



## LUSITANIA SUNK; HUNDREDS LOST

### Liner Attacked by Submarine Off Irish Coast.

### VESSEL HAS NO WARNING

### Two Torpedoes Crash Into Side While Passengers Are at Their Luncheon.

### EXPLOSIONS ARE TERRIFIC

### Injured Among Survivors Hastened to Hospitals, Where Many Afterward Die.

Nationality	1st	2d	3d
Great Britain	179	523	256
United States	106	65	17
Greece	3	—	—
Sweden	1	—	—
Mexico	1	—	—
Switzerland	1	—	—
Russia	1	—	—
Belgium	1	—	—
Holland	1	—	—
France	1	—	—
Italy	1	—	—
Perla	1	—	—
Finland	1	—	—
Scandinavia	1	—	—
Unknown	1	—	—

LONDON, May 8.—The Cunard liner Lusitania, which sailed out of New York last Saturday with more than 2000 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, seemingly confident that the great vessel could elude the German under-water craft, were having luncheon.

### Only 600 Accounted For.

How many of the Lusitania's passengers and crew were rescued cannot be told at present, but the official statements from the British Admiralty up to midnight accounted for not more than 500 or 600. It was reported at the Cunard offices, however, that between 500 and 600 had been landed at Queenstown and about 200 at Cionakilty. There were 1251 passengers and 816 in the crew, a total of 2067. It is believed more survivors will be accounted for. Many are reported to have died in hospitals.

A Dublin dispatch to the Exchange Telegraph Company says that the latest reports indicate a loss of life of about 1600.

There were dead and wounded among those brought ashore; some since have died.

### Torpedoes Fired Without Warning.

The Lusitania was steaming along about 10 miles off Old Head Kinsale, on the last leg of her voyage to Liverpool, when 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 vessel's 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.

### Rescue Boats Put Out Speedily.

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.

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

Many rescued were taken to Queenstown by steamers. Others are reported as having been landed at the ports of Cionakilty and Kinsale. Some dead and injured were taken ashore with the survivors. Several have died in hospitals.

The Admiralty says that between 500 and 600 survivors from the Lusitania have now been landed, many of them hospital cases. Some also have been landed at Kinsale, the number not having yet been reported.

### Admiralty to Issue Statement.

It is said that the British Admiralty is not withholding any verified facts regarding the Lusitania, but declines

## TRANSYLVANIA IS OFF FOR BRITAIN

### CROWDED LINER SAILS AFTER HEARING ABOUT LUSITANIA.

### Captain Hopes He Will Catch Sight of German Submarine—Twelve Cancel at Last Moment.

NEW YORK, May 7.—The British steamer Transylvania of the Anchor Line sailed late today for Liverpool a few hours after news of the Lusitania's sinking had been received. The Transylvania's cabins were crowded, her agents said. There were 879 passengers aboard and others who wanted to go, according to officers of the line, could not be accommodated for lack of room.

Captain John Black, who was recently transferred to the Transylvania from the British auxiliary cruiser Columbia, commanded the ship.

"I have been hunting for a submarine ever since this war began," was his comment on the Lusitania. "I only hope I see one on this trip and that she comes close enough for me to ram her."

"Do you expect to fly the American flag when you reach the war zone?" he was asked.

"No, sir, I'll take my ship to port with the flag of England flying or not at all," he replied.

All precautions, however, Captain Black said, would be observed when the Transylvania reached the war zone.

Of the Transylvania's passengers 117 were in the first cabins, 310 in the second and 452 in the stowage. Almost half the passengers were from Canada, it was said. There was little nervousness apparent among the passengers, all of whom had heard of the Lusitania's fate. Twelve last-minute cancellations were recorded. This, it was said, was not an unusual number.

## NO PASSAGE BOUGHT HERE

### Cunard Agents Say Portlanders Not Known to Be on Lusitania.

So far as Portland agents of the Cunard line know, no person from Portland was aboard the Lusitania. None of the agents had booked any passages for this trip.

