ready in cabin, now put it on and went upper deck.

Rescued Two Women in Water. "Steward helped me into boat hanging in davits. Between 40 and 50 people got in. Boat was lowered and we pushed off. Rescued two ladies and one man from water. I did not actually see ship sinking.

"Rowed away and were taken in tow by a fishing boat and afterward transferred to patrol boat which landed us at Queenstown 8:10. Was met on wharf by consul, who took me to the consulate and then placed me (apparently omission). Mrs. Townsend, American lady of Scranton, from whom and husband have experienced much kindness. Did not see submarine."

Lusitania Could Have Been Saved By Care, Is Charge

London.—The Lusitania might have been saved. Investigations here reveal a state of affairs which appear astounding.

By wireless from official sources, the Lusitania was warned of submarines. The admiral did not, so far as has yet been ascertained, actually order the Lusitania to proceed up mid-channel, instead of following her usual course close to shore, but she was advised to do so. Under such circumstances this advice, it is held, should have sufficed.

Neither did the Lusitania make over 16 to 18 knots.

It is officially announced that the British board of trade, with the concurrence of the admiralty, has ordered an inquiry. Lord Mersey has consented to conduct it. He headed the investigations into the sinking of the steamers Titanic and the Empress of Ireland.

passengers be told what boats to go into in the event of an accident. The captain said it was not necessary; that it was not a company regulation; but when pressed he said he would take it up with the chief steward. Nothing, however, was done.

"A lady who had tea with the captain asked if a convoy could be expected. The captain replied the ship did not need one. It never had one, and the Germans could not hit the Lusitania.

"There was gross carelessness. It is an outrage which should be fully investigated. There should have been a convoy. Two destroyers could have protected the ship on this crucial run. The British government should have furnished it, whether the Cunard company wanted it or not.

POPE HOPES AMERICA WILL PREVENT FUTURE DISASTERS

Rome, via Paris.—Pope Benedict was deeply impressed by the sinking of the Lusitania and requested Cardinal Gasparri, the papal secretary, to let him have all the particulars incident to the disaster.

His holiness expressed horror at the destruction of the liner and sympathy with the victims. He said he hoped the American government would be able to make future disasters of the kind impossible.

VANDERBILT GAVE HIS LIFE TO SAVE WOMAN.

London.—Thomas Silldell of New York, who was interviewed in London, said he saw Alfred G. Vanderbilt on the deck of the Lusitania as the vessel was going down.

Vanderbilt, who could not swim, was equipped with a life belt, Silldell said, but he gallantly took it off and placed it around a young woman. Then he went off to seek another life belt. The ship sank a few seconds later.

Municipal Psychology.

A city's made of patient stuff, When worthy stragglers strike it, The more they tell it that it's tough The more it seems to like it.

A Gay Sir.

"Why is Duckitz going about with an automobile tire on his arm?" "Here force of habit. His car is being repaired."

SURVIVORS RECITE STORY OF LUSITANIA DISASTER

COURSE OF BOAT WAS ALTERED SHORTLY BEFORE THE TORPEDO STRUCK.

ONLY FIVE LIFEBOATS LAUNCHED

Passengers Were Confident They Were in No Danger—Victims Were Buried With Full Military Honors.

London.—The British admiralty has ordered an investigation of the sinking of the liner Lusitania, sent to the bottom of the sea by a German submarine with a loss of nearly 1,300 lives.

Lord Mersey, who conducted the inquiries into the sinking of the Titanic and the Empress of Ireland, will have charge of the investigation.

Until the investigation begins, official opinion as to how the Lusitania came to be caught, and why so many lives were lost, will remain a secret.

The general unofficial opinion is that several German submarines were assigned to the task of attacking the Cunard liner, and that they maneuvered her into a position where she could not escape.

Passengers say that some time before the first torpedo was fired the Lusitania altered her course, and they ascribe this to the fact that one of the German submarines had shown herself, sending the big liner in the direction where other underwater craft were waiting to strike with their deadly torpedoes.

These submarines, naval experts believe, are of the latest type, probably of 1,400 tons and much more powerful than any possessed by other navies.

So far as can be ascertained, about 800 persons escaped when the Lusitania took her fatal plunge, after being struck by German torpedoes, but of these 45 have died from exposure or from injuries.

Passengers Refused to Believe That Great Ship Would Go Down.

