

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.

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.

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.

First Cabin Suffers

Of the 290 first class passengers, it is now believed only 76 were saved. No word has been received of Alfred Gwinne Vanderbilt and other prominent men who were aboard.

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.

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.

Morgue Horrors

Queenstown has never witnessed such a scene before. The dead are being conveyed to the morgues and undertakers' 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.

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.

Many of the survivors are still be-

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HEAVE GERMANS 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.

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.

In many quarters it was thought probable representations to Germany will be general covering all the cases of attack on American vessels.

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 information of it as yet from any official quarter.

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

TURK PACT WITH
ITALY VOID, IS
MOVE FOR WAR

TEUTONIC AD. OF
DEATH AGAIN IN
NEW YORK PRESS

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.

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 1/4 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.

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.

TECHNICAL PLEA
FAILS TO DARKEN
SUBMARINE'S ACT

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.

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.

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.

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.

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.

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

BERLIN GLOATS
OVER TRAGEDY

NEW YORK, 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 half the torpedoing of the ship as a new triumph for German naval policy. The general impression is that England has got what she deserves."

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.

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

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

WASHINGTON, 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 Lisioka in the neighborhood of Kroso 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."

"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 Gulfflight 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.

LUSITANIA DEAD
TO QUEENSTOWN
ON EVERY BOAT

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.

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."