

TORPEDOED LINER LUSITANIA'S DEATH ROLL NOW TOTALS 1,216 PEOPLE

ALL BUT ONE OF RESCUE SHIPS IN; 703 SURVIVORS

137 AMERICANS LOST LIVES IN SEA TRAGEDY

Two Torpedoes Fired—Famed Americans Among Lost—Gerard Starts Probe—Queenstown City of Horrors—Rescued Passengers Give Little Details.

President and Cabinet Wait for Full Facts Before Giving Out Policy—Calmness Urged by Foreign Committee Head—Yankee Consuls Start Probe Among Survivors.

LONDON, May 8.—The latest available information indicates that about two thirds of the persons on board the Lusitania lost their lives. The number of passengers is given by the Cunard Steamship representatives in New York as 1254, and of the crew as 665, a total of 1919. The number of survivors now accounted for is 703. This indicates a death list of 1216.

WASHINGTON, May 8.—Appalled by the tragic aspect of the Lusitania disaster as hourly developments disclosed its magnitude and far-reaching possibilities, with the probable loss of 137 American lives, President Wilson and his advisers are waiting for all the facts and for a crystallization of public opinion to aid in laying out the course the United States will pursue in this latest international complication—the gravest the president has faced since the outbreak of the European war.

Hopes that the list of persons saved may be materially increased were dashed by an announcement from the British admiralty that all but one of the rescue fleet which put out from Queenstown had reported and that there was little prospect of news of further survivors. Nevertheless inquiries are being made all along the coast in the hope that other rescues may have been made by small craft which put in at isolated points.

President Wilson, while seeking the facts, hopes that the country will assume an examining attitude and reserve full judgment until complete information is at hand.

First Cabin Suffers Of the 299 first class passengers, it is now believed only 76 were saved. No word has been received of Alfred Gwynne Vanderbilt and other prominent men who were aboard.

Secretary Bryan cabled Ambassador Gerard at Berlin today to informally ask the German government for its report of the disaster and to Ambassador Page at London he sent messages urging renewed efforts to aid the suffering and gather information.

The story of the Lusitania came in slowly, owing partly to the confusion prevailing at Queenstown where most of the survivors were landed. No information was available as to how many of the Americans on the Lusitania had gone down. Stories told by survivors seemed to confirm the early report that the Lusitania had been struck by two torpedoes.

Chairman Stone of the senate foreign relations committee, issued a statement counselling calmness. Chairman Stone pointed out that qualifying circumstances must be taken into consideration because the Lusitania was a belligerent, but he considered the attack on the American Gulfstream a much more serious offense against neutral rights.

Ambassador Gerard at Berlin was directed to make inquiry of the German government concerning the sinking of the Lusitania. While the situation is regarded at Washington as a serious one, on account of the loss of American lives, it is expected the government will await the receipt of official information from Germany before deciding upon further steps.

The American consuls at Queenstown and vicinity were ordered to render every assistance to the injured and survivors and take testimony.

Morgue Horrors Queenstown has never witnessed such a scene before. The dead are being conveyed to the morgues and undertaking establishments and numbers of motor cars have been brought into service to take the injured to hospitals. The less serious injured are being helped by sailors and soldiers.

WASHINGTON, May 8.—Late today the state department's advices accounted for as safe sixty-nine of the 188 Americans on the Lusitania. That number did not include three unidentified bodies which were thought to be those of Americans.

Both men and women rescued, if they are able to walk, refuse to remain in their hotels. They haunt the docks, waiting and watching for friends and relatives.

WASHINGTON, May 8.—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.

Many of the survivors are still being treated in hospitals.

Everywhere that aspect overshadowed the legal phases 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 defense might be made on the charge that guns were mounted on the deck. That, however, the British government has denied.

HEAVE GERMAN IN LONDON 'CHANGE TO STREET IN WRATH

LONDON, May 8, 2:13 p. m.—The feeling of resentment against Germany over the torpedoing of the Lusitania was so strong on the stock exchange this morning that the British members united and turned all their fellow members of German origin, and also German clerks, bodily out of the house. The British members have arranged to have petitions put up in every market on Monday, asking the committee to exclude all such members from the house, and this in spite of the fact that the members of German origin all have naturalization papers.

GENERAL OFFICERS OF ITALY'S ARMY IN DRESS UNIFORMS



A Group of the Highest Officers of the Italian Army, Representing by Their Various Uniforms Nearly Every Branch of the Service

INSURANCE UPON LINER \$7,500,000, VALUE \$1,000,000

NEW YORK, May 8.—Insurance on the Lusitania, it was said today, amounted to \$7,500,000. The vessel was valued, in round figures at \$10,000,000. The worth of the cargo she carried was reckoned today at \$735,000.

