SINKING OF THE LUSITANIA

Fastest Ocean Liner in the World Sent to Bottom by German Pirates

More than thirteen hundred lives were lost when the Cunard liner Lusitania was torpedoed without warning off Old Head of Kinsale, Ireland, by a German submarine Friday afternoon, sinking within thirty-five minutes.

Out of a total number of 2,104 persons aboard, passengers and crew, with over 200 Canadians and 189 United States citizens, between 800 and 900 are reported ashore at Queenstown, Kinsale, Galley Head and Clonakilty, but a late bulletin received by the Cunard Company in New York from a chief steward expressed his belief that no more than 500 or 600 were saved.

Among the survivors, it is reported, are many wounded, who have been taken to the naval hospital at Queenstown, thus establishing that the explosion must have been terrific, or there was a second interior explosion.

Loss of Life Enormous.

The very latest bulletins received enumerate so few survivors that it is feared that more than 1,300 have perished.

Out of the 2,104 passengers and crew aboard the ship, 1,254 passengers and 850 crew, there is definite information concerning less than 700 of them, and even the unconfirmed reports of rescues at various ports add very few more to the list.

The latest bulletin comes from Queenstown by way of Liverpool through the Cunard Company. It reads: "Queenstown wires that the Stormcock is landing about 160 passengers and crew. It is reported by the Admiralty that the trawlers Dock and Indian Empire have about 200; the tug Flying Fish 100; three torpedo boats have 45 living and four dead.

"We are putting these up at the different hotels and boarding houses."

London, May 7, 5 p.m.—The Lusitania was sunk at 2.33 this afternoon off Old Head Kinsale by a torpedo. Assistance has been sent to her.

Queenstown, May 7.—The Cunard Line steamer has been torpedoed and sunk.

The Lusitania sailed last Saturday from New York.

Cunard Gives Text of Telegram.

New York, May 7.—The Cunard Line gve out the following cablegram received from Liverpool:

"Lands End wireless reported distress calls made by Lusitania, as follows:

"'Come at once; big list, position ten miles south Kinsale.' Subsequently received telegram from Queenstown that all small craft in harbor dispatched to assistance."

The second message read:

"Queenstown.—Old Head Kinsale wire begins, "About 20 boats of all sorts belonging to Lusitania are in vicinity where sunk."

Before the Lusitania sailed some nervousness was caused because of the publication in the papers of an advertisement warning intending travellers that a state of war existed between Germany and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that in accordance with notice given by the German Government vessels flying the flag of Great Britain are liable to destruction in those waters and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk. This advertisement was signed, "Imperial German Embassy."

This warning apparently did not cause many cancellations, for the ship sailed with a very full passenger list.

Charles P. Sumner, general agent of the Cunard Line, was at the pier, and in a statement made then, said that the voyage of the Lusitania would not be attended by any risk whatever, as the liner had a speed of twenty-five and a half knots, and was provided with unusual watertight bulkheads.

In commenting on the report of the torpedoing of the Lusitania, marine men pointed out that in their opinion the Lusitania could not be sunk by a single torpedo.

The Lusitania carried Alfred Gwynne Vanderbilt, Elbert Hubbard, Charles Frohman, and other well-known people. Just before the steamer sailed away many of the passengers received telegrams from a mysterious source warning them not to make the voyage as something was going to happen to the big liner.

The Lusitania was commanded by Captain W. T. Turner, Royal Naval Reserve, and Staff Captain J. C. Anderson is his assistant. On board were a number of British reservists going back to join the colors and representatives of many American and Canadian firms who deal in war materials.

The Lusitania carried a crew of about 700 and 1,300 passengers. This included 200 passengers who were taken aboard from an Anchor Line steamer which was commandeered by the British Admiralty.

Hit Without Warning.

There is no doubt that she was hit without warning. Liverpool shipping men have announced that Captain Turner would not think of stopping for any German submarine, but would rely on his speed the moment he saw a periscope in sight. It would only be by chance that a torpedo would strike home unless there were a number of the undersea boats in line, each of which would discharge a torpedo in her path. None could stop her, none could keep up with her. Therefore, it is believed to-night that there was a great loss of life. A message received from Queenstown by the Cunard Company says:

"Chief Steward Jones thinks about 500 to 600 saved. This includes passengers and crew. In the meantime the injured and the dead are taking up all our attention."