Beyond causing anger toward the Germans, the catastrophe has had no effect on the British people. Steamers are arriving and departing as usual and even the steamers to Ireland are being patronized freely.

The heavy loss of life on the Lusitania was due, in the belief of rescued passengers, to the fact that some of them at least reassured them after the first torpedo struck home that the Lusitania would remain afloat and could make Queenstown. Preparations, it is true, were made to launch the boats, but before this could be done a second torpedo hit the steamer and she listed so badly that the crew could only work the boats on one side of the ship.

Another factor was the extreme confidence of the passengers themselves in the infallibility of the watertight compartments. According to a steward, they would not believe, even after the second torpedo struck, that the ship would go down, and realized their terrible position too late. Then it was that many jumped into the sea, a few to be picked up, the great majority to perish. Others, including many of the first-class passengers, were in the cabin at that time and went down with the ship.

Only 5 of 34 Lifeboats Were Launched Properly, Survivors Say.

Queenstown.—This has been a day of the dead in Queenstown. Most of the survivors of the Lusitania departed for their homes. No survivors were added to the meager list and the only figures augmented were those of the identified dead. No additional deaths were reported at the hospitals.

While soldiers toiled in the graveyard remained in the seclusion of the home of her brother-in-law, Reginald Vanderbilt, still hopeful that any hour would bring news of her husband.

The Cunard line received advice that 10 of the officers of the Lusitania, including Capt. Turner, were saved and seven lost.

Eric and Willy Gardner, aged 16 and 11 years, respectively, of Toronto, were saved, but their parents, Mr. and Mrs. James Gardner, were lost, according to another cablegram received by the Cunard line. The family was on route to New Zealand.

Alf Hayman, general manager for the late Charles Frohman, received a cablegram from Frohman's London manager, William Letson, stating that he had identified Frohman's body at Queenstown, had it embalmed and made arrangements to send it to New York on the first available steamer.

Nothing definite was received as to the fate of Alfred Gwynne Vanderbilt, and relatives answered inquiries that they had no direct advice. Mrs. Vanderbilt remained in the seclusion of the home of her brother-in-law, Reginald Vanderbilt, still hopeful that any hour would bring news of her husband.

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yard of a church, digging graves for the unknown dead, who will be buried there, groups of relatives and friends of the passengers went from morgue to morgue—some finding what they sought, others turning away to continue their search, with ebbing hope.

The public funeral, which a representative of the viceroy of Ireland will attend, will be too large for the ordinary facilities of Queenstown and Cork, and trucks will be used to carry the coffins. The funeral will be marked by military pomp, such as is accorded those who die in the armed service of their country.

Though too late to be of material assistance to their stranded countrymen, Captains William A. Carle and Alexander Miller, the American military attaches, arrived here to confer with the American consul, Wesley Frost. They departed in an automobile for Kinsdale Head to continue their investigation in behalf of the government.

Consul Frost has been indefatigable in assisting the Americans, visiting and attending to their wants. He has supplied many of them with money to reach their destination. All the identified American dead have been claimed by the consul, even in cases where no requests from relatives have been received. The bodies are being embalmed as rapidly as the work can be done.

Survivors Can Tell Nothing of Last Moments of A. C. Vanderbilt.

The survivors are beginning to recover from their shock and told more coherent stories of their experiences.

Unlike those who were on the Titanic when she was sunk, they had no little time for observation that none of them can relate more than what happened near them, with the result that little light has been shed on the last moments of Alfred Gwynne Vanderbilt and other prominent passengers who are missing.

The stories of lifeboat inadequacy grow as the passengers are able to take a cooler view of the disaster. A number of the survivors maintain that only five of the 34 lifeboats which were swung out were launched successfully. Others assert that a general order for lowering the boats was not given until the second torpedo struck home. Yet all admit that many passengers as possible obtained seats in such boats as were launched.

Fifty-two persons were picked up by one boat alone, and 64 were found packed in another. The collapsible boats proved surprisingly efficient.

The American survivors have taken no action and have made no protest in any form beyond supplying the American consul with a few affidavits embodying their experiences. These survivors are divided, roughly, into two classes—the first, those who never believed in the possibility of a tragedy and who are almost inarticulate with bitter hatred for Germany; the second, those who took the risk with their eyes open and therefore do not expect their country to take drastic action on their account. Perhaps the most prominent of the latter class is Dr. Howard L. Fisher of Washington, who, although condemning the handling of the lifeboats as grossly inefficient, said he knew he was risking his life in the war zone and accepted what had happened to him as a matter of course.

