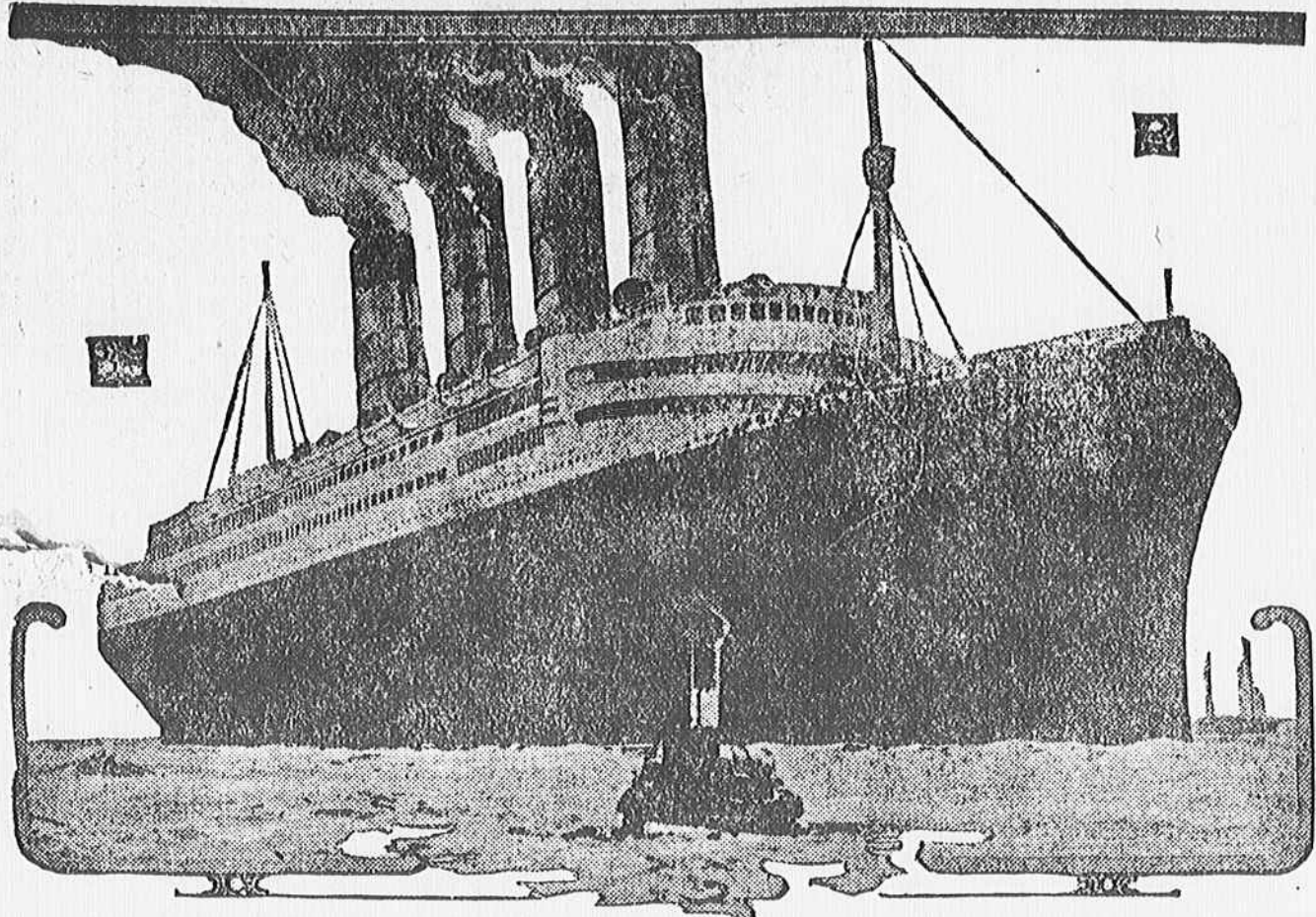


THE CUNARD LINER, LUSITANIA



The great steamer Lusitania was one of the largest and speediest trans-Atlantic liners. She was built in Glasgow, launched July 7, 1906, and started on her maiden trip September 7, 1907. The Lusitania was 785 feet long, gross tonnage 32,500, net tonnage 9,145, and had accommodation for 550 first-class passengers, 500 second class passengers and 1,300 third-class. Her captain was W. T. Turner.