Sent Only One Wireless.

After the early afternoon report of the Lusitania nothing was heard officially at any of the wireless stations until shortly after 2 o'clock, when the wireless operator at Land's End, Ireland, caught this hurriedly: "Come at once. Big list; position ten miles south of Kinsale."

That was all that ever came out of the ship so far as can be learned. It would not have been sufficient to have blown up the boilers to stop the wireless, for the emergency batteries were there to work with. Something snapped the whole thing out. The word from Land's End was out to the world in another two minutes. Every port of the Irish coast was notified and passed the word along. Men on the jump from Waterford clear down to Cape Clear rushed into small boats and large boats and dashed out to sea.

Old Head of Kinsale was the next to send a little word. A marine observer there with powerful glasses made out the big ship ten miles out, listed to one side almost on the point of turning over. There was only a brief flash of this, and then came the word, "She has gone." As a matter of fact, it is estimated the Lusitania was hit around 2.15 o'clock and was under water by 2.45. Lloyds officially places the time as that.

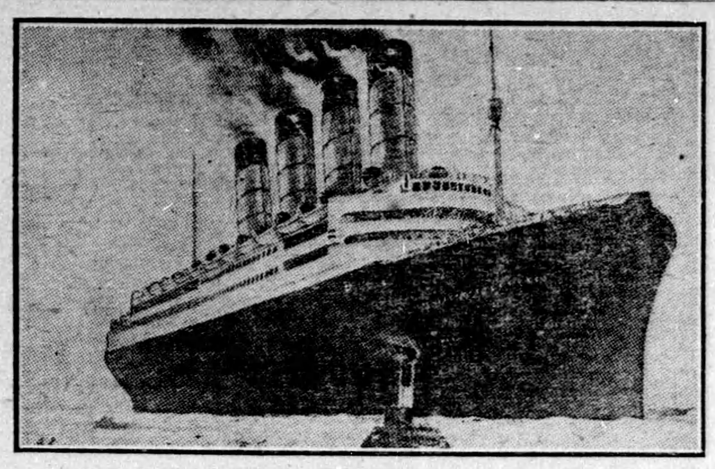
Then the observer made out the small boats on the spot left when the big ship vanished.

Says 200 Americans Dead.

New York, Saturday, May 8.—More than 200 Americans are among the dead in the Lusitania disaster, according to a London cable to the Tribune, whose correspondent places the total loss of life at from 900 to 1,400, the latter estimate by First Officer Jones. It is supposed there were 400 Americans on board.

The Daily Mail in an editorial says of the sinking of the Lusitania and the loss of life:

"It was not an act of war; it was a case of sheer cowardly murder. To the American people who suffered this felons' blow equally with ourselves we address no words of impertinent counsel, but we do venture to offer to them from the bottom of our hearts a message of profoundest sympathy. It is at such times as these essential by the kirship of the English-speaking peoples that we make unmistakably manifest that we share their indignation, loathing and contempt for the assassins who sneak under the water to wage a campaign of murder against unarmed defenceless passenger ships, merchant vessels and fishing trawlers, and we promise them that, so far as in us lies, the deaths of these American citizens shall be avenged."



The Cunard Liner Lusitania, Sunk by the Germans.

BOTHA KEEPS ON ADVANCING

A despatch from Cape Town says: "Gen Botha has occupied the important railway junction of Karibib and other stations (German Southwest Africa). He expects to occupy Windhuk very soon. Large quantities of rolling stock, including seven locomotives, were taken at Karibib.

"The town was occupied after a forced march of 35 miles over a waterless waste, under conditions of heat, thirst and hunger which called for the greatest resolution and grit."

SURVIVORS TELL OF THEIR ESCAPE

Talks With Toronto and Ontario People Saved From the Lusitania.

A despatch from London says: Stories of Canadian survivors are reaching London.

Frank Hook, an 11-year-old boy passenger on the Lusitania, was returning to England from Toronto with his father and sister. He was pitched overboard as the boat went down and suffered a broken leg by striking a piece of wreckage. The boy sank, but came up again and clutched an upturned boat. He became separated from his father, who did not know the boy was alive until he found him in a hospital in Queenstown.