"We were warned by the German government," said he, "and I, for one, do not want any official action by my country."

All express resentful anger that the admiralty did not see fit to send a convoy for the ship.

A Cunard tender returned from the scene of the disaster. She did not recover any more bodies of the victims, as the sea was too rough for picking up bodies.

Women presented a pitiful sight as they wandered aimlessly about, searching without hope for loved ones who must have gone down with the ship.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship began to arrive here in search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them. Among the number

Women Seek Loved Ones.

The captain of a trawler who arrived in the harbor soon after the accident with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said:

"There were many left in the water, but they were all dead and many so horribly mangled I thought it better to bring about my boatload of suffering women, as they could not have stood much more."

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MORBID CROWDS VIEW VICTIMS OF LUSITANIA IN MORGUES

Survivors in Misfit Clothing and Dazed by Tragedy Present Pitiful Sights in Hotels

Queenstown, Ireland.—The Lusitania's speed at the time she was struck was variously estimated at from 15 to 21 knots.

When forced the liner could do 25 knots, outstripping even the fastest and latest submarines, hence it is the belief of survivors and Cunard line officials that a battery of underwater craft numbering perhaps four or five lay in wait in the clear sunshine of Friday, posted advantageously along the route it was surmised the vessel would take. It was easy to keep all but the tips of the periscopes submerged and then for the craft nearest her to let go torpedoes.

The first train to arrive here carried attaches of the main Cunard line offices at Liverpool, including Capt. William Dood, the marine superintendent. The former busied himself with relieving the material wants of surviving passengers and crew and the identification of the dead, while the latter attended the injured, several of whom were suffering from severe wounds and shock.

Every train from Kingstown and Rosslare carried complements of second and third class passengers and members of the crew. Most of the first-class survivors will remain here temporarily. The townspeople have extended aid and sympathy to the survivors, none of whom was able to save more than the clothes on his back. Many are dressed as they would have been if the disaster had occurred at night, for the explosion and the long struggle in the water virtually denuded them.

Capt. Turner appeared in civilian clothing donated by a local banker who has extended the hospitality of his home to the commander. Later he dressed in the stained uniform, which had been dried, and walked with bowed head down the street, recognized by few among the crowds.

All day long morbid crowds surrounded the temporary morgues where the bodies of 149 victims await identification. Although few have been identified, many bear evidence of having occupied the first-class cabin. In striking contrast to most historic disasters, the rate of mortality among first-class passengers seems to be heavier than among any other class on board. A large proportion of those saved are members of the crew, but this is not evidence of lack of discipline, as most of them were picked up from the water.

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was William Crichton, a prominent business man in London, and a former resident of Baltimore, who searched in vain among the survivors and was in the morgues for a trace of his wife.

The dragging of lifeboats was explained by passengers and members of the crew by the statement that the second torpedo severed several steam pipes in the engines. The Lusitania had been sent full speed ahead when the first torpedo was seen and it was impossible to stop her headway by reversing the engines when the necessity for lowering the boats was realized.

One of the most remarkable escapes was that of R. J. Timmis of Galveston, Tex., who was returning to England for his yearly visit, accompanied by his friend, R. T. Moodie, also of Galveston. The former busied himself with relieving the material wants of surviving passengers and crew and the identification of the dead, while the latter attended the injured, several of whom were suffering from severe wounds and shock.

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PARTY'S ONE HOPE

Republicans Forced to Pray for Crop Failure.

Have Banked on National Disaster to Secure Return to Power Through Howl of Calamity and a Return to High Tariff.

Republican leaders have got themselves and their party in such a position that their only logical course is to pray for drought.

After flitting with the question of national defense and yammering futilely about Mexico, the g. o. p. captives finally pinned their faith to hard times, and settled down to the good old calamity howl. They notified the world that this country was on its way to a spic and a piece, and that nothing less than the ancient tariff graft could bring it back. They intoned a regular devil's litany of blessings on disaster. Factories were closing—whoopee! Railroads were busting—hooray! The steel trust was passing its dividends—three cheers and a tiger! If only bad times got bad enough and lasted long enough, the Penrose-Cannon-Smoot combination saw itself restored to power for another half-generation.

But, alas and alack! hard times refused to last.