Dorsey B. Smith, of the Tourist Travel Bureau, sold a ticket to A. E. Mann, who was connected with Kerr, Gifford & Co. until a year ago, but his passage was for the next sailing of the Lusitania, May 29. Mr. Mann is thought to be in Chicago. Frederick S. McFarland, of the O. W. R. & N. Company, had booked a passage for J. A. Johnson, but it was also for the liner's next trip.

Among the other offices at which tickets are sold over the Cunard line are the Northern Pacific, Southern Pacific, Great Northern and Spokane, Portland & Seattle. At all of these it was said, however, that no passages had been sold for months.

George T. Robbins, of the Northern Pacific, said: "Since the war began, and especially in the last few months since the beginning of the German submarine campaign, there has been practically no transatlantic business from here. There will be still less from now on."

## SINKING OF VESSEL STIRS WASHINGTON

### Government Views Situation as Serious.

### WILSON MAKES NO COMMENT

### Text of Warning Note to Germany Now Recalled.

### EMBASSY NOT SURPRISED

### German Diplomats Say That Because Lusitania Carried Arms and Ammunition They Expected She Would Be Victim.

WASHINGTON, May 7.—Torpedoing of the British liner Lusitania with scores of Americans on board shocked official Washington today as had no other incident since the outbreak of the European war.

The feeling was widespread that if any American lives had been lost, the United States, in view of its strong warning to Germany, would be confronted with the necessity of taking steps to safeguard the lives of its citizens on the high seas.

### Series Reaches Climax.

The sinking of the Lusitania marks the climax of a series of incidents since the announcement of the German war zone decree concerning which the American Government has been silent. It is now predicted that, even though it developed that no American lives were lost on the Lusitania, general representations will be made by the United States covering all the cases involved—the death of Leon C. Thresher, an American citizen, when the British steamer Falaba was sunk; the dropping of bombs on the American steamer Cushing, and the attack on the steamer Guilflight, which was wrecked with a loss of three American lives.

The report that the Lusitania was torpedoed without warning created much discussion, for it was the first case in which this threatened procedure has been carried out with Americans on board a belligerent vessel.

### Repeated Warnings Recalled.

Aside from diplomatic questions in the case, which were widely discussed in Washington tonight, the sinking of the liner brought to light an interesting story of repeated threats and warnings which have reached high officials for several days past of a plan by the German Admiralty to sink the Lusitania for the psychological effect it would have on Great Britain and the

## INDEX OF TODAY'S NEWS

The Weather.  
YESTERDAY'S—Maximum temperature, 77 degrees; minimum, 54 degrees.  
TODAY'S—Saturday fair, not so warm; southwesterly winds.

### Sinking of Lusitania.

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Washington much stirred by sinking of Lusitania, but withholds comment pending receipt of full information. Page 3.  
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### War.

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### Pacific Northwest.

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### Portland and Vicinity.

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### TWO ON LINER KNOWN HERE

### Henry Adams, City Treasurer's Uncle, and Wife on Lusitania.

Mr. and Mrs. Henry Adams, two of the passengers on the steamer Lusitania, are well known in Portland, having resided here for ten years prior to 1897. Mr. Adams is the uncle of William Adams, City Treasurer of Portland.

Mr. and Mrs. Henry Adams came to Portland in 1887 when he was engaged in the tea department of the Corbett-Macleay Company, wholesale grocers. They left Portland in 1897, going to London. Mr. Adams now is in business in London. Since quitting Portland he and his wife have been back here upon several occasions.

### AMERICANS ARE ANXIOUS

### Embassy in London Open All Night to Give News.

LONDON, May 8.—The American Embassy and consulate and the American newspaper offices have been flooded with telephonic inquiries from Americans as to the fate of the passengers on the Lusitania.

The Embassy decided to remain open all night, so that any news that was received could be made public.

