

# Jackson County Journal.

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\$1.00 THE YEAR IN ADVANCE

United States will leave nothing undone to protect its citizens.

Full reparation for lives lost by German acts is demanded of Germany.

American note while couched in friendly terms, is unmistakably firm in tone, and demands that Germany shall guarantee safety to non-combatants on all merchant vessels in its future warfare.

Message will be sent to German Government today.

Officials decline to predict what action will be taken in case Germany refuses to accede to demands made by the United States.

## NATION MOURNS GREAT SEA HORROR OF THE WAR

### About 140 Americans Lost When the Lusitania Was Torpedoed by German Submarine.

No Warning Given to Ill Fated Craft by the Attackers.

Captain Criticises Failure of British Warships to Protect Liner.

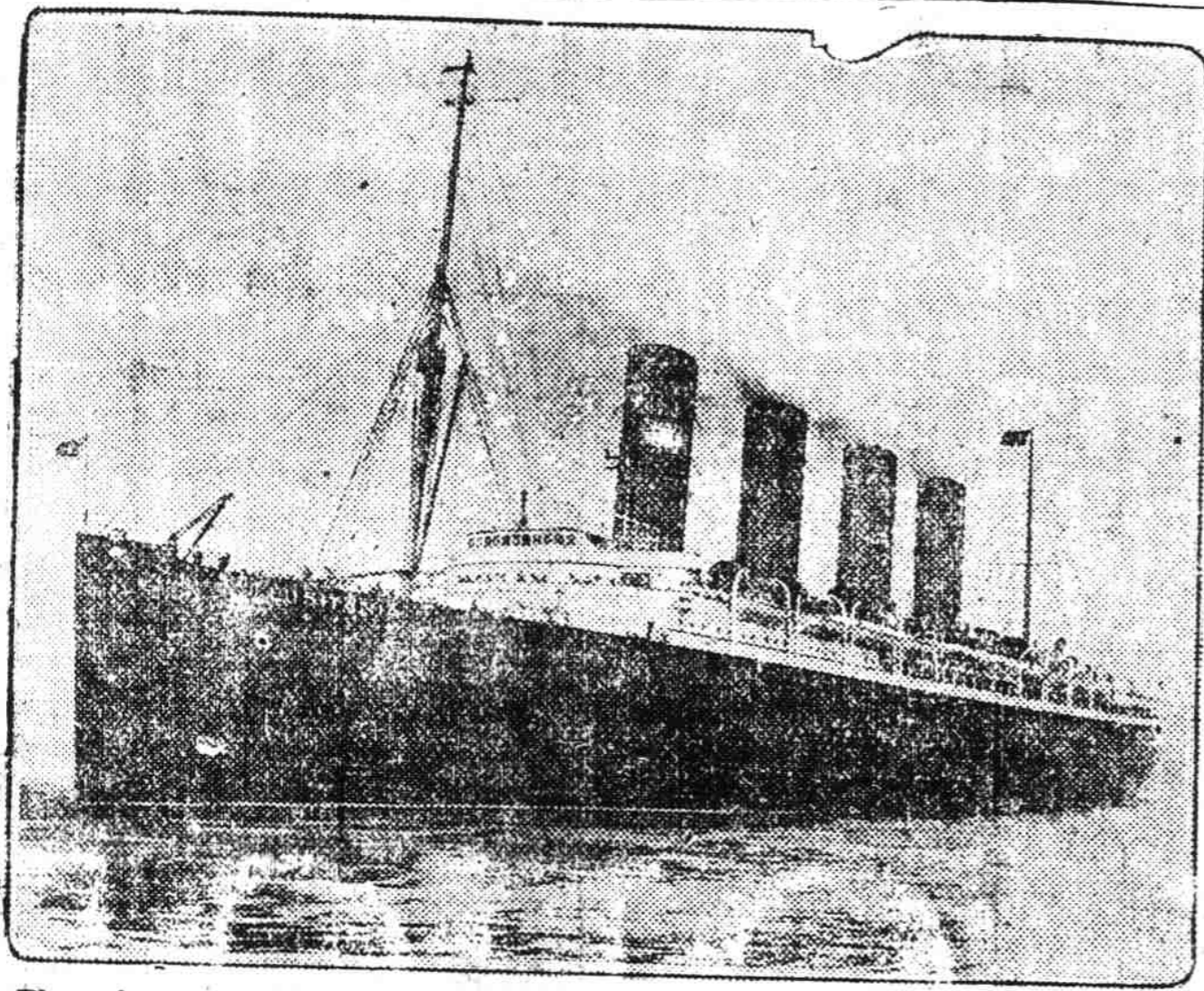


Photo by American Press Association.  
THE STEAMSHIP LUSITANIA AS SHE APPEARED LEAVING FOR ENGLAND ON HER LAST TRIP.

