

1,216 LUSITANIA'S DEATH ROLL, WORLD STAGGERED BY GERMAN WORK; BERLIN DECLARES TRAGEDY VICTORY FOR NAVAL POLICY; U.S. POSITION SERIOUS

WASHINGTON AGHAST AT TERRIBLE BLOW; WILSON, SICK AT HEART AND GRIEVED AT HORROR, FACING MOST GIGANTIC PROBLEM OF THE WAR

Washington, May 8.—Appalled by the tragic aspect of the Lusitania disaster, as its magnitude and far-reaching possibilities are disclosed, with a probable loss of 137 American lives, Wilson advisers are awaiting facts and for the crystallization of public opinion, and the inlaying of the course the United States will pursue in the gravest international complication Wilson has faced since the outbreak of the war.

RESERVE JUDGMENT, WILSON'S PLEA.

Wilson hopes the country will assume an examining attitude and reserve full judgment until complete information is available.

Secretary Bryan cabled Ambassador Gerard in Berlin to informally ask the German government for a report on the disaster, and to Ambassador Page, of London, urging renewed efforts to aid the sufferers, and gather information.

Cabinet officers have abandoned the week-end holiday.

STONE COUNSELS SANENESS OF POLICY.

Chairman Stone of the senate foreign relations committee issued a statement counseling calmness and advising the public "don't rock the boat."

A special session of congress is talked of, but no intimation has come from high officials.

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 Gulfport a much more serious offense against neutral rights.

HIGH OFFICIALS DEPRESSED.

President Wilson, Secretary Bryan and other cabinet members are visibly depressed. Persons who talked to them found them sick at heart, grieved at the horror of the disaster.

Notwithstanding warnings given, officials regarded it inconceivable that the threat at sinking the vessel would be carried into effect.

DELIBERATENESS INCONCEIVABLE.

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

'VICTORY', SAYS BERLIN

London, May 8.—A Copenhagen telegram to the Exchange Telegram company reads as follows:

"The Berlin newspapers print news of the sinking of the Lusitania in colossal type hailing it as a new triumph in Germany's naval policy. The general impression is that England got what she deserves."

MANY BODIES MANGLED BY EXPLOSION

London, May 8.—Many passengers owed their rescue to life belts. The attack was made without warning by a submarine lurking off the Irish coast. Lookouts sighted the periscope a thousand yards away, and the next instant saw the trail of the torpedoes. Then came a crash, followed immediately by another, littering the decks with wreckage. The liner turned at once in shore. Four torpedoes were apparently fired but only two found their mark.

The loss of life caused by the torpedoes themselves must have been extremely heavy. The bodies taken to Queenstown evidence the havoc wrought.

No event of the war caused such intense excitement in London. Enormous crowds surrounded the offices of the Cunard line all night.

STOCK MARKETS SUFFER BIG BLOW

New York, May 8.—Stocks broke with extreme violence at the opening of the market today. The entire list was adversely affected by overnight developments in the Lusitania sinking. Heavy selling orders were received from all over the country. Opening prices were two to five points below last night's close. Fifteen thousand shares of United States steel was offered in one lot at two points below yesterday's close.

WIRES WIFE IS SAFE. Washington, May 8.—Dr. Howard L. Fisher, brother of Walter L. Fisher, former secretary of the interior, was en route on the Lusitania to the American Red Cross unit in Belgium, cables his wife that he is safe.

DEATH LIST DUE TO CALM. London, May 8.—The heavy loss of life among the first cabin passengers is believed to be the result of calmness and self-possession displayed in the face of danger. Most of them were at luncheon when the steamer received the death blow.

BOAT CARRY 100 DEAD. New York, May 8.—The Cunard line issued an announcement received by cable from Liverpool saying the admiralty announced that only a few first cabin passengers were saved, and that three boats are reported to be carrying 100 bodies to Queenstown.

NOT LONGER OUTRAGE, BUT FIENDISH

Amsterdam, May 8.—"The torpedoing of the Lusitania," says the Telegraaf, editorially, "was a deliberate stage reproduction of the Titanic disaster. It was a premeditated crime against a passenger ship on which were twenty-five hundred non-combatants. It is no longer outrageous; it becomes fiendish.

