

LUSITANIA DEAD BELIEVED 1194

Little Hope Remains That Others Escaped.

FROHMAN'S BODY IS FOUND

Vanderbilt, Forman, Klein, Hubbard and Other Americans Still Are Missing.

2 SUBMARINES SUSPECTED

Accounts of Number of Torpedoes Vary in Stories of Passengers.

LONDON, May 8.—The latest estimate of lives lost as a result of the torpedoing of the Cunard liner Lusitania by a German submarine off the Irish coast yesterday is 1194. It is believed that almost all, if not all, the survivors have been brought ashore and there is little hope of recovering any other passengers alive.

Prominent Americans Lost. Among the Americans whose bodies have not been recovered and who consequently are believed to have perished are Alfred Gwynne Vanderbilt, Charles Klein, the playwright, Justus M. Forman and Elbert Hubbard and his wife.

The body of Charles Frohman, of New York, the theatrical producer, already has been recovered and brought ashore at Queenstown.

Passengers Are Over-Confident.

Many of the passengers did not believe the Lusitania would sink as quickly as she did. Consequently they did not join in the rush for the lifeboats, but evidently preferred to trust in their belief that the watertight compartments of the vessel would keep her afloat until such time as help came out from the Irish shore, less than 10 miles away.

It is estimated that there were about 190 Americans on board the Cunard liner. So far as could be ascertained at this time fewer than 70 Americans were saved. Consequently the death list of Americans is 120.

Two Submarines Reported.

Either two or three torpedoes struck the Lusitania. One report says that one projectile was followed by two

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CAPTAIN ON BRIDGE AS VESSEL SINKS

BOAT, CHAIR AND GOLD BRAID ON ARM AID IN RESCUE.

Lusitania's Master Grieved by Loss, but Refuses to Express Opinion of Attackers.

QUEENSTOWN, May 8.—Captain Turner, commander of the Lusitania, has refused so far to make any formal statement. His first remark on landing was one of quiet irony. "Well," he said, "it is the fortune of war."

The captain secluded himself at night in apartments, but was able to be about today in uniform. He displayed great grief over the loss of his vessel and its company, but has expressed no opinion on the action of the Germans.

Captain Turner remained on the Lusitania's bridge until the structure was submerged and then 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 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. He was broken down when he landed Friday night, but after a strong cup of tea and a short rest he seemed to recover and appeared to be nearly normal today.

None of the survivors had any complaint to make regarding the action of the crew. All agree that everything possible was done under the circumstances.

The first train loaded with survivors left Queenstown today en route to London.

"CALAMITY GRAVE; WAIT"

Governor Dunne Urges Calmness and Non-Embarrassment to President.

SPRINGFIELD, Ill., May 8.—Governor Dunne issued today 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."

PORT SIDE BOATS JAMMED

Much Loss of Life Due to Liner's Heavy List to Starboard.

QUEENSTOWN, May 8.—The body of Dr. F. S. Pearson, of New York and Lowell, Mass., was identified in one of the morgues here tonight.

It is now regarded as certain that all of the most prominent persons aboard the Lusitania perished.

The liner listed so perceptibly to starboard after the first great rush of water that all but two boats on the port side were jammed. The first boat launched was almost filled with children, with whom were a few women. It capsized as it struck the water and all were swept away, although two stokers gave their lives in attempting to save some of them.

One hundred and seventeen stewards and stewardesses of the ship's complement of 416 were saved.

ACT HELD "DELIBERATE"

Lord Beresford Says Germany Would Draw America Into War.

LONDON, May 8.—"I think the Lusitania has been torpedoed deliberately for the purpose of making the United States declare war," said Lord Charles Beresford today.

"I foretold the whole present situation in February and gave my reasons for thinking Germany meant to bring America into the war."

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SURVIVORS TELL HOW THEY ESCAPED

Overtured Boats Are Made to Do Duty.

SUBMARINE HELPS NO ONE

Passengers See Attacker Before It Disappears.

MANY REFUSE LIFEBELTS

People in Saloon Rush on Deck as They Arc, Trusting to Boats—Boy Tells of Seeing Torpedo Coming Straight for Ship.

QUEENSTOWN, May 8.—Survivors of the sinking of the Lusitania today had a variety of stories to tell of their experiences. They were almost overcome when they landed, but for the most part were on the way to recovery today.

Clinton Bernard, of New York City, one of the first cabin survivors of the Lusitania, had this to say of his experiences: "When I saw the ship was sinking I jumped overboard just as I was. I had no life belt, but I picked up a bit of floatam. Finally I got to an overturned boat and with some other swimmers I managed to right it. We climbed in and started to rescue as many as we could.

