

THE WEATHER

Fair Monday, slightly cooler in central portion; Tuesday, fair.

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WILMINGTON, N. C., MONDAY MORNING, MAY 10, 1915

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THE MORNING STAR

WHOLE NUMBER 39,195

TRAGIC STORY OF THE LOSS OF THE LUSITANIA IS TOLD

Only One Hundred and Forty-Nine Bodies of the Twelve Hundred Persons Who Perished When Liner Was Torpedoed Have Been Recovered—Queenstown No. 1 a City of Morgues—Distressing Scenes Enacted.

MANY SURVIVORS SO BADLY INJURED ADDITIONAL DEATHS ARE EXPECTED

Fourteen-Year-Old Girl Returning From New York, Proves Herself Heroine—Many Acts of Unselfishness Recorded.

Remarkable Escape of an American—No Criticism of the Conduct of the Crew is Made.

Queenstown, May 9.—A smear of flotsam on the face of a calm sea 23 miles from this port marks the grave of the Cunarder Lusitania, victim of a German submarine.

One hundred and forty-nine of the 1,200 persons who perished with the liner now lie in improvised morgues in old buildings that line the Queenstown harbor. They either were picked up dead or succumbed, after landing.

The 643 survivors of the disaster, here, are quartered in hotels, residences and hospitals, some too badly hurt to be moved. Two groups left Saturday afternoon and evening, clad in misfit clothing, for Dublin, by rail, and thence by boat to Holy Head.

The injuries of some are so serious that additional deaths are expected, and nearly all are too dazed to understand fully what has happened.

Describe the Attack

The survivors do not agree as to whether the submarine fired one or two torpedoes. A few say they saw the periscope and many attest to tracing the wake of foam as a projectile raced toward the vessel.

The only points in which all concur is that the torpedo struck the vessel a vital blow amidships, causing her to list almost immediately to the starboard. In this careening fashion she plowed some distance, smashing the lifeboats' davits as she did so and making the launching of boats well nigh impossible until headway had ceased.

How far the Lusitania struggled forward after being struck and how long it was before she disappeared beneath the waves are points on which few passengers agree, estimates of the time she remained afloat ranging from 3 to 20 minutes.

The list to starboard so elevated lifeboats on the port side as soon to render them useless and it is said only two on that side were launched.

The first of these, according to the custom of the sea, was filled with women and children. It struck the water unevanescently, capsizing, throwing its occupants into the sea. The Lusitania even then was making considerable headway and the women and little children were swept to death in spite of the attempts of the two stokers to rescue them. These heroic men, according to passengers, were drowned.

After that several boats were launched successfully but the steamer's list grew more perilous, the decks slanting to such an angle that it was imperative for all to cling to the starboard rail. Many by this time had donned life belts and jumped. Several lifeboats became afloat unoccupied and the sea became a froth of oars, chairs, debris and human bodies.

Two stokers seeing a drifting boat overboard, recovered it and pulled aboard nearly 40 persons, mostly women. The Lusitania's crew, meanwhile, adhered to the letter to instructions and the discipline was rigid, although one subordinate officer is said to have told a group of passengers who had climbed into a boat that there was no immediate danger and advised them to remain on deck a while longer.

Whether this was due to the fact that the stokers lost their heads, or to their conviction that the ship's bulkheads would save her, never will be determined.

Survivors Dazed

An day yesterday in hotel corridors, halls and reception rooms survivors sat listlessly, still too dazed to discuss what had occurred. There were women in variety of garments. Some down mourning. In front of the small Cunard Line offices those men were seen yesterday to search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them. One was William Crichton, prominent business man of London and a former resident of Baltimore, who searched in vain for a trace of his wife.

Girl Shows Self a Heroine. The brief time elapsing between the torpedoing and sinking of the Lusitania was long enough to develop a heroine in the person of Miss Kathleen Kaye, 14 years old, returning from New York where she had been visiting relatives. With smiling words and reassurances she aided stewards in filling a boat with women and children.

When all were in she climbed aboard the lifeboat as coolly as an able seaman. One sailor fainting at his own man.

Battery of Submarines. Survivors and Cunard Line officials

believe that a battery of under-water craft, perhaps four or five, lay in wait, posted advantageously along the route it was surmised the liner would take. It was easy to keep all but the tips of the periscopes submerged and then for the craft nearest to let go torpedoes.

Every train for Kingstown and Ross lars yesterday carried complements of second and third class passengers and members of the crew. Most of the first cabin survivors—sadly few in number—will remain here temporarily.

