

While citizens of Ballard, Green Lake, South Park, Leschi Heights, West Seattle, and the rest of the city softly sing: "We didn't raise our taxes to be a band stand," the park board decides to spend \$1,300 for a music shell at Volunteer park and only \$1,200 for band music in all other parks. TRA-LA-LA, TRA-LA-LA!

# The Seattle Star

The Only Paper in Seattle That Dares to Print the News

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SEATTLE, WASH., FRIDAY, MAY 7, 1915.

ONE CENT

ON TRAINS AND NEWS STANDS, 5c

**LAST EDITION**

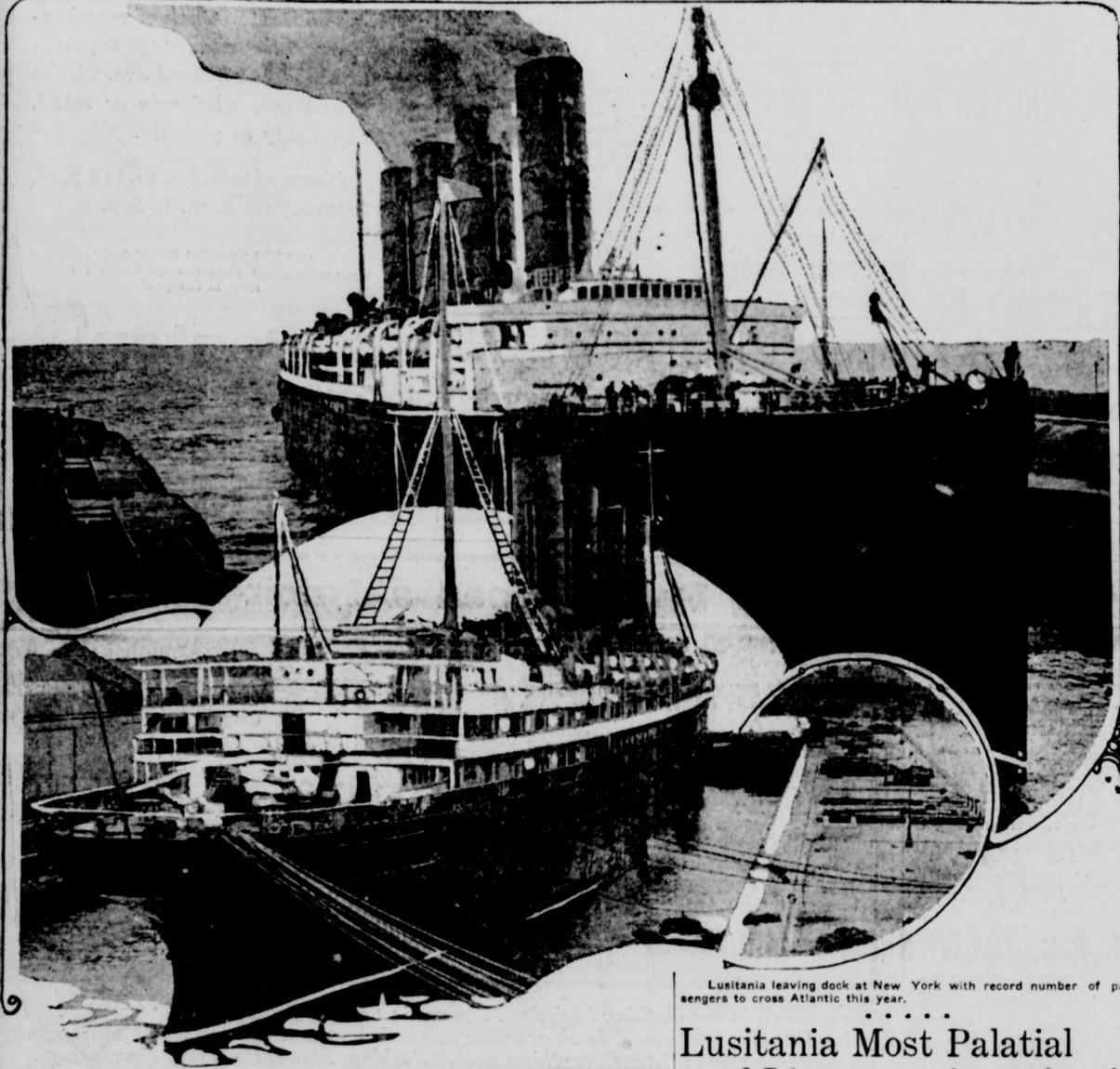
Weather Forecast—Probably fair

TIDES AT SEATTLE  
High. 12:15 a. m., 12.9 ft. 7:44 a. m., 7.1 ft.  
Low. 11:01 a. m., 10.7 ft. 5:43 p. m., 4.3 ft.