"Does there still exist something like conscience among neutrals."

40 INFANTS DIE; WATCHED FOR TORPEDO

Queenstown, May 8.—A sharp lookout for submarines was kept aboard the Lusitania as she approached the Irish coast, according to Ernest Cowper, a Toronto newspaperman, who is among the survivors. He declared there was no panic, the crew getting passengers into boats in a prompt and efficient manner. Cowper was standing at the rail, he said, when he saw the conning tower of the submarine and immediately he saw the track of a torpedo, followed instantly by an explosion. Then another torpedo struck and the ship began to list to starboard. He stated a number of boats could not be launched as the vessel was sinking. Numerous women and children were in the second cabin. Forty of the children were less than a year old.

ADMIRALTY HAS NO MORE REPORTS

London, May 8.—The press bureau has been informed that the admiralty has no more reports regarding the Lusitania and that the number of survivors already given is regarded as approximately correct. "Inquiries are being made along the coast, but these is little hope of further survivors being found," says the statement. After the admiralty announcement of 455 survivors, 45 more were landed in Queenstown, making the total saved 700. The Lusitania had aboard 1,251 passengers, and a crew of 516.

MANY PROMINENT AMERICANS DEAD

New York, May 8.—Many notables in business and social life of New York are among those missing from the list of survivors of the Lusitania. Of those not reported being saved, Alfred G. Vanderbilt is one of the most widely known. On inheriting the bulk of his father's estate, estimated at \$100,000,000, he was one of the wealthiest men in New York. Elbert Hubbard, editor of the Philistine, published in East Aurora, N. Y., known throughout the country as "Fra Elbertus," intended to conduct an investigation of the war, accompanied by his wife.

Charles Frohman, a theatrical manager and producer, accompanied by Justus Furman, a playwright and author, are both missing. Charles Klein, the best known American playwright, is missing. A. L. Hopkins, president of the Newport News Shipbuilding Drydock company, who has gone abroad in connection with shipbuilding, is missing. C. C. Hardrick, an East Orange, N. Y., importer; Gerald A. Letis, importer and dealer in antiques; Herman A. Meyers, head of the feather importing houses are missing.

Dr. F. S. Pearson, a well known American engineer, associated with Commander J. Foster Stackhouse, the British explorer, and head of the proposed British antarctic oceanographical expedition contemplating a seven-year trip to chart the southern seas, which had been delayed by war, are both missing. Herbert Stuart Stone, the elder son of the general manager of the Associated Press, is another unaccounted for. Stone was well known, being former head of the book publishing firm of H. S. Stone & Co., founder and editor of Chap Book and House Beautiful, two successful magazines.

YEGGMEN GET \$918 HAUL, BLOWING EMERALDO POST OFFICE SAFE IN NIGHT

Yeggmen blew open the safe at the Emerald postoffice early this morning, and escaped with \$688 in stamps and \$30 in currency. No clue to the identity of the robbers has been discovered. Deputy Sheriff Owen Overby and U. S. Special Agent R. S. Griggs went to Emerald this morning to investigate the scene of the crime. The Emerald postoffice is located in the general store of the A. A. Hood Mercantile company. Lee Hood is postmaster. The robbery was discovered when the store was opened for business shortly before 8 o'clock this morning. CUT PANE OF GLASS. Entrance to the store was gained by cutting a pane of glass from the front door, after which the thieves reached in and turned the spring lock. The safe was in a private office in the rear of the store. The yeggs apparently managed to solve the

combination locking the outer door of the strong box, and then blew open the inner door with a charge of nitro-glycerine. The inner doors were badly shattered by the explosion, and the books of the company were badly charred. ENTER GARAGES. After robbing the safe of the money and stamps it contained, the robbers are believed to have broken into two automobile garages in the effort to find a car to aid their escape. The garages of John Brown and J. E. Myers were found broken open this morning although the automobile had not been removed. It is supposed that the marauders were unable to operate the self-starters with which both machines were equipped, and therefore gave up the plan of escaping in this manner. SLEEPER IS AWAKENED. It is believed that the robbery occurred at about 4 o'clock this

morning. Sidney Hancock, who was sleeping in the rear of his pool room, directly across the street from the store building, says that he was awakened by a loud noise at about that hour. Thinking, however, that the sound had been caused by some small building being blown open by the wind, he gave no attention to it at the time. MEN EXPERIENCED. The manner in which the outer door of the safe was opened, and the comparatively small damage to the contents, seemed to indicate that the robbery was committed by experienced yeggmen. Owing to the stormy character of the night the robbers would have ample opportunity to make their escape without arousing any of the citizens. The exact amount of stamps and currency in the safe is not known but it is believed that the value of the stamps was approximately \$688, and that the safe contained some \$30 in currency.