The townspeople have been generous with aid and sympathy. Many survivors are dressed as they would have been if the disaster had occurred at night, for the explosion and the long struggle in the water virtually denuded them.

Captain Turner appeared yesterday morning in civilian clothing donated by a local banker who has extended the hospitality of his home to the command. Later in the day he dressed in his stained uniform, which had been dried and walked with bowed head through the streets, recognized by few among the crowd.

Questions Being Asked. Queenstown was almost as much dazed by the tragedy as those aboard the Lusitania. The question on every lip is:

Why did Captain Turner pursue the usual well known Cunard Line course so close to the Irish coast at medium speed, and why was not the big liner conveyed?

Several naval officers here say the Lusitania received wireless orders to take a course in the middle channel but the ship's wireless operator declined to say whether he received such orders.

All day long crowds surrounded the temporary morgues. Although few bodies have been identified, many bear evidence of having occupied the first class cabin.

In striking contrast to most historic sea disasters, the rate of mortality among first class passengers seems to be heavier than among any other class on board. A large proportion of those assured are here yesterday to search for this is not evidence of lack of discipline as most of them were picked up from the water. The captain of a trawler who arrived in the harbor soon after the accident, with 146 survivors, mostly women and children, when reproached for not staying longer on the chance of picking up more survivors, said:

"There were many left in the water, but they were dead and many were so mangled I thought it better to bring ashore my boatload of suffering women, as they could not have stood much more."

These women presented a pitiful sight as they wandered aimlessly about, searching without hope for loved ones who must have gone down with the ship.

Relatives and friends of passengers who had gone in high spirits to Liverpool to meet the incoming ship, began to arrive here yesterday to search for the missing, but the small roll of survivors meant heart-breaking disappointment for most of them. One was William Crichton, prominent business man of London and a former resident of Baltimore, who searched in vain for a trace of his wife.

Lusitania Leaving New York Harbor Before She Was Sunk Off Irish Coast.



The Steamship Lusitania, the fastest vessel on the ocean, was sunk as the Germans threatened before she left New York on her last trip across the Atlantic. This photograph shows the steamer as she was straightening out in the North River with the help of tugs before she pointed her nose down the channel on her last voyage. In the air

above her scores of sea gulls, which follow every ocean liner many miles into the sea, are seen flying. The German Embassy at Washington published an advertisement a day before the Lusitania sailed that she might be attacked and that travel on her was dangerous. Many prominent passengers got telegrams while they waited on her decks as she remained at the pier be-

fore sailing that their lives were in danger. The Lusitania was the one big ship which had been kept in service since the outbreak of the war. On every trip east and west bound she carried large crowds of passengers. The Lusitania was 735 feet long, and came out in 1907, with her sister ship, the Mauretania, both intended to make

twenty-six or twenty-seven knots and to wrest the speed laurels of the seas from the German flyers. For a long time the Lusitania held the speed championship, making a crossing from Queenstown to Sandy Hook in a little less than 4 days 16 hours. The Lusitania came into prominent notice about two months ago, when,

on a voyage from this port to Liverpool, she flew the American flag when entering the latter port. Captain Turner had been in the Cunard service thirty years and had commanded its ships from cargo boats up. He was regarded as a very skillful navigator, and when the giant new Cunarder Aquitania came out in June of last year he was appointed her commander.

ACTION THE AMERICAN GOVERNMENT TO TAKE IS YET UNDETERMINED

President Wilson Spends Quiet Day Apart From His Official Family Studying Every Phase of the Situation—No Action Will Likely be Taken Until Full Reports Are Received From Ambassadors Abroad.

Washington, May 9.—What action the United States government will take as a result of the sinking of the British liner Lusitania with a loss of more than a hundred American lives is tonight and undetermined question.

President Wilson, during the last 24 hours, has been studying every phase of the case from both its legal and humanitarian aspects. That he feels deeply distressed over the incident and realized the people of the United States expected him to express in some pronounced fashion their indignation is indicated by the statement issued from the White House last night.

Nothing more was added today to the few significant sentences of this utterance—that the President was "considering very earnestly but very calmly," and "that he knows the people of the country wish and expect him to act with deliberation as well as with firmness."

Until all the official reports are received from Ambassadors Gerard and Page, at Berlin and London, respectively, it was not expected that any action would be taken.