Submarine Attempts No Rescue. "The German submarine made no attempt to save anybody. We saw it for a moment 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 our ship. Four or five of our lifeboats went down with her, and the tremendous suction as the liner was engulfed dragged many people down, also.

"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."

Minister Clings to Boat.

Rev. H. W. Simpson, a passenger in the second cabin, saved himself by clinging to an overturned 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. Life belts were handed around, but the people did not want to put them on and they rushed off to the deck just as they were."

William Brown, of Alaska, another survivor, said he decided not to join the rush for the boats. "I came to the conclusion that a life belt was the thing for me," he said, "so I went to my cabin and secured one. With it on, I slid down a long rope into the water. Subsequently I got into a boat."

Man Seeks Boat, Takes Belt.

H. Smethurst, a stateroom passenger, was saved in the same way. He had put his wife into a lifeboat and in spite of her urging he refused to accompany her, saying the women and children must go first. After the boat with his wife in it had pulled away the husband put on a life belt, slipped into the water and floated until he was picked up.

W. G. E. Meyers, of Stratford, Ont., 18 years old, who was on his way to join the British navy as a cadet, said: "I had just gone to the upper deck after lunch to play a game of quoits with two other boys. One of them, looking over the side, saw a white

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O Library 22NOV15... Captain Turner... Senator Borah predicts nothing will come of Lusitania incident... Effective support is given stocks in Wall street... Pacific Northwest... Real Estate and Building... Automobiles and Roads... 1915 Blue Book is in print... Pacific Coast League results... The Cunard line received and posted shortly before 10 A. M. an incomplete list of survivors... Names Added by Private Carrels... Words Fail Lord Mayor... 88 VESSELS IN WAR ZONE... Thirteen Ships Carrying Passengers and Another May Have Troops... NEW YORK, May 8.—Eighty-eight vessels bound from or to American ports were today within the German war zone or due to pass through it on their voyages.

NEW YORK SOBERED BY TRAGEDY OF SEA

Loss of Prominent Men Is Deeply Felt

LINE'S OFFICES ARE THROWN

People Hope Against Hope for Safety of Friends.

STOCK MARKET RECOVERS

Concern Manifest for Safety of Vessels Now in Blockaded Area, but Philadelphia Sails With Big Passenger List.

NEW YORK, May 8.—With some of its best-known citizens among the passengers on the Lusitania whose fate had not been accounted for, and with a growing realization of the awfulness of the catastrophe and the gravity of its international significance, New York today was a sober city.

Awakening this morning to find that the hopes of the night before that the Lusitania's passengers had been saved were premature, and that the loss of life might reach two-thirds of those aboard, the whole city seemed stunned.

A spirit of depression was in evidence among people in all public places, and a sobriety of demeanor characterized those who gathered on street corners and at bulletin boards to discuss the catastrophe.

Cunard Offices Thrown.

The publication of the news of serious loss of life brought a throng of anxious inquirers to the offices of the Cunard line early in the forenoon. Before midday the crowd had swelled to nearly 300, but dwindled during the afternoon to 25.

The Cunard line received and posted shortly before 10 A. M. an incomplete list of survivors, which was anxiously scanned by friends and relatives. There were several touching scenes when women, the names of whose loved ones were among the missing gave way to their emotions.

Names Added by Private Carrels.

To the list of survivors received from abroad, several names were added here by friends of passengers who had received private cablegrams from the passengers themselves saying that they were safe.

In the knowledge that the list was still incomplete, hope still lingered with many, however. Gloom spread over the theatrical district when it became known that the body of Charles Frohman, the theatrical producer, had been picked up and that Charles Klein, another theatrical producer, was among the missing. There was a similar depression among friends of Alfred Gwynne Vanderbilt, Elbert Hubbard, Justus Miles Forman and others from whom no word had been received.

Stock Market Recovers.

The financial district gave evidence of having recovered its poise lost yesterday when the first news of the catastrophe precipitated a violent decline in stocks. After a preliminary break during the first 15 minutes of trading, the market recovered and behaved normally during the rest of the two-hour session. Leading bankers, it was said, had entered the market with supporting orders.

In shipping circles there was much concern for the ships now in or approaching the German war zone and many rumors were in circulation of other ships having been torpedoed.

Maritime records show that 88 ships are now passing through or due to arrive in the zone, of which 13 are passenger ships. One of these is an

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ELBERT HUBBARD SAILS WITH PARDON

PRESIDENT WILSON GRANTS WRITER HIS LIBERTY.

To Obtain Passport for Trip to Europe Convicted Man Secures Restoration of His Civil Rights.