# LUSITANIA IS SUNK BY GERMAN

PROMINENT AMERICANS AMONG PASSENGERS

# SUBMARINE; 1,400 FOLK ABOARD



Lusitania leaving dock at New York with record number of passengers to cross Atlantic this year.

## Lusitania Most Palatial of Liners on the Atlantic

Regal Suites for Wealthy Tourists on Famous Craft Were Veritable Apartments.

The magnificence of the Lusitania, the most famous leviathan of the deep ever constructed, with the probable exception of the ill-fated Titanic, was only rivaled by her sister ship, the Mauretania.

In 1907 the gigantic transatlantic liner made her maiden trip to New York and she soon established the record for the run across the ocean, doing it practically in five days flat, quite a startling achievement at the time. The sister ship, Mauretania, now holds the record from Queenstown to New York of four days, ten hours and forty-one minutes.

Her turbine engines, a darling but successful experiment of the Cunard line, produced 70,000 horse-power and drove the 45,000-ton ship 25 knots, or approximately 30 statute miles, per hour. The boat was 787 feet long, a few feet shorter than the later Mauretania, and 87½ feet in beam. When carrying a full load she drew 37½ feet of water. She burned 1,000 tons of coal a day. On her nine decks she could carry 3,000 persons, passengers and crew, and when afloat was a small city in itself.

The 550 first-class passengers were provided for in most sumptuous fashion; two elevators ran from deck E, on which was the main entrance, to deck A, where were the lounge, music, writing rooms, smoking room and a cafe veranda open only to the stern of the boat, which was an ideal spot in any weather.

For the more wealthy regal suites were provided. These were practically flats—apartments. They were made up of two bedrooms, dining and drawing rooms, pantry and bathroom, so that perfect seclusion could be enjoyed.

The Lusitania and Mauretania were built at the instigation of the British government, which

LONDON, May 7.—(7:30)—No reports of loss of life in the sinking of the Lusitania have been received up to this hour tonight. There is a general feeling of relief about the crowded Cunard line offices.

NEW YORK, May 7.—(4:25 p. m.)—The Cunard company gave out the following cable: "Liverpool—A Cork newspaper reports 300 passengers landed"

LIVERPOOL, May 7.—The latest information regarding the Cunard line offices here at 7:20 p. m., stated that the Lusitania was struck by a torpedo at 2 p. m., and sank in 33 minutes.

NEW YORK, May 7.—The Cunard officials gave out the fourth cable received as follows: "LIVERPOOL, 2:33 p. m.—Queenstown wired—Large steamer just arrived in vicinity apparently rendering aid. Tugs patrolling on spot, taking boats in tow. Motor fishing boats with two Lusitania boats bearing probably for Kinsale end. Have wired Kinsale agent to render every assistance and to advise us if any boats are towed in there."

Late this evening the report reached here that the vessel either was beached or sunk in water so shallow that she can be salvaged.

LIVERPOOL, May 7.—The giant Cunard liner Lusitania, with a heavy passenger list of American citizens, was torpedoed and sunk off the Irish coast this afternoon. No loss of life is reported as yet.

Small boats of every description were rushed from Queenstown to Old Head of Kinsale, off which point the liner was torpedoed.

An unconfirmed report reaching here said the Lusitania was beached.

The first word that the liner was in trouble was picked up by wireless at Landsend. It reported that there was a very decided list to the steamer and that assistance was urgently wanted.

Later Queenstown also picked up appeals for aid and the port authorities rushed everything possible to the aid of the steamer.

The sinking of the Lusitania with many American passengers was the hardest blow of the war to date so far as neutral commerce was concerned. The reports received here are fragmentary, but all agree that the Lusitania began calling for help by wireless at 2:33. The first to pick her up was the wireless station at Lands End. The appeal was urgent and immediate orders were sent to points to get every available craft to the scene.

## LIFEBOATS ARE SIGHTED

NEW YORK, May 7.—After announcing the receipt of reports that the Lusitania had been sunk by a submarine today, the Cunard line this afternoon stated that the following message had been received from Queenstown, timed 4:59 p. m.: "Old head of Kinsale wires: 'About 20 boats of all sorts belonging to the Lusitania are in the vicinity of where the Lusitania sank.'"

"About fifteen boats are making for the spot to render assistance. Weather clear." The last message from Queenstown given out at the Cunard offices was timed 4:59 p. m.

Chas. P. Dumros, general Cunard agent, declared he would give further dispatches as fast as received. He refused to make any statement other than that the messages received appeared to indicate that a catastrophe was being faced.

A third cablegram received by the Cunard line read: "Liverpool—Following received by admiralty from Galley Head, 4:25 p. m.: Several boats apparently filled with survivors southeast nine miles. Creek steamer proceeding to assist."