Wilson Spent Quiet Day. The President spent a quiet day apart from his official family—and for the most part alone. He went to church in the forenoon and took a ride after luncheon. Most of the time he seemed pre-occupied and talked little to his companions. He sat in his study all parts of the day, in deep thought, undisturbed for hours. Secretary and Mrs. McAdoo dined with him tonight, but it was understood no reference was made to the war situation. It was the first time Mr. McAdoo had visited the White House since he was operated on a few weeks ago.

When the President went motoring, he rode alone on the front seat, revolving in his mind the most important problem of his administration. When he returned to his desk tonight he found the pile of telegrams had increased.

They had been coming in scores from all parts of the country. Many urged the adoption of severe measures. Several, among them a few from workmen's organizations, advised a declaration of war as the surest preventive of further efforts to American dignity. Others suggested a severance of all diplomatic relations until adequate reparations and apology was made. Still others counseled a peace course, but advocated firmness. A few messages justified the sinking. Secretary Bryan, who spent the day at home, also received many messages bearing on the situation similar to those that came to the White House.

May Give Opinion Today. The President plans to go to Philadelphia late tomorrow to deliver there

in the evening a speech which expresses to his own feeling on the situation produced by the sinking of the Lusitania. He is to address a meeting of 4,000 naturalized Americans. Secretary Tumulty went to Philadelphia today to make arrangements for the trip. Mr. Wilson will return early Tuesday, and a few hours later the regular meeting of the cabinet will take place, when it is generally expected he will lay before his advisers the policy he has in mind and ask their counsel.

The official statement from Berlin which came by wireless, admitting that a German submarine had sunk the Lusitania and pointing out that the big liner "was naturally armed with guns," was widely commented upon by officials. On the highest authority, it was stated that the sinking of the Lusitania when Count Von Bernstorff, the German ambassador called attention to the arrival at American ports of British liners with guns aboard, the question was taken up by the State Department. It was ruled by the department that a merchant vessel could not be classed as a warship if she carried guns not larger than six-inch calibre for defensive purposes, but nevertheless informal negotiations were begun immediately with Great Britain and an understanding was reached whereby no British vessels clearing from American ports would be armed. It is the duty of the port authorities in New York each time a ship asks for clearance to see that no guns mounted or unmounted are carried on board belligerent vessels.

Was Not Armed. Dudley Field Malone, collector of the port of New York, however, has been asked by the Washington government as to whether the Lusitania carried any armament and has reported that she had no guns aboard.

Among diplomats and officials the all-absorbing topic of the conversation was the probable attitude of the United States. Count Von Bernstorff, the German ambassador, returned to the embassy, but said the German official statement concerning the disaster made comment from the embassy unnecessary.

The unofficial Austro-German opinion, here, however, to justify the act, emphasizes the presence of ammunition on a passenger ship and argues that the sacrifice of passengers was less in the balance than the toll that would have been taken by the ammunition had it reached the Allies.

Embassy is Threatened. During the day, the German ambassador, received an anonymous letter warning him that the embassy may be blown up at 1:32 a. m. tomorrow. He turned it over to the police.

All eyes continued to be focused on the White House, where the final decision on the policy to be pursued by the United States is to be made. The President's most intimate advisers know of the complexities of the problem. (Continued on Page Two)

DEAD MAY NUMBER FIFTEEN HUNDRED

Latest Estimates at London on Lusitania Catastrophe

SEVERAL SUBMARINES

Impression is That Liner Ran Into Underwater Ambush—Lord Mersey to Conduct Official Investigation of the Tragedy.

London, May 9.—Latest estimates here put the death toll in the sinking of the Cunarder Lusitania at well up to 1,500.

Superintendent Dodd, of the Cunard Line, today dashed lingering hopes that there might be further survivors in a statement that said: "The only problem now is to identify the nameless dead."

So far as can be ascertained about 700 persons escaped when the liner sank after being struck by German torpedoes, but of these 45 have died from exposure or from injuries.

Lord Mersey is to conduct an inquiry into the disaster and until that begins official opinion as to how the Lusitania came to be caught and why so many lives were lost, will remain a secret. The general unofficial opinion is that several German submarines were assigned to the task of attacking the liner and that they maneuvered her into position where she could not escape.

Had Altered Course. Passengers say that for some time before the first torpedo was fired the Lusitania had altered her course, and they ascribe this to the fact that one German submarine had shown herself, sending the big liner in the direction where others were waiting to strike.

Beyond anger at the Germans the catastrophe has had no effect on the British people. Steamers are arriving and departing as usual and even steamers to Ireland are being freely patronized.

