

Ocean Liner Lusitania Torpedoed and Sunk By German Submarine; More Than 1,000 Lives Lost

GREAT OCEAN GREYHOUND WITH OVER TWO THOUSAND PASSENGERS AND CREW ATTACKED OFF THE COAST OF IRELAND AND DESTROYED; 500 TO 600 ACCOUNTED FOR

PASSENGERS WERE AT LUNCH WHEN GERMAN SUBMARINE ATTACKED

Two Torpedoes Fired and Lusitania Began to List Badly.

FLOATED BUT 15 MINUTES.

Steward Describing the Disaster, Says Liner Went Down Bow First—"It Was a Dreadful Sight"—500 in Three Boats.

QUEENSTOWN, May 8, 4:28 a. m.—Survivors of the Lusitania who have arrived here estimate that only about 650 of the more than 2000 aboard the steamer were saved and only a small proportion of those rescued were saloon passengers.

London, May 8.—The Cunard liner Lusitania, which sailed out of New York last Saturday 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.

How many of the Lusitania's passengers and crew were rescued cannot be told, but the official statements from the British admiralty up to midnight accounted for not more than 500 or 600. The office of the Cunard line closed shortly after 11 o'clock tonight and officers of the company stated there would be no further information coming from the line until the offices opened tomorrow.

Among the last messages received were several stating that individuals were saved. In these messages were the names of George Kessler, a New York wine agent; Mrs. Jesse Taffel, Branchville, O.; Mrs. H. B. Lasseter, wife of General H. B. Lasseter, and their son P. Lasseter, of London. Mrs. Lasseter and her son were booked from Sydney, Australia.

A ship's steward, who landed with others at Queenstown, gave it as his opinion that 900 persons were lost.

There were dead and wounded among those brought ashore; some since have died. But not a name of rescued or lost, of dead or injured, has been listed.

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.

A wireless call for help was sent out, and immediately rescue boats of all kinds were sent both from the neighboring ports along the coast and Queenstown.

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

Where Great Britain's fastest merchant vessel went down—Old Head Kinsale—is a land mark that has brought joy to many travelers as it always has stood as the sign from shore that the perils of the voyage across the Atlantic were at an end.

The line whose boast that it has never lost a passenger in the Atlantic service has lost the ship that dodged the lurking enemy off Nantucket light the day after the war was declared and later started the world by flying the Stars and Stripes. The British admiralty is discouraging the publication of surmises and guesses regarding the dead and injured. Even before details are known the British press is asking editorially what the United States say to this event and how will the world Germany to the "strict accountability" mentioned in previous diplomatic correspondence.

German Submarine Warfare

The Lusitania in the twenty-fourth 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 water-bomber bombs.

Establishment of the German war zone was decreed on February 4 to take effect on February 18. The German government's decree, defined the zone as including all the waters of the English Channel, the Irish Sea, including the entire English channel, although limiting specifically that shipping north of the Shetland islands, in the eastern area of the North sea and in a strip 20 miles wide along the Netherlands coast would not be imperiled. The Lusitania, therefore, was in the war zone soon as it sailed.

In the war zone decree, the German government announced its intention "to endeavor to destroy every enemy merchant ship found in this area of war" stating that this action had been made necessary by the conduct of Great Britain in carrying on a "mercantile warfare against Germany in a way that defied all the principles of international law."

The German admiralty is reported to have sent newly constructed submarines of fast type and high speed for the purpose of attacking. Details are available as to the specifications of these vessels. It is said they are able to carry supplies for three months, enabling them to remain out for that length of time without putting into a port or having recourse to a neutral ship.

The U-28, one of the powerful German submarines, which sank the British steamer Falaba off St. George's channel, March 26, with the loss of 111 lives, was equipped with four torpedoes tubes, two 14-pound disappearing and two 18-pound surface. The Lusitania, with a crew of 25 knots, probably was several knots faster than the submarine which sank her.

PRESIDENT SHOCKED AT THE SEA TRAGEDY

Sinking of the Lusitania Brought Naval Officers Believe Rescue Upon Official Washington Like a Bomb.