Mrs. Lohden's Experience.

Mrs. Rose Lohden and her daughter, of Toronto, survivors of the Lusitania disaster, tell a pathetic story concerning two English women who were rescued by the boat in which the Lohdens left the steamer.

One woman had buried her baby at sea. The other, with an infant held tightly to her breast, on being taken from the sea into the boat, looked for a moment at the child's face, and then said: "Let me bury my baby," at the same time placing the body in the water.

Vincente Egana, a young Spaniard, saved innumerable women, Mrs. Lohden says, before the ship went down. He carried them to boats and, standing beside Captain Turner, went down with the steamer; being later picked up in the water.

Mrs. Lohden says she saw a periscope between 200 and 300 yards distant from the Lusitania. She had no idea what it was, and asked a steward. The latter replied: "My God, a submarine." Almost immediately the explosion lifted the ship.

Parents Lost, Sons Saved.

Eric and William Gardner, aged 16 and 11 respectively, of Toronto, passengers on the Lusitania, were saved, but their parents, Mr. and Mrs. James Gardner, were lost, according to news received by the Cunard Line here. The family was on its way to New Zealand. The Cunard officials said they were anxious to hear from relatives of the boys, to whom they would be sent. Mrs. Gardner fainted when the torpedo struck, and went down with the ship. The elder son, who stood by his mother, went down with the ship, but came to the surface, where he was hauled into a boat in which his father was lying unconscious from shock and chill. The father died soon afterwards, and the boy, believing himself alone in the world, was taken to Queenstown, where he found his younger brother alive. They are at a hotel near Euston Station, the younger suffering from exhaustion. It is thought they will return to Canada, where they have relatives.

Lost Mother and Babe.

Thirty survivors of the Lusitania arrived at Euston Station, London, Sunday evening. Among them was Mrs. F. C. Stevens, of Montreal, wife of a wounded army officer just over from Flanders. She could not believe that those she looked for were not among the 30 until she had spoken with every one of them. She waits word of her mother and her 18-months-old baby the mother was bringing to London.

Prominent Dead.

The body of Charles Frohman, the New York theatrical producer, has been identified in the temporary morgue at the Queenstown Town Hall, and it is practically certain that among the other well-known persons to perish were Alfred Gwynne Vanderbilt, Charles Klein, the playwright; Dr. F. S. Pearson, Justus Miles Forman, author and playwright, and Mr. and Mrs. Elbert Hubbard. It has been impossible to find these bodies among the 200 in Queenstown, but word from every point of the Irish coast fails to bring any reassuring tidings.

It is now definitely established that there were 1,917 persons aboard the ship when the German submarine smashed two torpedoes into her starboard side, literally tearing two great sections of her hull in pieces. There were 290 first-cabin passengers. Only 79 of these have been reported alive. There were 599 in the second cabin, and the survivors' list so far reaches only 100. There were 361 persons in the third class, and there were 667 in the crew.

SMYRNA CUT OFF FROM STRAITS

British Aviator Drops Bombs on Panderma Bridge, Destroying It.

A despatch from London says: Desperate fighting is in progress on the Gallipoli Peninsula. The Turks have been reinforced by a division, and the allies are now endeavoring to prevent this force from joining the other bodies of Turkish troops.

The losses on both sides are heavy. The allies at other points on the Peninsula are strongly established, and are advancing slowly but steadily, overcoming the Turkish resistance everywhere.

A despatch to the Exchange Telegraph from Athens says that as a result of the destruction of the Panderma bridge by a British aviator communication between Smyrna and the Dardanelles is interrupted, and that both the movement of Turkish troops and the transport of supplies from the interior of Asia Minor have been rendered difficult.

The Turks, considerably reinforced, attacked the allies' camp at Krithia, but were repulsed, leaving 1,500 dead, according to advices from Mitylene. Krithia is about three miles up the Gallipoli Peninsula from Seda-el-Bahr at the Tip, and is an interior point. The allies have advanced into the interior, the despatch says, and now occupy positions of great strategic importance.