The heavy loss of life on the Lusitania was due, passengers believe to the fact that some officers at least reassured them after the first torpedo struck, that the Lusitania would remain afloat. Preparations were made to launch the boats, but before this could be done, a second torpedo hit the steamer and she listed so badly that the crew could only work the boats on one side of the ship.

Another factor was the extreme confidence of the passengers themselves in the infallibility of the water-tight compartments.

The Lusitania was not in the British navy list for April among the merchant vessels commissioned as naval auxiliary craft and Cunard officials deny that she was ever used for that purpose.

OPERATIONS IN THE WEST Dealt With a Report of Sir John French to British Government.

ITALY RUSHES TROOPS TO BORDER: AUSTRIANS AND GERMANS LEAVING

Italian Army of Six Hundred Thousand Concentrated at Verona—More Troops Called to the Colors—Russian Fleet Sink Turkish Transports in the Black Sea—French Claim Successes Over Germans in West.

Newspaper dispatches from Switzerland to Paris report Austrians and Germans fleeing from all parts of Italy. A Geneva dispatch asserts that 500,000 Italians have been concentrated at Verona, 25 miles from the Austro-Hungarian frontier.

In the fighting along the battle lines in Belgium and France, and in Russia and in the Carpathians both the Triple Entente and Teutonic allies claim successes. None, however, except possibly Austria and Germany records successes on a great scale. Even the statements of the Teutonic allies are reiterations of the reports of several days past that the Russians continue to be pressed back in Galicia and the Carpathians and that Hungary is free of enemy forces.

Petrograd does not deny the Teuton claims, but declares the Russians are fighting back hard at certain points and that the attacks of the Teutons are becoming less frequent.

In the West Berlin declares the Germans have driven the Allies out of strongly fortified positions near Ypres and that they have captured several villages in Flanders. Sir John French, the British commander-in-chief, however, says all Germany's attacks have been repulsed.

A repulse of the Germans near Neuport, the capture of lines of trenches over a front of 4 1/3 miles near Canency and the taking of a front 2 1/2 miles wide farther east are chronicled by Paris.

TEUTONS ARE FLEEING

Newspaper Reports Say Germans and Austrians Are Leaving Italy.

Paris, May 9.—A Bellinzona, Switzerland, dispatch to the Temps says: "Austrians and Germans are fleeing from Italy. All trains in the direction of the frontier are packed."

"Special trains have brought 3,000 Germans from Rome, Florence and Bologna. Lugane is filled with refugees."

"Notice has been given of the suspension from today of telephone service across the frontier and of the suppression of many passenger trains."

"All German and Austrian journalists have left Italy."

ed with heavy losses. Our line there is firmly established. "This morning I first 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, Harlies, Illies, Marquelles and LaBassee were also bombed."

TROOPS TO THE COLORS Reports From Berlin to the Effect That Italy Has Called Out More Soldiers.

London, May 9.—The Copenhagen correspondent of the Exchange Telegraph says: "A private message from Berlin states that Italy yesterday called to the colors all Infantry classes from 1876 and that many trains loaded with troops are proceeding to the front."

LARGE ARMY AT VERONA Italy Reported to Have Six Hundred Thousand Men Concentrated There.

Geneva, Switzerland, May 9 (via Paris).—An Italian army of 600,000 fully equipped and ready for the field, has been concentrated at Verona.

Verona is a fortified Italian city at the base of the Tyrolean Alps, 25 miles from the frontier of Austria-Hungary.

GERMAN OFFICIAL STATEMENT Attack on Ypres is Continued and Germans Claim Many Successes.

Berlin, (via London), May 9.—The German general staff today gave out the following official statement: "In the West: "During the continuance of our attacks on Ypres, we drove the enemy out of his strongly fortified position between the Fortuyun Wyletje and the Gheluvet-Ypres roads. We captured the villages of Frezenburg and Verleranhoeck and took up important positions which command the heights. We took 800 English prisoners, among them 60 officers."

"French attacks west of Lievin and northeast of the Lorette heights failed with heavy losses for the enemy. "Near LaBassee and Viley we forced an aeroplane of the enemy to land. "A partial French attack west of Perthes was beaten off by hand grenades."

"In the Argonne between the Meuse and the Moselle and in the Vosges the day passed without anything of note. "In the East: "In Libau we have taken a large stock of war material. "Before strong forces the enemy has collected before Milan our advance divisions sent out against this town are averting the enemy. "Northeast of Kovno, the railway line between Vilna and Saarle was destroyed. (Continued on Page Two)