**TWELVE HUNDRED LIVES LOST;
LUSITANIA, GREAT OCEAN LINER
VICTIM OF GERMAN SUBMARINE**

**Two Torpedoes Strike Vessel
Sending Her To Bottom In
Fifteen Minutes**

STORIES OF SURVIVORS

**About 120 Americans Are Lost—
Many Victims Are Women. Bod-
ies Brought to Land.**

London.—The Cunard liner Lusitania, which sailed out of New York with more than 2,000 persons aboard, lies at the bottom of the ocean off the Irish coast. She was sunk by a German submarine, which sent two torpedoes crashing into her side while the passengers were at luncheon.

The Lusitania was steaming along about 10 miles off Old Head Kinsale on the last leg of her voyage to Liverpool when at about 2 o'clock in the afternoon a submarine suddenly appeared and so far as all reports go, fired two torpedoes without warning at the steamer. One struck her near the bows and the other in the engine room.

The powerful agents of destruction tore through the vessels' side, causing terrific explosions. Almost immediately great volumes of water poured through the openings and the Lusitania listed.

Boats which were already swung out on the davits were dropped overboard and were speedily filled with passengers who had been appalled by the desperate attack. A wireless call for help was sent out, and immediately rescue boats of all kinds were sent both from the neighboring points along the coast and Queenstown.

Within 15 minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared.

When the passengers realized that the Lusitania was doomed they found that most of the boats of the port side were so jammed because of the great list of the vessel that they could not be lowered and last seen of them by the more fortunate passengers who had secured places in the starboard boats or who had jumped overboard and had been picked up, they were lined on the sloping decks awaiting their fate, doubtless even then believing that with land so close they would still be saved.

However, the torpedoes had torn such gaping holes in the liner that she did not remain afloat for more than 20 minutes, and the calls for help which the wireless sent out, although answered quickly, could not bring the rescuing steamers in time to be of any service.

Clinton Bernard of New York, a first cabin survivor of the Lusitania, said of his experiences: "I jumped overboard. I had no life belt but I picked up a bit of float sam. Finally I got to an upturned boat and cling to that. Later, with some others who had swam to this boat, we managed to right it and climbed in and started to rescue those we could reach.

"The German submarine made no attempt to save anybody. We saw it for a moment just before it dove. The first torpedo struck us between the first and second funnels. The Lusitania shook and settled down a bit. Two other torpedoes quickly followed and soon finished the ship. Four or five of our lives were lost."

down with her and the tremendous suction as the liner was engulfed dragged many down. "The first torpedo burst with a big thud, and we knew that we were doomed.

"We had floated about two hours in our small boat before the first rescue steamers arrived. Previous to this time some small shore boats and fishing smacks came along and helped us."

The Rev. H. W. Simpson, a passenger in the second cabin, saved himself by clinging to an upturned boat. "After a struggle we filled this boat with all we could rescue," Dr. Simpson said today. "We tied a pair of trousers to an oar and hoisted it as a signal of distress.

"A big trawler came along and took us aboard.

"When we were struck I was in the saloon. Lifebelts were handed around but the people did not want to put them on and they rushed off to the deck just as they were."

A cabin steward gave the following account:

"The passengers, a large number of whom were seriously injured by the explosion and by splinters from the wreckage, were all at luncheon. The weather was beautifully clear and calm. We were going at about 16 knots, and were seven or eight miles south of Galley head when we were struck by one torpedo and in a minute or two by two more. The first explosion staggered us, shattering the gigantic ship. The Lusitania disappeared in 20 minutes after the first torpedo struck.

"It was a terrible sight, but the passengers were surprisingly cool. We did not get a moment's notice from the submarine. It appeared suddenly above the surface on the starboard bow. It disappeared as suddenly as it came into view, and was not seen again. It did not attempt to save men, women or children, but left them to drown like rats in a trap when the great ship sank like a stone.

GERMANY DEFENDS DEED.

Points to Warning and Seeks to Shift Blame to Owners.

Berlin, via Wireless to London.—The following official communication was issued:

"The Cunard liner Lusitania was torpedoed by a German submarine and sunk. The Lusitania was not only armed with guns, as were recently most of the English mercantile steamers, but, as is well known here, she had large quantities of war material in her cargo.

"Her owners, therefore, knew to what danger the passengers were exposed. They alone bear all the responsibility for what has happened.

"Germany, on her part, left nothing undone to repeatedly and strongly warn them. The imperial ambassador in Washington even went so far as to make a public warning, so as to draw attention to this danger. The English newspapers sneered then at the warning and relied on the protection of the British fleet to safeguard Atlantic traffic."