A report from Tenedos says that British warships continued their bombardment of Turkish positions in the Dardanelles, and also of Smyrna.

PASSENGER SHIP SUNK BY PIRATES

Danish Steamer Was On Her Way From Copenhagen for China.

A despatch from London says: The Danish steamer Cathay, 2,600 net tons, from Copenhagen for Chinese ports, was either mined or torpedoed late last night in the North Sea. She went down in 20 minutes. Her passengers and the members of her crew, totalling 43 persons, took to the small boats and all were landed safely at Ramsgate.

The trawler Stratton, of Grimsby, was sunk in the North Sea by the gunfire of a German submarine. The crew was taken on board the submarine, and later landed at Hartlepool in a small boat.

The schooner Earl of Latham was sunk by a German submarine off Kinsale, on the Irish coast. The crew was permitted to take to the small boats, and was rescued by a trawler.

The submarine fired nine shells at the schooner before she sank.

The British steamship Harpalyce, under charter to the American Belgian Relief Committee, which was sunk by a German submarine in the North Sea the early part of April, was torpedoed within 23 miles of the Dutch coast, according to a report made to the British Admiralty after an investigation which was confined chiefly to an examination of the members of the crew of the steamer, for the reason that no part of the ship remained afloat.

The report asserts that the Harpalyce, at the time she was attacked, flew the flag of the Relief Commission and that she had also large sheets bearing the name of the commission stretched along her sides. The report points out particularly that it has been proved that the Harpalyce was not within the war zone when she was sent to the bottom.

MAKE IMPORTANT ADVANCES

Joffre's Forces Report Gains — Sir John French Chronicles Attacks by His First Army

A despatch from Paris says: Important French advances in Alsace were recorded by the War Office in Saturday's official communique. The forces which for some time have been gradually working their way toward Metzeral, an important centre, some ten miles east of the Rhine, pushed forward for a distance of one kilometre over a front 1,500 kilometres in length. The progress made was along the banks of the River Fecht.

French troops have made important gains south of Carency. Two and in some cases three lines of German trenches were taken over a front of four and a half miles. The German fortifications at these places were very heavy, and the resistance, while futile, was very bitter.

British forces recovered on Saturday the line of trenches lost on Friday to the Germans on Hill 60, according to a report from Field Marshal Sir John French. Field Marshal French sent the following report of the operations on the western line:

"The enemy continued his attacks east of Ypres, and made further attacks, which have all been repulsed with heavy losses. Our line there is firmly established. Our first army attacked the enemy's line between Bois Grenier and Festubert, and gained ground south and east toward Fromelles. The fighting in this area continues.

"Our airmen made successful attacks on the St. Andre railway junction north of Lille and on the canal bridge at Dok. Furnes, Herlies, Illiese, Marquelles and La Bassee were also bombed."

MARKETS OF THE WORLD

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Breadstuffs.

Toronto, May 10.—Flour—Manitoba first patents quoted at $8.10, in jute bags; second patents, $7.60; strong bakers', $7.40. Ontario wheat flour, 90 per cent. patents, quoted at $6.40 to $6.45, seaboard, and at $6.40 to $6.60, Toronto freight.

Wheat—Manitoba No. 1 Northern quoted at $1.70 1-2; No. 2 at $1.68, and No. 3 at $1.66. Ontario wheat is nominal at $1.50 for No. 2 at outside points.

Oats—Ontario quoted at 60c, outside, and at 63c, Toronto. Western Canada No. 2 quoted at 67 1-2c, and No. 3 at 65c, c.i.f., Bay ports.

Barley—The market is nominal. Good malting grades, 73 to 75c, outside.

Rye—The market is dull at $1 to $1.05, outside.

Peas—The market is quiet, with No. 1 quoted at $1.55 to $1.65, outside.

Corn—No. 2 new American quoted at 82c, c.i.f., Bay ports, and No. 3 at 81 1-2c, Bay ports.

Buckwheat—No. 2 quoted at 80 to 82c, outside.

Bran and shorts—Bran is quoted at $27 a ton, shorts at $29 to $30.

Rolled oats—Car lots, per bag of 90 lbs., $3.40.

Country Produce.

