



1,300 Die as Lusitania Goes to Bottom; 400 Americans on Board Torpedoed Ship; Washington Stirred as When Maine Sank

CAPITAL AROUSED, SITUATION GRAVEST YET FACED IN WAR

Washington Determined That Germany Shall Not Be Allowed to Shirk Responsibility for Deaths.

GREATLY FEARS LOSS OF AMERICANS

President Shows Nervousness as Bulletins of Disaster Come In—Strongest Protest Yet Made Planned Even if No U. S. Citizens Were Lost

[From The Tribune Bureau.] Washington, May 7.—The news of the heavy loss of life on the Lusitania stirred Washington as it has not been stirred since the sinking of the Maine. The earlier reports that both passengers and crew had been landed safely had quieted apprehensions of an immediate crisis in the relations of the United States and Germany. But when it became clear that Americans—undoubtedly a considerable number of them—were to be counted among the victims of German savagery at sea the full significance of the tragedy off Queenstown struck home.

President Wilson made little effort to conceal his feelings. At 8 o'clock to-night the President received the following dispatch from the United States Consul at Cork:

"Lusitania sank at 2:30 o'clock. Probably many survivors. Rescue work proceeding favorably. Shall I send you list of survivors?"

As soon as he read it he put on his hat and walked out of the White House without the knowledge of the Secret Service men who are guarding him. The President walked up Sixteenth Street to Corcoran Street, crossed over to Fifteenth Street and back to the White House, where he went into his study to await further information and to turn over in his mind the message that it is expected he will send to the German Foreign Office as soon as all the details of the disaster are known.

Official Washington has realized the possibility of a clash between our government and the German government ever since the State Department took the stand that Germany must be held to "strict accountability" for any treatment of American citizens and American property not in accordance with existing rules of warfare at sea.

The Thresher case had been accepted as an ominous hint of the lengths to which Germany might go in antagonizing the United States and in violating the accepted law of nations. But nobody thought that German dissent from our contentions would be emphasized so suddenly and in so shocking and tragic a manner.

Firm Attitude Expected. That that dissent, brutal and defiant in the extreme, will be met with proper firmness few outside the peace-at-any-price faction in official circles are now prepared to doubt.

The destruction of the battleship Maine in Havana harbor, though discovered by the Spanish government, cut American feeling to the quick. It made the preservation of good relations with Spain in Cuba a nearly hopeless task.

The Maine tragedy came without warning. But the Lusitania tragedy comes after a widespread and audacious advertisement of Germany's intention to disregard the protection given to Americans (even when passengers on a British vessel) by the rules of international law.