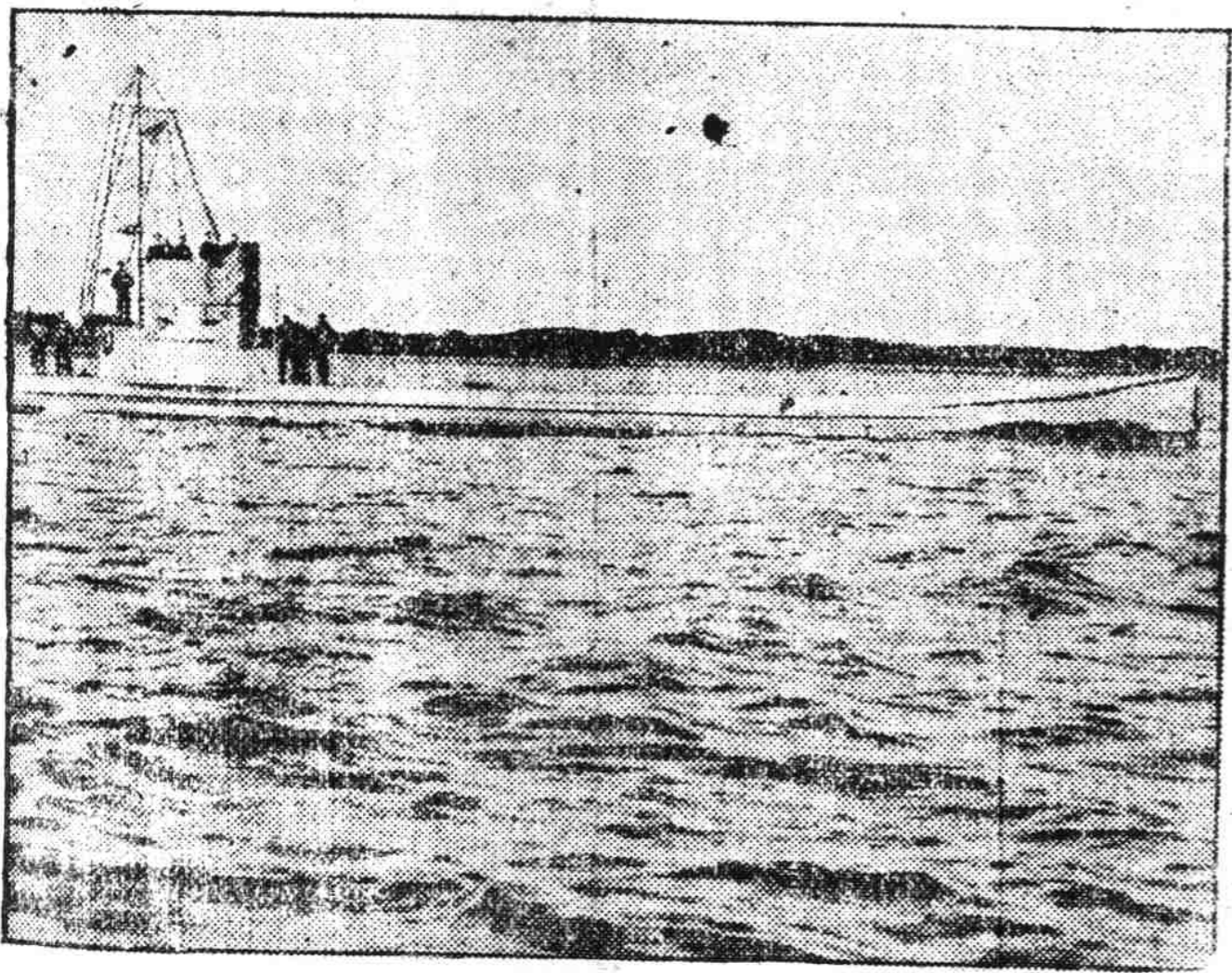


Photo by American Press Association.  
U TYPE OF GERMAN SUBMARINE THAT SANK LUSITANIA.