No News of Vanderbilt.

Washington.—American Consul Frost at Cork sent the following cable to the State Department:

"Please assume that persons not listed as either survivors or identified dead are missing and almost certainly dead. No news of Vanderbilt, Stone, Shields, Myers, Hubbard, Forman nor of their bodies."

PRESIDENT CALMLY CONSIDERING QUESTION

Washington.—After a conference with the president at the White House, Secretary Tumulty said: "Of course the president feels the distress and the gravity of the situation to the utmost, and is considering very earnestly, but very calmly, the right course of action to pursue. He knows that the people of the country wish and expect him to act with deliberation as well as with firmness."

FACTS ABOUT THE LUSITANIA.

Every Thing About the Great Ocean Liner Was Colossal in Dimensions.

New York.—The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone about the British Isles.

Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or underwater boats.

During the last fortnight German submarines have carried on the most active campaign of any time since the war began.

The Lusitania was one of the largest trans-Atlantic liners and was one of the speediest. She was built in Glasgow in 1906 and was 785 feet long. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Ltd., of Liverpool. Her captain was W. T. Turner.

The Lusitania was a product of the race for speed which was carried on for years among trans-Atlantic steamship companies, particularly of England and Germany. When the Lusitania was launched she was the wonder of the maritime world. Her mastery of the sea from the standpoint of speed was undisputed.

Marine engineers were particularly interested in the great engines by which the Lusitania was propelled, which were regarded as a distinct departure. Instead of the usual type of reciprocating engines, her builders installed turbines. These engines developed an indicated horsepower of 70,000, driving four shafts, each of which carried a three-bladed propeller.

The launching of the Lusitania on June 7, 1906, at Clyde Bank, was attended with elaborate ceremonies. She left on her maiden trip September 7, 1907. This voyage was heralded as a race for the world's record. German steamship companies said her time of five days, 54 minutes, was not in reality a record. Later she made an undisputed record of four days, 11 hours, 42 minutes, but that subsequently was beaten by the Mauretania.

In January of last year the Lusitania rescued the crew of the little Canadian brigantine Mayflower which was drifting wrecked and helpless 1,000 miles from the Canadian shore.

Every thing about the Lusitania was of colossal dimension. Her rudder weighed 65 tons. She carried three anchors of 10 tons each. The main frames and beams placed end to end, would extend 30 miles.

Charles P. Sumner, general agent of the Cunard line in New York, issued a statement just before the Lusitania left New York the last time saying her voyage would not be attended by any risk whatever, as the liner had a speed of 25 1-2 knots and was provided with unusual water-tight bulkheads. Marine men said that in their opinion the Lusitania could not be sunk by any single torpedo.

Japan Cancels Military Movement.

Tokio.—The Japanese Government announced that the naval and military movements in connection with the Chinese situation had been cancelled.

ONLY A FEW OF LUSITANIA'S VICTIMS ARE FOUND; 137 AMERICANS DEAD

TWO OR THREE SUBMARINES ATTACKED THE GREAT OCEAN LINER.

CAPTAIN TURNER IS SILENT

Grieving For Loss of Ship He Only Remarks, "It is the Fortune of War." Broken Down.

London.—From the reports that reach here from many sources these points seem to be established in regard to the sinking of the Lusitania: No warning of the attack was given.

Several torpedoes were hurled at the ship; some say four and others seven.

Two, or at most three of the missiles struck the Lusitania.

One of the torpedoes entered No. 1 stokehold and another the engine room.

Conflicting reports as to the side struck suggest that more than one submarine may have participated.

There was no panic on the vessel, the crew going coolly about the work of preparing to save passengers.

Captain Turner promptly turned the Lusitania toward shore.

The heavy list due to inundating water prevented the launching of many lifeboats.

Some boats were swamped after launching, the vessel being unable to slow up because of severed pipes.

Many passengers, expecting rescue by boats, put on no lifebelts, and perished.

Others on board, including members of the crew, were wounded or killed by the torpedoes.

The ship, sinking rapidly by the head, went down with stern in air ten or fifteen minutes after she was struck.

Captain Turner, commander of the Lusitania, one of the few officers saved, has refused to make any formal statement. He remained at his post on the bridge until the ship went down, and was rescued two hours later, wearing a life belt.

He was terribly broken down when he landed at Queenstown, but his first remark as he went ashore was one of quiet irony.