Butter—Choice dairy, 24 to 26c; inferior, 21 to 23c; creamery prints, 32 to 34c; do., solids, 29 to 30c.

Eggs—The market is steady, with sales at 22c per dozen, in case lots.

Beans—The market is quiet at $3.15 for prime, and $3.20 to $3.25 for hand-picked.

Poultry—Chickens, dressed, 18 to 20c; ducks, dressed, 15 to 17c; fowl, 13 to 15c; turkeys, dressed, 20 to 21c.

Cheese—The market is quiet, with new quoted at 17 1-2c for large, and at 17 3-4c for twins. Old quoted at 19 to 19 1-4c.

Potatoes—Ontario, 60 to 65c per bag, out of store, and 60c in car lots. New Brunswicks, car lots, 60c per bag.

Provisions.

Bacon—Long clear, 13 3-4 to 14c per lb. in case lots. Hams—Medium, 17 to 17 1-2c; do., heavy, 14 1-2 to 15c; rolls, 14 to 14 1-2c; breakfast bacon, 18 to 20c; backs, 21 to 22c; boneless backs, 23c.

Lard—The market is quiet, with prices steady; pure lard, tubs, 11 3-4 to 12c; do., pails, 12 to 12 1-2c. Compound, tubs, 9 3-4 to 10c; do., pails, 10 to 10 1-4c.

Baled Hay and Straw.

Straw is quoted at $7.50 to $8 a ton in car lot deliveries on track here.

Hay—No. 1 hay is quoted at $17 to $17.50; No. 2 at $14.50 to $15.50, and No. 3 at $12 to $13.

Business in Montreal.

Montreal, May 10.—Corn, American No. 2 yellow, 83 to 84c. Oats, Canadian western, No. 3, 67 1-2c; extra No. 1 feed, 66 1-2c; No. 2 local white, 67c; No. 3 do., 66c; No. 4 do., 65c. Barley, malting, 88 to 90c. Flour—Man. Spring wheat patents, firsts, $8.20; do., seconds, $7.70; strong bakers', $7.50; Winter patents, choice, $7.90; straight rollers, $7.40 to $7.50; do., bags, $3.50 to $3.60. Rolled oats, barrels, $7 to $7.15; do., bags, 90 lbs., $3.40 to $3.50. Bran, $26. Shorts, $28. Middlings, $33 to $34. Mouillie, $35 to $38. Hay, No. 2, per ton, car lots, $18 to $19.50. Cheese, finest westerns, 17 1-4 to 17 1-2c; do., easterns, 16 3-4 to 17c. Butter, choicest creamery, 30 to 30 1-2c; seconds, 29 1-2 to 29 3-4c. Eggs, fresh, 22 to 23c; selected, 24 to 25c; No. 2 stock, 21c. Potatoes, per bag, car lots, 45c. Dressed hogs, abattoir killed, 13 to 13 1-2c. Pork, heavy Canada short mess, bbls., 35 to 45 pieces, $28; short cut back, bbls., 45 to 55 pieces, $27.50. Lard, compound, tierces, 375 lbs., 9 1-2c; wood pails, 20 lbs. net, 10c; pure, tierces, 375 lbs., 11 1-2c; pure, wood pails, 20 lbs. net, 12c.

United States Markets.

Minneapolis, May 10.—Wheat—No. 1 hard, $1.64 1-4; No. 1 Northern, $1.59 3-4 to $1.63 3-4; No. 2 Northern, $1.55 3-4 to $1.60 3-4; July, $1.53 bid. Corn—No. 3 yellow, 72 3-4 to 73 1-4c. Oats—No. 3 white, 53 to 53 1-2c. Flour and bran unchanged.

Duluth, May 10.—Wheat—No. 1 hard, $1.64 5-8; No. 1 Northern, $1.63 5-8; No. 2 Northern, $1.56 5-8 to $1.59 5-8; July, $1.58 3-8. Linseed, $1.99 1-4; July, $2.01 3-4.

New York, May 10.—Flour steady. Rye flour steady. Hay strong; No. 1, $1.22 1-2; No. 2, $1.17 1-2 to $1.20; No. 3, $1.05 to $1.10; shipping 90c to $1. Hops quiet. Hides dull. Leather firm.