At 2:15 this afternoon the offices of the Cunard line at the Battery were crowded with people attracted by the news. As yet 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.

The Lusitania sailed from this port last Saturday. She carried nearly 1,400 passengers, among whom are Alfred G. Vanderbilt, Elbert Hubbard, Chas. Frohman and others well known in this country.

Just before the steamer sailed many of the passengers received telegrams from mysterious sources warning them not to make the voyage, as something was going to happen to the big liner. These telegrams following the publication of an advertisement issued by Germany, warning all Americans against traveling in the war zone.

Many of the friends of the passengers hysterically implored them to cancel, but so far as is known no one did so. The Lusitania is commanded by Capt. W. T. Turner, Royal naval reserve, and Staff Capt. J. C. Anderson is his assistant.

## BEDROOM IN ROYAL SUITE OF THE LINER LUSITANIA



## Japs Yield One Point; Avert War

TOKIO, May 7.—Peace between Japan and China was assured today when the Tokio government withdrew from its list of demands made upon Peking the fifth group, which, from the start has been obnoxious to the Chinese, and had threatened to plunge the two nations into war.

All other concessions sought by Japan are to be granted in effect, it is said here today, and only the working out of details remains to close the negotiations which have threatened the peace of the Orient for weeks.

The decision of the cabinet evidently met with general approval in Tokio.

The populace was quiet today and there were no war demonstrations, despite the fact that an ultimatum had been placed in the hands of the Japanese minister in Peking to deliver to the Chinese should diplomatic negotiations fail.

The principal article in group five of the Japanese demands, upon which an agreement was reached, provides that the Chinese should employ Japanese advisers in all political, financial and military affairs.

Other demands were that China should purchase a fixed ratio of her war munitions from Japan or cooperate in the establishment of an arsenal.

## Americans Warned by German Ad

WASHINGTON, May 7.—That the German government would repudiate any responsibility toward the United States for the Lusitania disaster was the general opinion in official circles here today.

It is believed this expected attitude would be based on the advertisement published by the embassy in New York newspapers the day the vessel sailed, warning Americans against traveling on British ships. Of course this warning, followed by the sinking of the vessel, caused comment concerning a possible fore-knowledge by the embassy of what was to happen, but that was wholly unofficial.

## PRESIDENT LEAVES LUNCHEON AT NEWS

WASHINGTON, May 7.—President Wilson had just finished luncheon when Assistant Secretary Bryan hurried from luncheon to the state department.

The department was much upset. Every effort was being made to establish communication with consular agents nearest the scene of disaster. At the state department it was said the Lusitania and Fabala disasters fell in the same category and undoubtedly would be handled along precisely similar lines, so far as America's interest was concerned.

## Northwest People on Lusitania

Four residents of the Northwest are listed as passengers on the Lusitania, which was torpedoed by the Germans. They are: J. S. Arter, Mr. and Mrs. Wm. Crother of Tacoma, and J. W. Quillian of Spokane.

## DESTROYERS SEEK SUBMARINE BOAT

LONDON, May 7.—The German submarine which sunk the Lusitania is believed here to be the same which yesterday sunk the two 5,000-ton freighters Centurian and Candidate, and on Wednesday sunk the ship Earl of Latham. The admiralty has sent a flotilla of fast destroyers to search for the undersea boat.

## BLAME SUBMARINE

LIVERPOOL, May 7.—The Cunard line manager says that the Lusitania was sunk by a submarine. He received the following wireless from Old Head of Kinsale at 5:49: "The Lusitania was sunk by a submarine at 2:33 p. m., eight miles south by west of Old Head of Kinsale."

Antwerp, one of the four largest ports in the world, is 53 miles from the sea.

## TEDDY SPRINGS A LITTLE SURPRISE

BY BOND P. GEDDES

SYRACUSE, May 7.—Completing their report to prove that Wm. Barnes, Jr., profited by altered printing "graff" in New York state, attorneys for Col. Roosevelt today plunged anew into stacks of official records.

The unexpected appearance today of Gilbert C. Bishop, former cashier of Barnes' Albany Journal, who has been missing since 1913, surprised the attorneys for Barnes. It is said Bishop is the only person able to identify entries made in Barnes' ledgers with regard to state printing contracts. Barnes' lawyers will strenuously endeavor to impeach the testimony of Bishop.

## MISSING PRISONER SHOWS UP AT PEN

Neil McKinnon, county jail trustee, who was sent on an errand downtown and failed to return, it was learned Friday, boarded a train for Walla Walla, carrying the papers which commit him to the penitentiary for six months to 15 years. At noon Friday Sheriff Hodde received the following telegram from Warden Henry Drumm: "Party presents himself here as Neil McKinnon, with two copies of commitment papers naming himself as defendant. Send identification and advise if party should be confined here."