WASHINGTON, May 8.—Elbert Hubbard, the writer believed to have been lost on the Lusitania, obtained a pardon from President Wilson before sailing for Europe, it was learned today, in order to have his civil rights restored, and thus obtain a passport.

Hubbard pleaded guilty in Buffalo, N. Y., to a charge of misuse of the mails in 1913 and was sentenced to pay a fine of \$100. The matter objected to appeared in Hubbard's magazine. The conviction automatically deprived him of the rights of citizenship and President Taft denied him a pardon the same year on the ground that his petition was premature.

Hubbard called at the White House last month and told Secretary Tumulty that he wanted to go to Europe to write about the war and pointed out that he could not obtain an American passport because of the conviction handed over him. The matter was immediately taken up with Attorney-General Gregory and the pardon signed by the President.

REPARATION PLEA MADE

Governor Withycombe Says "Let Us Uphold National Administration."

SALEM, Or., May 8.—(Special.)—Asked for a statement by several Eastern newspapers regarding the sinking of the Lusitania, Governor Withycombe tonight issued the following:

"The Lusitania horror may arouse resentment far-reaching enough to force an end of the European holocaust, but such an end as will eliminate combined competitive armament with its assurance of future wars. Let us withhold denunciation until all the facts are before us. Above all, let us, in these difficult hours, uphold the National Administration to the fullest degree, so that its course may be unhampered by factional or partisan opposition.

"The United States united for honorable peace, with reparation and a stern guarantee of its citizens' safety, if such is possible; but loyally united, let what may befall in my message from Oregon.

"JAMES WITYCOMBE, Governor."

DERNBURG JUSTIFIES ACT

Ex-Cabinet Minister Also Says Guilt-light Deserved Destruction.

CLEVELAND, May 8.—Dr. Bernhard Dernburg, ex-colonial secretary of Germany, who arrived here today from New York, holds the sinking of the Lusitania to be justifiable, because the Lusitania carried contraband of war and because she was classified as an auxiliary cruiser at the disposal of the British Admiralty. Warnings given by the German Embassy at Washington together with the note of February 18 from Berlin, declaring the existence of war zones, relieve Germany from responsibility for the loss of lives of Americans, he said.

Dr. Dernburg also characterized the blowing up of the American tank liner Gulfight, carrying a cargo of oil from France to England, as justifiable.

RED CROSS TO AID NEEDY

Lord Derby Subscribes \$1250 to Help Lusitania Unfortunate.

WASHINGTON, May 8.—Miss Mabel T. Boardman, chairman of the relief board of the American Red Cross, announced tonight that the Red Cross would be glad to receive contributions to a fund for relief of destitute survivors of the Lusitania and families of the victims.

LIVERPOOL, May 8.—A Lusitania relief fund has been opened here. Lord Derby subscribed £250 (\$1250).

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PRESIDENT NOT TO BE HURRIED

Tumulty Says Action Is Calmly Considered.

LEGAL ASPECT IN SHADOW

Washington Realizes Killing of Defenseless Neutrals Is Uppermost in Minds.

GENERAL PROTEST LIKELY

Senator Stone Says Gulfight Case Is More Serious Than That of Lusitania.

WASHINGTON, May 8.—The first formal comment from the White House on the sinking of the Lusitania was issued tonight in the following statement:

"After a conference with the President at the White House tonight, 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 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."

Legal Aspect Overshadowed.

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 officials the ever-recurrent thought that a hostile submarine deliberately destroyed the ship with the knowledge that hundreds of defenseless neutrals and women and children were aboard.

Everywhere that aspect overshadowed the legal phase of the case, for while there is said to be no precedent in international law for the attack without warning on a belligerent merchantman, it was realized that that defense might be made on the charge that guns were mounted on the deck. That, however, the British government has denied.

Special Session Talked Of.

In many quarters it was thought probable representations to Germany will be general, covering all the cases of attack on American vessels. In official quarters and among diplomats there was apprehension that the American people might not consider representations sufficient. A special session of Congress has been talked of, but there has been no intimation of it as yet from any official quarter. Chairman Stone, of the Senate foreign relations committee, issued a statement counseling calmness. 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 steamship Gulfight a much more serious offense against neutral rights.

Stone Urges Against Impulse.

"It seems to me," said Senator Stone, "that good sense dictates that we keep our heads until we get our bearings. It is a bad time to get rattled and act impulsively."

"We cannot overlook the fact that the Lusitania was a British ship flying the British flag and subject at any time to be put into actual naval service of

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CARTOONIST REYNOLDS CONTINUES HIS ACTIVITIES IN ILLUSTRATING THE WEEK'S NEWS TO WARTIME AFFAIRS LARGELY.