"Well," he said, "it is the fortune of war."

After a strong cup of tea and a short rest he seemed to recover from his depression.

He displayed great grief over the loss of his vessel, but expressed no opinion on the action of the Germans.

After remaining on the Lusitania a bridge until the structure was submerged, Captain Turner climbed up a ladder, as would a diver from a tank.

When he reached the surface he grasped an oar and then a chair. He clung to the chair for nearly two hours, and finally when the chair turned over, he flung up a gold-braided arm. This was seen by a member of the crew in one of the boats, and thus the commander was saved.

Many passengers owned their rescue to life belts, which kept them afloat until they were picked up by boats.

The scene as the big liner sank beneath the waves is described by the survivors as heart-rending beyond words.

Battling for life, the passengers called to relatives and friends or bade each other good-bye.

The small boats which had got 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 were all crowded. These boats were in turn picked up by rescuing steamers, coming at full speed from shore points, but in many cases four or more hours elapsed before the rescuers reached the scene. In many cases the only work the rescue workers to do was to collect from the water the floating bodies of the dead. Several passengers were taken aboard trawlers so much injured that they died before they could reach shore.

A considerable portion of those brought into Queenstown were members of the crew. These included Captain Turner, with the first and second officers. All the other officers are believed to have perished. One hundred and seventeen stewards and stewardesses of the ship's complement were saved.

There is no evidence, however, that the time honored rule of the sea, "women and children first," was not observed to the last. Ernest Cowper, a Toronto newspaper man, has paid tribute to the discipline of the crew.

On Watch For The Raiders

Apparently, every precaution had been taken by the officers against a surprise attack by a submarine. Lookouts were constantly on the alert as the giant steamship sped toward the Irish coast.

The lookouts sighted the periscope of a submarine a thousand yards away, and the next instant they saw the trail left by a torpedo as it flashed on its course. Then came a terrific crash as the missile pierced the liner's side, followed almost immediately by another which littered the

765 SURVIVORS.

New York.—The Cunard Steamship Company announced the receipt of the following cablegram from Liverpool:

"Queenstown advise total number of survivors 764, including 462 passengers and 302 crew.

"One hundred and forty-four four bodies recovered, of which 87 identified and 57 unidentified. Identified bodies comprise 65 passengers, 22 crew.

"Number of persons injured: Thirty passengers and seventeen crew."

decks with wreckage.

Officers of the ship are quoted as saying that two other torpedoes were fired, but missed the ship. Another account says seven were shot at the Lusitania.

JUSTIFIED IN SINKING LINER.

Dr. Dernburg Says Lusitania Was War Vessel.—"Americans Used as Cloak."

Cleveland.—Justification of the sinking of the liner Lusitania by German submarines as a man of war was advanced by Dr. Bernhard Dernburg, former German Colonial Secretary and regarded as the Kaiser's official mouthpiece in the United States. Dr. Dernburg gave out a statement at the Hollenden Hotel following his arrival in Cleveland to address the City Club at noon on Germany's attitude in the present war.

Because the Lusitania carried contraband of war and also because she was classed as an auxiliary cruiser and was at the disposal of the British Admiralty, Germany had a right to destroy her regardless of the passengers, which included nearly 200 Americans, Dr. Dernburg said. Warnings given by the German Embassy in public advertisement before the sailing of the Lusitania, he added, together with the note of Feb. 18, declaring the existence of war zones, relieved Germany from responsibility for the loss of the many Americans.

The blowing up of the American tank liner Gulflight, carrying a cargo of oil for France, also was characterized as justifiable by Dr. Dernburg.

SAW DISASTER FROM SHORE.

Coastguardman and Cork Farmer Say Ship Sank in Eight Minutes.

Cork.—A coastguard who witnessed the sinking of the ship, believe that 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 that hardly ten minutes later she keeled over on her side and sank.

A resident of Ardfield estimates that the ship was five miles from shore when he heard the crash of the torpedo as 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 rescue boats had reached the spot where she went down.

GOV. DUNNE URGES CALMNESS.

Asks Citizens to Withhold Views and Leave Wilson Unembarrassed.

Springfield, Ill.—Governor Dunne issued a formal signed statement urging calmness in the face of the sinking of the Lusitania.

"American citizens generally, and particularly those in public office outside of the office of the secretary of state, should not in this grave crisis forestall or embarrass the president and the department of state by giving utterance to their personal views in relation to this grave calamity," says the statement.