Live Stock Markets.

Toronto, May 10.—Butchers' cattle, choice, $7.60 to $8.35; do., good, $7.10 to $7.40; do., medium, $6.75 to $7; do., common, $6.10 to $6.50; butchers' bulls, choice, $6.25 to $7.25; do., good bulls, $5.40 to $6; do., rough bulls, $4.60 to $5.75; butchers' cows, choice, $6.25 to $7; do., medium, $5.25 to $6; do., common, $4.60 to $5; feeders, good, $6.40 to $7.25; do., rough bulls, $5 to $5.50; stockers, 700 to 1,000 lbs., $6 to $7.25; canners and cutters, $3.75 to $5; milkers, choice, each, $60 to $90; do., common and medium, each, $35 to $45; springers, $50 to $75; light ewes, $7 to $8.50; do., heavy, $5 to $6.50; do., bucks, $3.50 to $4.50; yearling lambs, $6 to $10; spring lambs, $8 to $11.50.

Montreal, May 10.—There were no choice steers on the market, but sales of good steers were made at $7.75 to $8, fair, at $7 to $7.50, and the lower grades at $6 to $6.75, while butchers' cows brought from $4 to $7, and bulls from $4 to $7.50 per cwt. A feature of the small meat trade was the weaker feeling in the market for calves, owing to the liberal supplies coming forward, and prices declined, but at the reduction the demand was good, and an active trade was done at from $1.50 to $9 each, as to size and quality. The demand for Spring lambs was fair at $4 to $8 each, and old sheep sold at $6.25 to $6.50 per cwt. The tone of the market for hogs was firm, with a steady demand, and sales of selected lots were made at $9.25 to $9.50, and heavy-weight at $9 per cwt., weighed off cars.

Plenty of India Wheat To Supply Britain

A despatch from London says: The British Government hoped, said the Marquis of Crewe in the House of Lords, that the exportable margin of wheat from India would be sufficient to prevent anything like a panic or a rise in the price of wheat for the current year in this country.

Government interference with the export of wheat from India, the speaker said, was due to the belief that unless some strong action were to be taken a serious position would be created in India owing to the high prices to which the wheat was advancing.

The Government was prepared, the Marquis concluded, to take as much wheat from India as it could get in view of what the price of wheat was likely to be in this country.

NOT OF MUCH IMPORTANCE

Temporary Success Can Do No More Than Delay the Russian Advance Into Hungary

A despatch from London says: The battle now progressing between the Vistula and the Carpathians is thus described by the correspondent of the Daily Mail at Petrograd:

"For the moment masses of German and Austrian troops who for some weeks past have been concentrating at Cracow have, by mere weight and superiority of numbers, forced the Russians along the Dunajec to draw back. The operations in this region began a week ago when an Austrian force approached the Biala River south of Tarnow. At first they were held in check, but soon German reinforcements arrived, including many first line troops not before used in the Carpathians. At the same time at Krasnow, on the upper Vistula, a very vigorous offensive began. Six times the Russian positions were attacked and each time the enemy was driven off. Finally, the enemy being greatly weakened, a battalion of Russians was ordered to charge, and did so with complete success, a whole regiment of Landwehr troops being put out of action and 400 survivors being made prisoners.

"Then came the movement of the enemy for which these attacks had been preparatory. A very large force of Germans crossed the Dunajec and under cover of a heavy and concerted artillery fire made an advance. No sooner had they gained the right bank, however, than they were stopped by the fire of the Russian gunners. Orders were then sent to the Russians to retire on their strong second line defences, and this was done after a fierce engagement in which the enemy's losses were very heavy.

"In connection with this movement other attacks were made by German and Austrian forces on the Nida, south of Lohuchno, and in the Gorlice district. The first venture failed, all attempts to cross the Nida being repulsed and the enemy being driven back on the left bank, which he had occupied for some time. At Gorlice the advance was more serious. The object of the Germans here is to compel the Russian armies in the Carpathians to retreat by threatening their line of communications.

"No anxiety regarding the result is felt here, and it is not believed that the new Austro-German offensive can do more than delay the Russian advance into Hungary."