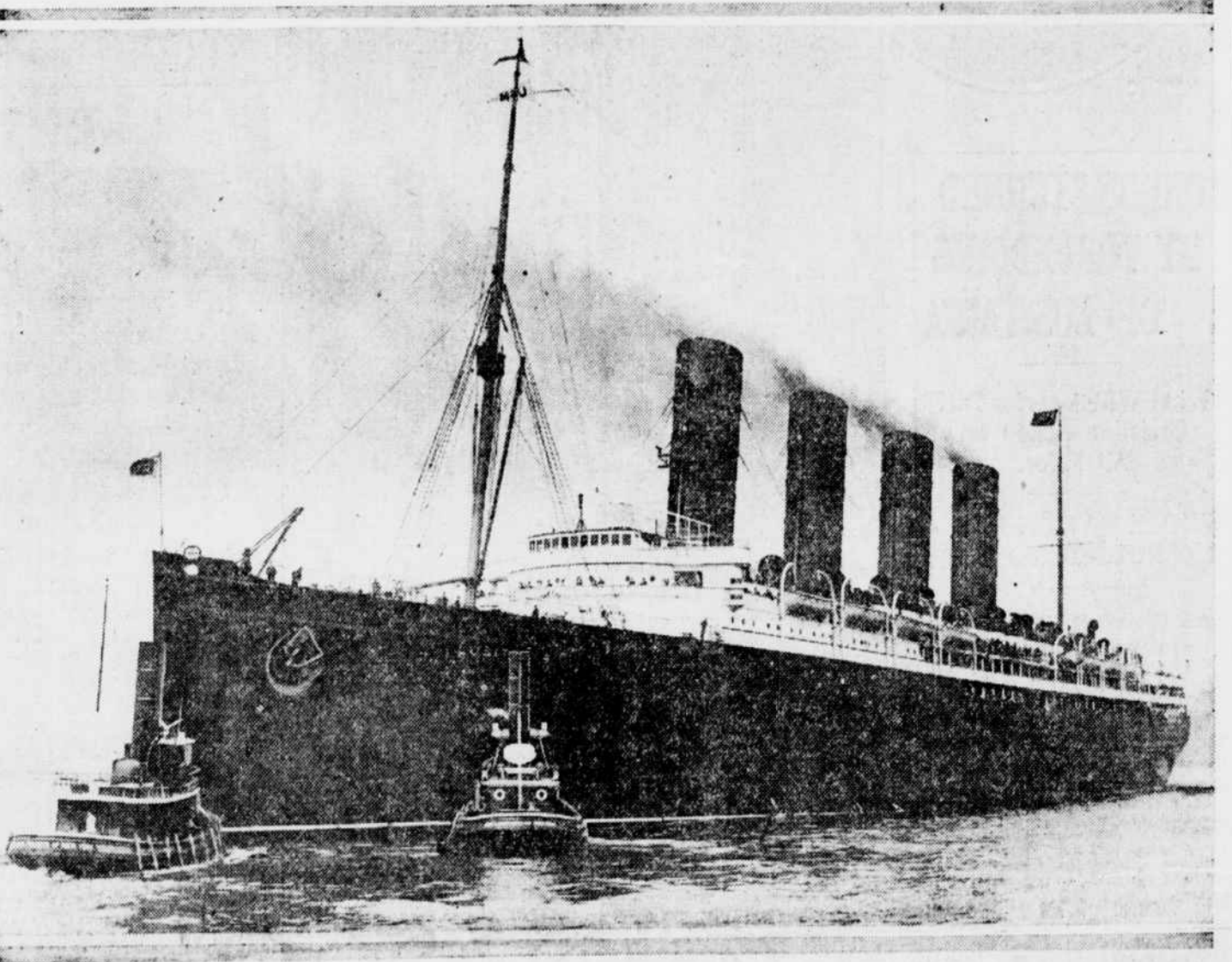
What will the end be? President Wilson is silent to-night. He awaits the details of the sea massacre. But when those details come in all their horror it is the almost unanimous opinion of Washington that he will act as an American President ought to act.

The President will probably call the Cabinet together to-morrow to discuss what action this government may take. In reply to the inquiry from Consul Frost, at Queenstown, as to whether he should send a list of survivors, the State Department instructed him to send a list of all Americans dead, injured or missing.

High officials in the administration declined to-night to discuss the possibility of this country being drawn into the war because of the loss of American lives. They insisted upon taking an optimistic view of the situation and asserted that when the list of survivors was finally made up few would be found to be missing.

That the situation will be acute when loss of American lives is proved is admitted on all sides. No action will be taken by this government until all the details of the torpedoing of the Lusitania are known.

THE LUSITANIA, SUNK BY GERMAN SUBMARINE, WITH HEAVY LOSS OF LIFE.



GERMANS TOAST 'VICTORY' AMID HOCHS IN CAFES

Steins Clink as Celebrators Predict Downfall of Britain's Sea Power.

OFFICERS GAY IN CLUBHOUSE

Restaurants Thronged and Entire Families Out to Cheer Kaiser and His Submarines.

"Deutschland, Deutschland Ueber Alles" resounded last night wherever Germans met to discuss and to toast "the day" which, to their mind, sealed the fate of British world dominion on the seas. In the fashionable German Club, headquarters of the Teutonic elite and camping ground of German military officers unable to join their colors, the sinking of the Lusitania was the principal topic of animated conversation. Everything else was forgotten in the blow struck at Britain, the "arch enemy," through the torpedoing of the Lusitania.

"This is a masterstroke, which will curb transatlantic travelling and isolate Great Britain more effectively than a whole fleet of super-dreadnoughts could possibly accomplish," said a stalwart captain of cavalry. "It's the doom of Great Britain."

Toasts to U. S. Sailors. And then followed the toasts to the Kaiser, to von Tirpitz and to the U. boat heroes.

At Luechow's, in Fourteenth Street, the show of patriotism was exuberant. The orchestra had been instructed to play only patriotic songs, and these were sung with a vim by the Germans, who packed the premises to suffocation.

With wives and children they had come to celebrate the "victory." The goblet and stein were raised often to the Kaiser last night at the Hofbrau Haus, Broadway and Thirtieth Street, and at the Kaiserhof, 1416 Broadway. There was little noise at either place, but there was a marked feeling of good cheer and camaraderie in the news that the Lusitania had been sunk by a German submarine.