It closes with an expression of confidence in the Wilson administration and faith that it will "avert the awful calamity of war with honor and credit to the American republic."

ROOT GRAVELY SILENT.

Ex-Senator Says He Feels That He "Should Say Nothing"

Albany, N. Y.—Ex-Senator Elihu Root, president of the Constitutional Convention, received with evident concern reports of the sinking of the Lusitania indicating that the number of dead was much larger than early news had indicated. He declined to comment or to give an opinion on the probable effect the loss of many American lives would have on the future relations between this country and Germany.

"I feel that I should say nothing," said Mr. Root gravely.

Mobs A Tack German Shops.

Liverpool.—Attacks on German shops, which began some time ago were renewed as a result of fury aroused by the sinking of the Lusitania. Most of the rioters were women, many of them relatives to sailors of the Cunard Line.

Several shops were wrecked and the contents piled in the streets and burned.

**WHOLESALE MURDER
CORONER'S VERDICT**

FIND GERMAN OFFICERS AND GOVERNMENT GUILTY OF MURDEROUS ATTACK.

CAPTAIN TURNER IS WITNESS

Testifies, Describing the Catastrophe and Saying He Could Only Obey Orders Given Him.

Kinsale, Ireland.—The coroner's jury investigating the deaths of five persons drowned when the Cunard Lusitania was sunk by a German submarine off the coast of Ireland last Friday, returned a verdict here charging "the officers of said submarine and Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world."

Captain Turner of the Lusitania was the principal witness. He told the jury he did not see any submarines either before or after his ship was torpedoed. He was on the bridge when his vessel first was struck and immediately gave orders for the lowering of the boats and the placing of the women and children in them.

Captain Turner said that after the warnings at New York that the Lusitania would be torpedoed he did not make any application to the Admiralty for an escort. "It is their business, not mine. I simply had to carry out my orders to go, and I would do it again," declared the witness with emphasis.

The verdict of the coroner's jury follows:

"We find that the deceased met death from prolonged immersion and exhaustion in the sea eight miles south-southwest of Old Head of Kinsale, Friday, May 7, 1915, owing to the sinking of the Lusitania by torpedoes fired by a German submarine.

"We find that this appalling crime was committed contrary to international law and the conventions of all civilized nations.

"We also charge the officers of said submarine and the Emperor and Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world.

"We desire to express sincere condolence and sympathy with the relatives of the deceased the Cunard Company and the United States, many of whose citizens perished in this murderous attack on an unarmed liner."

GERMANY BLAMES ENGLAND.

Ambassador Expresses Deqret to America.—Charging England With Whole Affair.

Washington.—While official Washington waited for the word from President Wilson as to what is to be the policy of the United States in the crisis resulting from the sinking of the Lusitania, Count Bernstorff, the German Ambassador, called at the State Department and expressed to Secretary Bryan, his deep regret that the events of the war had led to the loss of so many American lives.

The Ambassador did not comment on his visit, but Secretary Bryan, saying only that he understood the expression to have come from Count Bernstorff personally gave out the following by agreement:

"The German Ambassador called at the State Department and expressed his deep regret that the events of the war had led to the loss of so many American lives."

150 Babies Perished.

London.—The Illustrated Sunday Herald of Cork says there was on the Lusitania fifty babies who were less than twelve months old and more than one hundred others whose ages did not reach two years. They all have been drowned.

U-39 Sunk Lusitania.

London.—A Central News dispatch from Geona says a telegram received there from Munich declares it was the German submarine U-39 that sunk the Lusitania.

List of Identified Dead.

Relatives and friends of passengers missing from the list of Lusitania survivors again besieged the Cunard offices. Some were rewarded when the company posted a revised list of survivors and the hopes of others were dashed when another list was posted containing the names of identified dead.

While hope was not entirely abandoned that more survivors might be reported, line officials feared the toll of dead would not materially be reduced below present figures.

A list of identified dead given out follows:

First Class.

Mrs. G. W. Stephens, Montreal; Charles P. Paynter, Liverpool (previously reported among survivors); Mrs. A. de Page, New York; B. King (T. C. King); Frank G. Naumann, New York; Robert W. Crooks, Toronto (previously reported among survivors); Mrs. Brown (Mrs. M. C. Brown).

Second Class.

Mrs. F. King; Rev. James A. Beattie; William R. Bushvine; F. C. Tyers; Michael Foley (A. R. Foley); J. R. Sippman (John B. Sippman).