The nation is recovering slowly from the shock and horror caused by the sinking of the steamship Lusitania of the Cunard line, off the Irish coast, a few miles outside of Queenstown harbor. The loss of more than 1,400 lives, about 140 of whom were American men, women and children, and all of whom were non-combatants, has caused one of the greatest sensations of modern times. The submarine which caused the catastrophe is believed to be one of the powerful U class craft, which are held responsible for the loss of the steamship Falaba and other passenger and freight ships in British waters.

The suddenness of the attack is held responsible for the terrific loss of life, as the deadly missiles came without warning while the passengers were sleeping, and the Lusitania disappeared beneath the waves within fifteen minutes.

#### What Survivors Say.

Survivors say that the first torpedo struck the hull of the ship directly in the space occupied by the engine room.



CAPTAIN TURNER AND SALOON OF VESSEL.

The second hit her cargo section, and is thought to have exploded an enormous quantity of ammunition said to have been stored there. At any rate, several explosions occurred as the steamer listed and sank bow first.

Survivors united in declaring no warning was given. So desperate were conditions that only ten lifeboats could be launched. Indescribable scenes were enacted as the helpless passengers struggled for their lives in the sea.

The official British press bureau in London gave out the following report from the admiral in command at Queenstown:

"The torpedo boats, tugs and armed trawlers which went to the rescue of the Lusitania passengers from Queenstown are all in, with the exception of the Heron.

#### Few First Class Passengers Saved.

"Only a few of the first class passengers were saved. It is understood that they thought the ship would float. She sank in from fifteen to twenty-five

minutes.

"It is reported that she was struck by two torpedoes.

"The Cunard agent gives 2,160 as the total number aboard.

"The Cunard company reported the nationalities of the passengers as follows: Saloon—British, 179; American, 106; Greek, 3; Swede, 1; Mexican, 1; Swiss, 1. Second class—British, 521; American, 65; Russian, 3; Belgian, 1; Hollanders, 3; French, 5; Italian, 1; unknown, 2.

"In the steerage there are said to have been thirteen Americans.

The tragedy took place about ten miles off the Old Head of Kinsale. As soon as the Lusitania's wireless call for assistance was received at Queenstown, Admiral Coke, in command of the naval station, dispatched to the scene all assistance available.

The tugs Warrior, Stormcock and Julia, together with five trawlers and the local lifeboat in tow of a tug, were hurried out to sea.

Weather conditions aided in the work of rescue, but the suddenness with which the liner plunged to the bottom of St. George's channel made it impossible to get off all on board.

From the reports thus far received officers and crew acted with the utmost bravery. In the greatest sea disaster since the sinking of the Titanic they went expeditiously about their task of getting as many as possible of the passengers away before the inevitable moment when the great bulk they tried must make its final dive to destruction.

Meanwhile aid had started from a dozen directions, and soon the boats were picked up by steam vessels and smaller craft. But before this happened the stricken liner, with so many human souls still aboard, had gone down.

It is known that among so many victims there are many Americans, and in the view of those in authority here the death of these presents to the United States the greatest problem she has faced during the present war.

#### Bodies Brought Ashore.

One hundred bodies were brought ashore at Queenstown on the Cunard wharf from the rescue tug Stormcock and other steamers, which brought over 600 survivors. It is stated that these persons died of exhaustion while on their way to Queenstown from the scene of the disaster. The bodies were removed to the town hall.

When the survivors reached the wharves doctors and ambulances were waiting, and pitiful scenes were witnessed there. There was a large proportion of women among the arrivals. Their clothes were soaked with water. They were hatless and shoeless, and many were unable to walk.

Most of the survivors had suffered severe injuries to their legs and other parts of their bodies, and many had to be placed upon stretchers and removed to the quarters which had been specially prepared for them.