## GERMAN BASE IN IRELAND SUSPECTED

### Washington Recalls Recent Raids Nearby.

### AID FROM NATIVES REPORTED

### Submarines Also Capable of Voyages of 6000 Miles.

### UNUSUAL ATTACK LIKELY

### United States Naval Officials Believe Lusitania Too Well Built to Be Destroyed by Explosion of Only One Torpedo.

WASHINGTON, May 7.—Naval officers here think the Lusitania probably was struck by more than one torpedo if, as reported, she remained afloat only 30 minutes after the first explosion; they said, that except under extraordinary conditions, a single torpedo could not sink her.

It was pointed out, however, that inside explosions following the attack might have aided in the work of destruction, as the ship is understood to have carried a vast quantity of war material for the allies, including much ammunition.

### Rescue of All Doubtful.

Such explosions might have ripped open several compartments and so weakened others that they gradually gave way under the pressure of rushing water.

One theory credited by some State Department officials is that the German submarines have a base on the Irish coast, and are aided secretly by natives of the locality.

If all of the passengers and crew of the ship were removed in her boats after she was torpedoed, the officers and crew of the Lusitania accomplished an almost impossible task, some officers said. The ship carried the full complement of boats, both of the regular and collapsible type, and of life rafts required under American navigation laws.

A place for every person aboard the ship in lifeboats was assured, it is said, and undoubtedly all boats were swung out and provisioned as soon as the steamer cleared New York harbor and remained so all the way across.

### Vessel Thought Indestructible.

It was suggested, however, that the task of getting into the boats nearly 2000 persons, many of whom were

## ROOSEVELT SAYS ACT WAS PIRACY

### COLONEL REPEATS COMMENT HE MADE ON GULF FLIGHT.

### Opinion as to What United States Should Do in Circumstances, However, Is Reserved.

SYRACUSE, N. Y., May 7.—(Special.)—Colonel Roosevelt characterized the sinking of the Lusitania as "an act of piracy."

"I do not know enough of the facts," said the Colonel, "to make any further comment, or to say what would be proper for this Government to do in the circumstances."

"I can only repeat what I said the other day when the Gulf flight was sunk. I called attention to the fact, months before the German zone was established and deeds such as the sinking of the Lusitania were threatened, that if such deeds were perpetrated they would represent nothing but mere piracy."

"I hear the ship carried the American flag. Whether that was an act of deceit or whether she was under American register I do not know."

## WAR GOODS ON LUSITANIA

### Manifest Shows Ammunition Valued at \$200,024 on Board.

NEW YORK, May 7.—(Special.)—One of the items of the Lusitania's cargo was ammunition, valued at \$200,024. The ship carried 5471 cases of cartridges and ammunition, according to the ship's manifest.

Such a passenger ship, it was explained, would not carry high explosives, for those articles are shipped on the British cargo ships.

The Lusitania had a cargo of 1200 tons, which is practically all she could carry. Its value was put at \$50,000, included in her manifest are the following items: Sheet brass, 260,000 pounds, valued at \$49,555; copper wire, \$3,465 pounds, valued at \$11,000; 349 packages of furs, valued at \$15,250; military goods 189 packages, valued at \$66,231; 89 cases of leather valued at \$31,517 and 422,165 pounds of beef.

## MEDFORD GIRL PASSENGER

### Miss Dorothy Conner on Way to Join Red Cross Unit in Belgium.

MEDFORD, Or., May 7.—(Special.)—Miss Dorothy Conner, daughter of Mrs. Charles Conner, wealthy ranch owner in the Rogue River Valley, was a passenger on the Lusitania. She left Medford about two weeks ago and word was received here this morning that she only had two hours in which to catch the boat. Miss Conner wrote just before the boat sailed: "The Lusitania is now being held up and there is a report the captain has lost his nerve, but I think we will get off all right."

Miss Conner was accompanied by her brother-in-law, Dr. Fisher, of Washington, D. C., and she intended to join her sister, who lives in England, as a member of a Red Cross unit in Belgium.