TURK PACT WITH ITALY VOID, IS MOVE FOR WAR

GENEVA, Switzerland, via Paris, May 8, 3:20 p. m.—The Tribune publishes a dispatch from Rome saying the Italian government has decided, owing to the recent uprising in Tripoli, to notify Turkey that it considered void the treaty of Lausanne.

TEUTONIC AD. OF DEATH AGAIN IN NEW YORK PRESS

NEW YORK, May 8.—Telegrams by the hundred poured into the Cunard offices here today, making inquiries regarding survivors of the Lusitania. As the day wore on a crowd gathered at the Cunard line office and by noon the offices were filled with men and women, many of them crying, who waited for word of relatives and friends aboard.

On the amount of insurance carried, it is understood the line paid a premium of three per cent and a special war risk premium of 1 1/2 per cent for each trip. It is understood the line carried one-third of the insurance, the remainder being divided among Lloyd's and other underwriters. About one-half the insurance upon the cargo was taken by local underwriters and the rest by Lloyd's. The cargo rate, influenced by the theory that the fast liner was too speedy to be caught by a torpedo, was 1 per cent, much lower than the customary trans-Atlantic rate at this time.

Passenger trains from Italy are crowded with Germans and Austrians. A number of German correspondents from Milan and Turin have arrived at Lugano.

Every clerk in the line's employ except those engaged in making out lists of survivors as they dribbled in from Liverpool, was put to work answering inquiries. The walls of the offices and the counters were plastered with passenger lists showing all aboard. A checkmark in ink was placed opposite the names of those reported saved. There were many white gaps between the check marks.

The Lusitania carried 250 bags of mail. She had no specie aboard. On her manifest the largest single item was listed as "cartridges and ammunition, 4200 cases, \$152,400." The cartridges and ammunition cases were consigned to London.

After the uprising of rebels near Misza, Tripoli, last month, it was reported from Rome that the insurgents were being led by Turks.

DOROTHY CONNOR CABLES NEWS OF SAFETY TO CITY

A cable from Miss Dorothy Connor, on the Lusitania when torpedoed, today confirmed the wire report of her safety and lifted a heavy load of anxiety from the minds of local relatives and friends. Nothing in the great war has brought so close home the savagery of German warfare. Interest in the Lusitania was intense.

VANDERBILT FATE STILL UNKNOWN; NO WARNING SHOT

NEW YORK, May 8.—Cablegrams from abroad telling of the safety of passengers or saying their fate was unknown, were received here today by relatives of those aboard.

WASHINGTON, May 8.—Dr. Howard L. Fisher, brother of Walter L. Fisher, former secretary of the interior, who was on the Lusitania, going to the American Red Cross unit in Belgium, cabled to his wife here from Queenstown today he was safe and well.

Captain Isaac Emerson, father-in-law of Alfred G. Vanderbilt, made public a brief cablegram received today from the Vanderbilt agent in London. The sender estimated the number of survivors at 600 and said Mr. Vanderbilt was "still missing." Mrs. Vanderbilt is with her father here.

Dr. Fisher is a brother-in-law of Roundinot Connor and traveling companion of Miss Dorothy. He visited in this valley a year ago.

R. M. Bryan received a cablegram telling of the safety of D. A. Thomas, the so-called British coal king, who was rescued with his daughter, Lady Mackworth, and his secretary Reese Vans. C. W. Bowring of Bowring & Co., owners of the Red Cross line, was in the water four hours, according to a cablegram received by his wife. The message, dated Queenstown, May 8, read: "Torpedoed without warning, port side. Jumped overboard starboard side. In water four hours. No ill effects." Mr. Bowring is president of the St. George's society here.

BERLIN GLOATS OVER TRAGEDY

LONDON, May 8, 11:18 a. m.—The Exchange Telegraph company has received today the following telegram from Copenhagen: "Berlin newspaper prints the news of the sinking of the Lusitania in colossal type, and hail the torpedoing of the ship as a new triumph for German naval policy. The general impression is that England has got what she deserves."

Simultaneously with the reappearance of this advertisement the Lusitania was stricken from the advertisements of the Cunard line.

At the offices of the line it was announced at noon that it was known that seventy-nine of the first cabin passengers had been saved, according to lists compiled from their own advices and other sources. A revision of the passenger list placed the total number of passengers aboard at 1254. The crew numbered 665, making a total of 1919 persons on the ship.

GERMAN REGRETS BUT THEIR OWN FAULT THEY SAY

AMSTERDAM, May 8, via London, 4:50 p. m.—A dispatch received here from Cologne quotes the Cologne Gazette on the Lusitania incident as follows: "There is no German living who will not regret this incident and pity the travelers drowned. They, however, are responsible for their own ruin, since they trusted themselves to a vessel which, it was well known, would pass through waters Germany had announced were the scene of submarine warfare. If many Americans, and some Americans of high position, suffered by the destruction of the Lusitania, we are doubly sorry, but it was their own fault."