#### What the Captain Says.

Captain William T. Turner of the Lusitania expressed no fear for the safety of his ship when he sailed from New York.

"I wonder what the Germans will do next?" was his only comment when he read the advertisement sent out by the German embassy, warning Americans that they sailed at "their own risk" on British ships, which were liable to destruction in the war zone.

When Captain Turner was questioned regarding the ship being met off the Irish coast by British torpedo destroyers he replied:

"The admiralty never trouble to send out to meet the Lusitania. They only look after the ships that are bringing the big guns over, like the Orduna and

the Transylvania, at voyage. On the last eastward trip I never saw a warship until we reached Liverpool."

One of the Cunard officers who was on the Lusitania on her last voyage, confirmed Captain Turner's statement that the liner had not sighted a single warship on her voyage.

Captain Turner stood at his post on the bridge until the ship went down and was rescued three hours afterward wearing a life belt, according to D. A. Thomas, the Cardiff (Wales) coal magnate.

"Our course was shaped for shore immediately after the torpedo struck," he said. "There is a difference of opinion as to whether the steamship was struck by more than one torpedo, but I heard only one."

#### PRESIDENT WILSON IN SERIOUS SITUATION.

A dispatch from Washington says:

Grave fears are felt by the administration that the torpeding of the Lusitania will inaugurate a wave of anti-German feeling which will sweep the country. President Wilson thus far has managed to keep public opinion well within bounds, and the sporadic evidences of his administration have not been serious. The next few days are certain to be anxious ones for the House for they will vote on the American declaration of war against Germany. The administration is in a serious position and the House is expected to vote against the President's government. The American and British governments are in a serious position.

#### WATCHED TORPEDO AS IT STRUCK SHIP.

Ernest Cowper, Toronto Writer, Describes Attack, Seen From Deck.

A sharp look out for submarines was kept aboard the Lusitania as she approached the Irish coast, according to Ernest Cowper, a Toronto newspaper man who was among the survivors landed at Queenstown.

He said that after the ship was torpedoed there was no panic among the crew, but that they went about their

#### OCEAN TRAVEL.

#### NOTICE!

TRAVELLERS intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain, or of any of her allies, are liable to destruction in these waters and that travellers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

IMPERIAL GERMAN EMBASSY, WASHINGTON, D. C., APRIL 22, 1915.

#### REUNION AT RICHMOND

The Southern Railway is offering a very low rate to Richmond, Va., to the Confederate Veterans Reunion, which meets there May 30. The usual fare is \$21.90 for a round trip ticket, but to the Reunion you can get a round trip ticket to that point for .85, which is \$2.10 less than the fare one way for ordinary trips; also you can get the benefit of sleeping cars without extra cost.

These rates apply to both young and old and it is a good opportunity for the young folks to visit one of the best towns in the South, and a town where you can have a good time.

#### ATTEMPTS SUICIDE.

Arthur Dills who has been confined in the county jail, awaiting trial, charged with carrying concealed weapons and who broke jail and made his escape about two weeks ago, and was captured, Monday and returned to jail, attempted suicide, Tuesday night, in a fit of melancholia by drinking a quantity of turpentine in which he had mixed match heads.

Dr. C. Z. Candler was called and succeeded in saving the life of the young man.

#### SHOULD SUSPEND JUDGMENT CONGRESSMAN BRITT THINKS.

"What action will the administration take in the Lusitania case?" was asked Congressman Britt today. "I am sorry," said he, "but I can-

not discuss that question."

"It is, of course a dreadful calamity, raising international issues of the very gravest moment, but these questions must all be dealt with by President Wilson, and I feel that we should all give him our sympathy, be patient, and suspend our judgment, and leave him to the solution of his great problems. I cannot, however, refrain from expressing the hope, which I am sure all good citizens share, that he may find a way to protect the rights and preserve the honor of our country without the dreadful catastrophe of war."

"Will the president probably convene congress in extra session?"

"I think not, since the pressing problems appear to be administrative and diplomatic, and not legislative."—Gazette.

Married at the Baptist parsonage Tuesday evening, Rev. A. V. Joiner officiating, Mr. A. J. Crutchfield to Mrs. N. B. Moore.—Carolina Mountaineer.