U. S. OWES IT TO SELF-RESPECT TO ACT, SAYS ROOSEVELT; 'PIRACY ON VAST SCALE'

[From a Staff Correspondent of The Tribune.] Syracuse, May 7.—After the appalling details of the Lusitania disaster had been told to Colonel Roosevelt late to-night he said: "It seems inconceivable that we should refrain from taking action on this matter, for we owe it not only to humanity but to our own national self-respect."

"This represents not merely piracy, but piracy on a vaster scale of murder than any oldtime pirate ever practised. This is the warfare which destroyed Louvain and Dinant and hundreds of men, women and children in Belgium; warfare to innocent men, women and children travelling on the ocean, to our own fellow country men and country women who are among the sufferers."

Partial List of Survivors of Disaster Reaches Here

The first names of survivors of the Lusitania disaster received here are as follows:

- Captain Turner, Lassettes, General, and son, in first cabin.
- Bretherton, Mrs. Cyril H., Los Angeles.
- Two Bretherton children.
- Kessler, George A., New York, wine merchant.
- Smith, Miss J. T., Braceville, Ohio.
- Lauriat, Chas. E., jr., Boston.
- A. T. Mathews, Montreal.
- S. Abramowitz.
- Miss Catherine Kaye.
- G. B. Lane.
- W. G. E. Meyers.
- J. T. Trimmings.
- Mrs. A. F. Witherbee.
- Lady Markworth.
- Mrs. Henry Adams, Boston.
- Robert Rankin, New York.
- Samuel Sharp.
- M. G. Byrne, New York.
- Emily Davis.
- Annie Walker.
- E. Housnell.
- A. B. Cross.
- Philip Young, Montreal.
- W. A. F. Vassar, London.
- George Steele.
- Cyrus Crosley.
- James Parker.
- R. Colebrook.
- The Rev. H. C. S. Morris.
- Mrs. Fish and two children.
- Miss R. Martin.
- F. Preston Smith, New York.
- Frederick Bottomley.
- N. L. Boyle.
- Charles Hotchkiss.
- Cornelius Harriman.
- Vernar Livermore.
- Mrs. F. Sullivan.
- Miss May R. Martin.
- F. J. Gaultlett, New York.
- Miss May Maycock.
- Violet Henderson.
- Uno Marderud.

"An act of barbarity without justification," was the expression of Frederick R. Coudert, of the law firm of Coudert Brothers, in referring to the torpedoing of the Lusitania. "I make that statement on the supposition that lives of citizens of the world are being sacrificed to the ruthless sinking of a merchant ship in the open seas when that vessel is not engaged in any manner as a belligerent vessel and when the lives of non-combatants depend upon its safety."

MANY NOTED NEW YORKERS ON LUSITANIA

Alfred G. Vanderbilt Was on Way to England on Business Trip.

N. J. REPRESENTED ON FIRST CABIN LIST

Charles Frohman, Lindon Bates, Jr., Charles Klein and Justus Miles Forman Aboard.

As usual, a large proportion of the Lusitania's first cabin list was composed of New Yorkers.

Alfred G. Vanderbilt was necessarily a prominent figure among the passengers. His brother, Cornelius, was, like many others, skeptical when he heard the first rumors about the Cunarder's fate. Captain George C. Day and Commander F. L. Sawyer, both United States naval officers, who are working with Mr. Vanderbilt on the plans for the reception of the Atlantic fleet, were incredulous, too. But when Mr. Vanderbilt learned through The Tribune that the news had been confirmed, he asked the newspaper for ten-minute bulletins.

His brother Alfred expected to be gone for four or five weeks on a business trip. Had it not been for the war, Mrs. Vanderbilt would have accompanied her husband on the Lusitania.

Major F. Warren Pearl and Mrs. Pearl, who sailed with their children, are well known in New York. Both had intended to do war aid work. Major Pearl, who is a surgeon, was to be attached to a field hospital for the Allies in Belgium, while Mrs. Pearl hoped to assist in relief work for the Belgians in England. She is the daughter of Mrs. J. P. Duncan and sister of Mrs. Ottomar H. Van Norden and Mrs. George E. Dunscombe.

Another woman passenger who went over on the Lusitania to do relief work for Belgium was Mrs. O. H. Hammond, who accompanied her husband, a member of Frank & DeBois, insurance brokers, at 80 Maiden Lane. The Hammonds live at 30 East Seventieth Street. Before her marriage Mrs. Hammond was a Miss Stevens, a member of the well known "Acute Point" family.