MAKES SITUATION GRAVE SHE SANK IN 30 MINUTES

Washington, May 7.—President Wilson had just finished luncheon and was about to leave the White House for a drive when he learned of the sinking of the Lusitania. At the cabinet meeting this afternoon he said that the sinking of the Lusitania had been discussed and a party of cabinet members had gathered for luncheon at a nearby hotel when the news of the Lusitania was taken to them. All the secretaries immediately turned back to their offices.

The President's first question of the secretaries was whether any lives had been lost and the relief was evident when he was told that the first dispatch indicated that all had been saved. He abandoned his ride to keep in close touch with the state department, which soon after transmitted to him Ambassador Page's telegram which was the first official information to reach the government. Left to his study for the remainder of the afternoon, reading dispatches as the secretaries brought them in. He made no comment.

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THE LUSITANIA WAS ONE OF THE LARGEST OF THE SHIPS AFLOAT

She Was a Product of the Mad Race For Speed.

ACCOMMODATION FOR 2359 Launching of Great Liner June 7, 1908, Attended by Elaborate Ceremonies.

SHE MADE REGULAR TRIPS

British Shipping Men Felt That Reason of Her Great Speed She Was in No Danger—Boat of Colossal Dimensions.

The Lusitania was one of the largest of trans-Atlantic liners as well as one of the speediest. She was built in Glasgow in 1906, and was 785 feet long. Her gross tonnage was 52,500 and her net tonnage 3145. She was owned by the Cunard Steamship company, Ltd., of Liverpool. Her captain was W. T. Turner.

The Lusitania was a product of the mad race for speed which has been going 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.

Naval 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 Lusitania had accommodations for 550 first class passengers, 500 second class and 300 third class. The launching of the Lusitania on June 7, 1908, at Clyde bank, was attended with elaborate ceremonies. She left Liverpool on her maiden voyage on June 11, 1908, and was heralded as a race for the world's record. German steamship companies said her time of five days, 14 hours, 41 minutes, 40 seconds, was not only a record, but a record that she was not to be broken.

In January of last year the Lusitania rescued the crew of the little Canadian tug, the Canadian, which was drifting in the Atlantic, and before about 1900 miles from the Canadian shore.

After the outbreak of the war most of the fastest vessels of the British trans-Atlantic line were requisitioned for the navy. The Lusitania, in fact, was the only vessel of this type to continue in regular service. As she was the great ocean liner, she was not to be used for warships or submarines. Her voyage was followed with particular interest by British shipping men maintained hope that she would be able to clear the Atlantic before the war was declared.

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Mr. Roosevelt Calls it Murder On Vast Scale

Syracuse, N. Y., May 7.—Theodore Roosevelt, former President of the United States, after learning details of the sinking of the Lusitania late tonight, made this statement:

"This represents not merely piracy, but piracy on a vast scale of murder, the most old-time piracy ever practiced. This is the warfare which destroyed Louisa and Diana and hundreds of men, women and children in Belgium. It is warfare against innocent men, women and children, traveling on the ocean, and to our fellow countrymen, who are among the sufferers."

"It seems inadvisable that we can refrain from taking action in this matter, for we owe it not only to humanity, but to our own national self-respect."

TORPEDOING OF LINER LUSITANIA A SHOCK TO OFFICIAL WASHINGTON

America May Take Steps to Safeguard Lives of Citizens.

NO WARNING WAS GIVEN

This Fact Has Created a Profound Sensation in Official Washington.

PLANS WERE WELL LAID

High Officials Have Heard For Days That the German Admiralty Planned to Destroy Lusitania for the Psychological Effect.

Washington, May 7.—Destruction of the British liner Lusitania with the loss of many lives shocked officials of the United States government and spread profound grief in the national capital. Although it was not known how many of those lost were Americans the view was general that the most serious situation confronted the American government since the outbreak of the war in Europe.

The warning of the United States that Germany would be held to a strict accountability for the loss of "American lives" irrespective of whether they were aboard belligerent or neutral vessels when attacked, focused attention on the White House where President Wilson until late in the night read the dispatches with grave interest. The President made no comment.

Secretary Bryan, Counselor Lansing, senators and members of the house, were in the city, seated up in a large hall for definite news of the passengers and crew of the ship. Earlier in the day they continued the positive announcements from abroad that no lives had been lost as final, but later advice dashed their hopes.

Officials and fact and circumstances would have to be obtained by careful investigation during the next few days before any announcement could be made by the American government.