London, May 8.—Twelve hundred and sixteen persons lost their lives when the Lusitania was torpedoed yesterday, that being the roll indicated by all reports today.

Known survivors number only 753, while there were 2,160 souls aboard. Of these saved, some landed in Queenstown and 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 from Queenstown, have reported. There is a slender hope that fishing boats have rescued a few more.

In addition to the living brought ashore, are the bodies of 45 who died of injuries or were drowned before being landed at Queenstown.

The work of compiling lists of the saved is progressing slowly because of the indescribable confusion at Queenstown.

The United States consul at Queenstown accounts for 51 Americans who were saved from a total of 188.

NOTICE!

TRAVELLERS 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 notice 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 travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk. Imperial German Embassy Washington, April 22, 1915.

Many badly injured. Small boats which were gotten away from the liner picked up many survivors who by life belts and clinging to wreckage, floated on the surface. Soon all the boats were crowded. These in turn were picked up by rescuing steamers coming from all points. Many of those taken aboard were severely injured. A number died before the shore was reached. WILL NOT BE INCREASED. Hopes that the list of saved will be materially increased were dashed by the announcement of the British admiralty that all the state department fleet which put out from Queenstown had reported, and there was little prospect of news of further survivors. Nevertheless, inquiries are being made along the coast in hopes that other rescues were made by small craft at isolated points. Of the 290 first class passengers, it is now believed only 76 were saved. STORY COMES SLOWLY. The story came in slowly, owing to the confusion prevailing in Queenstown, where most of the survivors landed. No information is available as to how many of the Americans on the Lusitania had gone down. Stories by the survivors confirmed the earlier report that the Lusitania had been struck by two torpedoes. AMERICAN SURVIVORS. London, May 8.—The American consul at Queenstown, telegraphs the United States embassy here, saying that he called the state department at Washington a list containing the names of 43 American survivors. The message adds: "There may be another dozen Americans not in touch with me. I also believe one tender load of survivors landed at Clonakilly. The survivors will proceed at noon or later this afternoon." "All the survivors at Queenstown number 454. About 65 bodies remain unidentified." Many Nations Hit. A revised list of the passengers, made public by the line showed the various nationalities of the passengers as follows: First cabin—Great Britain, 179; United States, 36; Greece, 3; Sweden, 1; Mexico, 1; Switzerland, 1. Second cabin—Great Britain, 521; United States, 65; Russia, 3; Belgium, 1; Holland, 3; France, 5; Italy, 1; unknown, 2. Third cabin—England, 204; Ireland, 39; Scotland, 13; Russia, 59; United States, 17; Persia, 13; Greece, 3; Finland, 1; Scandinavia, 4; Mexico, 1.

The above is a reproduction of the warning advertisement published by the Imperial German Embassy in New York City the morning of the departure of the Lusitania on her ill-fated voyage.

A considerable proportion of these were Queenstown members of the crew, including Captain Turner and the first and second officers. Other officers are believed to have perished. WOMEN AND CHILDREN FIRST. The time honored rule, "women and children first," was not violated. A Toronto newspaper man says there was no panic. Apparently every precaution was made against the attack. Lookouts were on duty constantly. FIVE MINUTES TIME ALLOWED. Many survivors still are bewildered from the terrible experiences, and their accounts of the sinking of the Lusitania are not entirely clear. It is to be noted that all unite in eulogizing the manner in which the ship's officers behaved. Five minutes after the Lusitania was hit by the second torpedo amidships, the ship listed so badly that life boats on one side could not possibly be launched. The work of getting women and children into the boats was ably performed by officers and crew, efficiently and with heroism.

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"If you want to do business you must let the public know it. I would as soon think of doing business without clerks as without advertising." John Wanamaker