Charles Frohman was on his annual business tour intending to look over his foreign interests and to pick up some plays. He was accompanied by Justus Miles Forman, the author, whose first play, "The Hyphen," a war drama, was produced in New York a few weeks ago. Edgar Gorer, the London and New York art dealer, who has a connection here through Dreicer & Co., and who is now bringing a \$875,000 slander suit against Joseph J. and Henry J. Duveen, was also a passenger.

Charles F. Fowles, who was accompanied on page 5, column 1

Dying and Injured Brought In with Other Survivors to Queenstown—Two Torpedoes Fired, Says Steward.

FEW FIRST CLASS PASSENGERS SAVED

Attack Made About Eight Miles from Irish Coast in Broad Daylight and in Fine Weather—Survivor Tells of Bravery of Cunard Officers.

Washington, May 8.—A dispatch to the State Department early to-day from American Consul Frost at Queenstown stated that the total number of survivors of the Lusitania was about 700.

[By Cable to The Tribune.] London, May 8, 3 a. m.—At least 1,300 lives were lost when the Lusitania was torpedoed without warning in broad daylight yesterday afternoon by a German submarine, according to estimates by survivors. The estimate of First Officer Jones puts the total nearer 1,500.

Only a few of the first class passengers were saved. Most of them remained aboard, thinking the ship would float. Trawlers arriving at Queenstown have a hundred bodies or more.

The "Times" Queenstown correspondent says that some of the survivors who have arrived there report that Alfred Gwynne Vanderbilt was drowned.

At Queenstown there have arrived 647 alive, 40 dead; at Kinsale 11 alive, 5 dead. All boats which went out from Queenstown have now returned, except one trawler. Fishing boats may be bringing more survivors to Kinsale.

It is believed here that there were about 2,000 persons on board, 1,254 passengers and between 700 and 800 in the crew. Survivors of the Lusitania who have arrived at Queenstown estimate that only about 650 of those aboard the steamer were saved.

Of the dead, more than two hundred are supposed to be Americans, as it is believed there were about 400 on board. Lady Mackworth, daughter of David A. Thomas, the Welsh "Coal King," and a noted militant suffragist, went down with the liner, but was saved by a life preserver she wore, and later was picked up.

Twenty-two of those landed at Queenstown have since died of their injuries. Nearly all the officers, except Captain Turner and the first and second officers, perished.

A dispatch from Queenstown sent out at midnight says: "Up to the present 520 passengers from the Lusitania have been landed here from boats. Ten or eleven boatloads came ashore, and others are expected."

The Central News says that the number of the Lusitania's passengers who died of injuries while being taken to Queenstown will reach 100. This is believed to indicate that the ship sank much more quickly than was expected, and that the few minutes that elapsed were used in getting into the boats those injured by the explosions.

The motor boat Elizabeth has arrived at Kinsale and reports that at 3:30 p. m. she picked up two lifeboats containing 63 and 16 survivors of the Lusitania, respectively. A Cork tug took the rescued to Queenstown. They were mostly women and children.

The Lusitania could not launch many of her lifeboats, owing to her list to port.

The tiny hospitals at Kinsale and Clonakilty, and the institutions at Cork and Queenstown are jammed with survivors from the ocean horror, those not actually wounded suffering terribly from shock. The giant Cunarder now rests on the bottom of the ocean, about eight miles off Kinsale Head and twenty miles from the entrance to Queenstown Harbor.

ADMIRALTY GIVES OUT NEWS.

Telegrams have been filtering into London last night and early this morning stating that the rescued are being brought to Queenstown by three steamers. The Admiralty says between five and six hundred have already been landed at Clonakilty and Kinsale, coming into the latter port in a string of boats towed by a Greek steamer. Motor fishing boats hovered near the scene of the wreck, picking up what boats they could and turning them over to the powerful ocean going tug Stormcock.

Huge crowds fill Cockspar Street near the Haymarket, storming the Cunard offices for news. The women, who had been weeping so bitterly, paused for a moment when an agent of the line bellowed through a megaphone the following dispatch:

"Our Liverpool office says First Officer Jones wires from Queenstown he thinks between five hundred and six hundred have been saved. This includes passengers and crew, and is only an estimate."

A steward in the first boat which landed at Kinsale said he feared that 900 lives had been lost.

PASSENGERS WERE AT LUNCHEON.

The tug Stormcock returned to Queenstown, bringing about one hundred and fifty survivors, principally passengers, among whom were many women, several of the crew and one steward. Describing the experience of the Lusitania, the steward said: "The passengers were at luncheon, when a submarine came up and fired two torpedoes, which struck the Lusitania on the star-