The disposition among high officials was to take hasty action, but to await the British admiralty report and results of the investigations and Ambassador Page.

Although Congress is not in session, Chairman Blanton of the senate foreign relations committee and other members of the committee are now in the city. It is expected they will be consulted by President Wilson, before he decides on the policy to be pursued by the United States.

SEVEN PERSONS KILLED BY STORM IN SOUTH CAROLINA

Columbia, S. C., May 7.—Seven persons were killed, many seriously injured and much property destroyed by a tornado which swept over the Pee Dee section of South Carolina late today. The greatest damage was reported in Marlboro, Orangeburg, Darlington and Charleston counties. Houses were wrecked, crops and crops injured in many localities.

At Manning, in Clarendon county, a portion of the business section was practically wiped out. Mrs. Baggett, Beulah Davis and a negro porter were killed there. Inevitably and her little brother lost their lives on a plantation in Marlboro county. The lime house of Marlboro county, in which were housed both negroes and whites, was wrecked, two deaths and several serious injuries resulting. Damage to telegraph and power lines in the territory affected has prevented the receipt of more detailed information.

CHINA REVIEWS CASE AND UNCONDITIONALLY KNUCKLES TO JAPAN

Attaches Are at Work Drafting China's Compliance.

WILL DELIVER IT SUNDAY

Chinese Government Expects no Serious Revolutionary Outbreak From People.

GROUP FIVE SUSPENDED

With the Exception of Fukien Province, to Which the Chinese Had Agreed in Their Reply of Last Saturday.

Peking, May 8.—Attaches of the foreign office were at work all night translating Japan's ultimatum and drafting the terms of China's compliance with the demands, which will be submitted to Yuan Shi Kai and the state council this morning at 10 o'clock. The reply will be delivered to the Japanese minister tonight or Sunday.

The Chinese note will review China's case, answer the charges contained in the ultimatum and accept the demands without qualification. The government expects no serious revolutionary outbreak from the people. The military leaders have assured Yuan Shi Kai that their support would continue.

JAPANESE ULTIMATUM WAS PRESENTED FRIDAY AFTERNOON

Peking, May 7.—Eki Hiroki, the Japanese minister to China, went to the Chinese foreign office between 3 and 4 o'clock this afternoon and presented the Japanese ultimatum, which insists that China accede to the demands presented to the Tokyo government.

The secretary of state, legation previously had visited the foreign office and informed Vice-Minister Tso Yulin that Japan's ultimatum contained certain modifications of the 24 demands mentioned by Tokio.

The landing in the Japanese ultimatum to China brought out knowledge on one point which surprised Chinese officials as well as the members of the foreign legations here.

It seems that Japan, after insisting upon the acceptance of her demands, suspended in the ultimatum occurrence of all of group five, with the exception of the demand bearing upon Pukien province, to which the Chinese had agreed in their reply of last Saturday.

The records now show that China last evening offered to concede to the Tokyo government all the Japanese ultimatum demands except from her.

It was learned today that in the course of Vice Minister Tso Yulin's visit to the Japanese legation yesterday evening he proposed verbally to meet the Japanese railroad demands: to grant school and hospital privileges; offered to bestow Japanese citizenship upon Japanese and proposed to withdraw China's three requirements regarding Shantung province, namely the return to Japanese ownership of the railway, a participation in the peace conference, and compensation for damages in the Kiaochow campaign.

The final Chinese proposals, therefore, refused only to authorize Japan to occupy half the arms used by China; to participate in the conduct of Chinese affairs; to accept the Japanese advance to China, and to preach Buddhism in the republic.

The Chinese dislike the requirement insisted upon by Japan that China recognize her right to open these questions at a future date, but they will accept these features unless the low responsibility in the ultimatum. President Yuan Shi Kai succeeded before next Monday in altering the president's decision.

Crisis in Far East Avoided.

Washington, May 7.—Official advisers received here late today said a crisis in the far east had been averted, that Japan has modified her demands and that China would accept them. Before the terms of the agreement are finally concluded, however, an expression of opinion is expected by the United States from Great Britain, France and Russia as the allies of Japan, as to whether the interests which the occupying powers have had in the maintenance of China's territorial integrity and the "open door" policy have been in any way affected.

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