## STOCKS TUMBLE AS SINKING IS FLASHED

### Anxious Relatives Besiege Ship Offices.

### 860 SAIL ON ANOTHER LINER

### Only 12 Cancel Passage After News of Disaster.

### SUNKEN VESSEL INSURED

### Five Million Dollars Carried on Lusitania—Consternation Caused in Exporting Circles—Schedules May Be Changed

NEW YORK, May 7.—First news of the torpedoing and sinking of the Cunard liner Lusitania came shortly after 1 P. M. today through an announcement from the local offices of the Cunard line which said that an unconfirmed rumor to that effect had been received from abroad.

Less than an hour later the company made public additional messages confirming the report which, in the meantime, however, had been verified by newspaper dispatches from London.

### Wall Street Affected.

Publication of the news created tremendous excitement in Wall Street and there followed a violent decline in both the stock and cotton markets. Under an avalanche of selling orders which reached their greatest volume the last hour of trading, stocks fell 8 to 20 points and cotton \$2.50 a bale. The so-called war stocks, like Bethlehem Steel, were especially affected.

The Lusitania, with a total of 1231 passengers aboard, of whom 183 were Americans and with a crew of 816, sailed from here last Saturday in the face of a warning published on the day of her departure by the German embassy which said that travelers intending to embark on British ships did so at the risk of the ship's being destroyed in accordance with the German zone decree.

### Passengers' Relatives Anxious.

This afternoon and tonight anxious friends and relatives of the Lusitania's passengers besieged the offices of the Cunard line and the scene recalled those at the offices of the White Star line when the Titanic sank three years ago. Officials of the Cunard line announced tonight that they had received more than 300 telephone and telegraph inquiries relative to the safety of passengers. Telegrams were received from as far north as Montreal as far south as Atlanta and as far west as St. Louis.

The ship itself, Cunard officials said today, was covered by \$5,000,000 war risk insurance.

The news created perhaps the greatest consternation in exporting circles, where the question arose as to the probable course of the steamship companies in maintaining their schedules in the future.

### Another Liner Sails.

There were no cancellations announced today, and despite the fate of the Lusitania, the Cunard line permitted the Anchor liner Transylvania to sail for Liverpool tonight. Out of 873 passengers only 42 canceled their passage.

The first intimation of trouble to the Lusitania, published by the Cunard Company shortly after 1 o'clock as an "unconfirmed report" that the Lusitania had been torpedoed was based on a message which the company said it had received at 11:41 A. M. The text of this message was not given out until about 5 P. M., and was as follows:

"We regret to advise that an unconfirmed report is that the Lusitania was torpedoed by a submarine at 2 P. M. Friday, ten miles south of Kinsale, and sank at 2:30 P. M. We have no news as yet as to the safety of the passengers and crew."

### All Available Craft Go to Aid.

Confirmation of the sinking was not made known until 2 P. M., when the texts of messages from Liverpool and Queenstown were given out. The first of these was a wireless direct from the Lusitania calling for assistance; the other from Old Head, Kinsale, saying that boats belonging to the Lusitania were "in the vicinity where she sunk." Subsequent messages told that all the available craft in Queenstown were going to the rescue and that a Greek steamer was in the vicinity. Another message received at about 4:30 o'clock said that, according to a Cork newspaper, 300 passengers had been landed at Cionakilty.

"The Cunard Company's whole concern," said a message received about 5:30, "is with regard to the possible loss of life of passengers and crew. The material loss is covered by insurance."

### Warnings Not Indicated.

"According to the meager messages so far received the Lusitania was torpedoed without a warning and sank within a short space of time. A large number of the ship's boats are known to be afloat and the weather is reported to be fine and calm. Every effort is being made to obtain further details and all information will be published without delay."

As the night wore on, only a handful of persons remained or visited the Cunard office inquiring for information.