LIBAU, RUSS KEY TO PETROGRAD IN GERMAN HANDS

Object of Baltic Raid Taken—Important Industrial Center—Muscovites Still in Retreat—Heavy Artillery Duels on Ypres Front—Allies Lose Heavily, Claim.

BERLIN, May 8, via London.—"On the greater part of the front there were yesterday the usual artillery duels, which in certain places, namely at Ypres, north of Arras, in the Argonne and in the hills of the Meuse increased in violence from time to time. "An infantry battle took place in the Vosges. Only in this section did the French attack our positions. At Steinbrueck on both sides of the valley of the river Fecht, they attacked after a preliminary fire of artillery which lasted for hours. All these attacks resulted in failure with heavy losses to the French. "In the eastern theater of war: The troops we sent against the city of Libau took possession of this town yesterday. Sixteen hundred prisoners, 18 cannon and four machine guns fell into our hands. "The pursuit of the defeated enemy by the army under General Mackensen and such troops of our allies as joined the army, was continued steadily throughout yesterday. Our advance forces crossed the river Wisloka in the neighborhood of Krosno yesterday evening. "The joint action of all parts of the army engaged in this advance led to the cutting off of not inconsiderable Russian forces. Consequently the total number of prisoners taken in the Galician arena since the end of April should so far have been increased to about 70,000 men. Thirty eight cannon, including nine of heavy calibre have been taken from the Russians. "In the capture of Libau the Germans have gained one of the main objects of their invasion of the Baltic provinces of Russia. This movement was designed to occupy Libau and Riga, which would enable the Germans to harass Russian communications with Petrograd. Libau is an important seaport and industrial center. It is about 75 miles along the sea coast from the German border.

'DON'T ROCK THE BOAT 'TILL FACTS KNOWN'—STONE

Foreign Committee Chairman Issues Statement—Americans on Belligerent Ship Subject to Risks of War—Gulfstream Case More Complex—Institute Probe.

WASHINGTON, May 8.—Chairman Stone of the senate foreign relations committee made today a statement, which in part is as follows: "It seems to me 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 the government. Indeed, it is stated, that at the time she was carrying military reservists to England for service in the British army. True here were American citizens aboard, but it must not be forgotten they went aboard a belligerent ship, with full knowledge of the risk and under official warning by the German government. When on board a British vessel they were on British soil. Was not their position substantially equivalent to being within the walls of a fortified city? "I express no opinion at this time. I am merely suggesting reasons why we should maintain our equilibrium and not 'rock the boat' until we know what we are about. "Aside from the possible loss of American lives, let us ask ourselves just where we come in. At the present moment and with the light now before me, I confess that it appears to me that from our standpoint as a neutral vessel, the Gulfstream case presents a more delicate and serious complication than the case of the Lusitania. "Among senators at the capital there was a general feeling of alarm, but all refrained from entering into public discussion while awaiting developments. The opinion prevailed that loss of American lives and the manner in which the Lusitania was destroyed would arouse public opinion tremendously. Secretary Bryan reached his office early and immediately went into conference with Counselor Robert Lansing and Assistant Secretary Phillips. Officials showed by their demeanor they realized they were facing a grave situation. Secretary Garrison conferred with his assistants and Secretary Daniels consulted his aides. Everywhere the attitude of President Wilson was the subject of grave consideration. Most officials seemed to agree that it might be several days before the policy of the United States could be formulated because of the scarcity of information of an official character.

QUEENSTOWN, May 8, 9 a. m.—The bodies of victims from the Lusitania are arriving on every incoming boat. The Cunard line warehouse, which is being used as a temporary morgue, already has been filled and sixty more bodies have been taken to the town hall. Additional dead lie in hotels and boarding houses, the victims of injuries and exhaustion. Still others are at the hospitals, to which were taken those whose condition appeared most serious. Two little children who were brought ashore clasped in each other's arms, have not yet been identified. Mrs. Stanley Lines, who was brought ashore in one of the ship's boats, immediately started a search of the city to find her husband. She learned at 4 o'clock this morning that he was dead at a hotel. The women landing presented a pitiful appearance. Some were covered only with blankets. Many children were without their parents. The funerals of most of the British victims will be held at Queenstown Sunday. Two stokers have confirmed the report that the steamer was struck by two torpedoes. The first flooded No. 1 stokehold and the second the engine room.

LUSITANIA DEAD TO QUEENSTOWN ON EVERY BOAT

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VON TIRPITZ HERO; BERLIN SEES TRAGEDY AS FLEET REVENGE

LONDON, May 8, 1:18 p. m.—The Exchange Telegraph company has received a dispatch from Berlin by way of Amsterdam, which reads: "Hundreds of telegrams of congratulation are being sent to Admiral von Tirpitz, the German minister of marine, on the sinking of the Lusitania, which is considered by the Germans to be an answer to the destruction of the German squadron off the Falkland islands. "The news of the loss of the Lusitania was received with mixed expressions of amazement and enthusiasm."