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GERMAN SUBMARINE SENDS THE LUSITANIA TO BOTTOM.

1502 Lost, 658 Saved Is Toll of Lusitania. Only 51 Americans Saved Out of the 188 Aboard So Far as Now Can be Learned. Down in Eight Minutes. Coast Guard Who Saw Ship Hit Says She Went Under Like Stone.

The most startling news, so far as America is concerned that has flashed across the ocean since the opening of the great World War last August, was the message received Friday afternoon of the sinking of the Lusitania by the Germans that afternoon. The following is an extract from the first account as given in the Saturday morning papers:

Lusitania Goes Down.

London, May 7.—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 five hundred or six hundred.

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, or dead or injured, has been listed officially.

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 opening 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 points along the coast and Queenstown.

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 landmark that has brought to joy 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 boat 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 war was declared and later startled the world by flying the Stars and Stripes.

Queenstown, May 8.—The latest estimate of lives lost as a result of the torpedoing of the Cunard liner Lusitania by a German submarine off the Irish coast yesterday is 1502. It is believed that almost all, if not all, the survivors have been brought ashore, and there is little hope of recovering any other passengers alive.

Of the dead many are women. The Queenstown docks are the temporary resting places also of the bodies of several children. One dead mother still is clasping in her rigid arms the body of her three-months-old baby.

When the Lusitania left New York, May 1, she had on board 2160 souls, according to the Cunard Company. There have been landed 658 survivors and 45 dead.

The bodies of victims are arriving on every incoming boat. The Cunard line warehouse, which is being used as a temporary morgue, already has been filled, and many bodies have been taken to the town hall.

Additional dead lie in hotel and

boarding houses, victims of injuries and exhaustion, while still others were taken those whose condition appeared most serious. Two 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, and immediately began a search of the city to find her husband, learned at 4 o'clock this morning that he was dead at a hotel.

Two stokers have confirmed the report that the steamer was struck by two torpedoes. The first entered No. 1 stoke hold, and the second the engine room.

Survivors Dazed by Experience.

Many of the survivors were still bewildered from their terrible experience, and their accounts of the sinking of the Lusitania are not entirely clear. It is to be noted, however, that one and all unite in eulogizing the manner in which the ship's officers behaved.

Five minutes after the Lusitania was hit with the second torpedo amidships she had listed to such an extent that the lifeboats on one side could not be launched at all. The work of getting as many people as possible, for the most part women and children, into the only boats that could be got clear, was at once undertaken by the captain and officers and men of the Lusitania and performed efficiently and with heroism.

Sea Drowns Good-By Words. The scene as the big liner went down is described by the survivors as heartrending beyond words. Battling for life the passengers called to relatives and friends or bade each other good-by.

Only 51 Americans Known Saved. The work of compiling a list of those saved is progressing slowly because of the indescribable confusion at Queenstown, but apparently few first cabin passengers are among the survivors.

The United States Consul at Queenstown can account for only 51 Americans saved out of 188 who were aboard. His roll does not include the names of Alfred Gwynne Vanderbilt, Charles Frohman, Elbert Hubbard, Justus Miles Forman, author, or Charles Klein, the playwright. Of the Americans aboard 106 were in the first cabin, 65 in the second and 17 in the steerage.

The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the steamer received her death blow and declined to join the rush for the boats and life belts. They believed the ship would remain afloat until assistance could arrive.

No Evidence of Blundering. A considerable proportion of those at Queenstown are members of the crew, including Captain Turner, with the first and second officers. All the other officers are believed to have perished.

There is no evidence, however, that the time-honored rule of the sea, "women and children first," was violated, or that there was lack of vigilance.

Submarine Gave No Warning. Investigation has failed to reveal that the steamer was given warning of the proposed attack by the submarine, which appears to have been lurking off the Irish coast bent upon destroying the largest and fastest ship engaged in transatlantic traffic.

The lookout sighted the periscope of a submersible 1000 yards away, and the next instant they saw the trail left by a torpedo as it flashed on its course. Then came a terrific crash as the mersible pierced the liner's side, followed almost immediately by another, which littered the decks with wreckage. The course of the liner was at once turned toward shore.

Four torpedoes apparently were fired at the Lusitania, but only two of them found their mark.

Torpedoes Killed Many. The loss of life caused by the torpedoes themselves and the explosions they caused must have been terribly heavy. The tragic freight of bodies taken to Queenstown bears evidence of the havoc wrought. Many of those taken ashore were seriously injured, and more than a score died after they were removed to Cork and Queenstown hospitals. A long line of stretcher-bearers marched from the piers as tugs and trawlers arrived.

caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded officers of the Cunard Line all night, scanning anxiously the bulletins received from Queenstown. The company announced that an accurate list of survivors would be compiled as speedily as possible, but that the immediate needs of those saved were being given first attention.

Sank in 8 Minutes, Says Coastguard. A coastguard who witnessed the sinking of the Lusitania believes she sank within eight minutes. His story is confirmed by a Cork farmer who working near Old Head Kinsale, when he heard shots and looking seaward saw a steamer with her bows in the air. He said hardly 10 minutes later she keeled over on her side and sank.

A Survivor's Story.

W. G. E. Meyers, of Stratford, Ontario, a lad of 16 years, who was on his way to join the British navy as a cadet, said:

"I had just gone to the upper deck after lunch to play a game of quills with two other boys. One of them, looking over the side, saw a white streak in the water and shouted: 'There's a torpedo, coming straight at us.' We watched it until it struck us with an awful explosion. Then we rushed to the boat deck. Just as we got there a huge quantity of wood splinters and great masses of water flew all around us.

"We got only 200 yards away when the Lusitania sank, her bow first. Many persons sank with her, drawn down by the suction. Their shrieks were appalling. We had to pull hard to get away, and as it was we were almost dragged down. We saved all the women and children we could, but a great many of them went down."

William Brown, of Alaska, another survivor, said he decided not to join the rush for the boats. "I came to the conclusion that a life belt was the thing for me," he said, "so I went to my cabin and secured one. With it on, I slid down a long rope into the water. Subsequently I got into a boat."

INSURED AT A LOW RATE.

Lusitania Favored in Belief That She Had Safety in Speed.

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, and 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 3 per cent and a special war risk premium of 1-1/4 per cent for each trip. It is understood that the line carried one-third of the insurance, the remainder being divided among Lloyds and other underwriters. About one-half the insurance upon the cargo was taken by local underwriters and the rest by Lloyds.

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 transatlantic rate at this time.

The Lusitania carried 250 bags of mail, but had no specie aboard. On her manifest the largest single item was listed as "cartridges and ammunition, 4200 cases, \$152,400." The next item in value was a consignment of furs, valued at \$119,000, for Liverpool. Miscellaneous items included sheet brass, copper wire and various manufactured goods of beef and bacon and many thousand pounds of butter, cheese and lard.

DISTRESSING, SAYS TAFT.

Expresses Confidence That Wilson Will Be Wise and Patriotic.

Milwaukee, May 8.—"The news of the sinking of the Lusitania as it comes this morning is most distressing," said former President Taft on his arrival from Madison today. "It presents a situation of the most difficult character properly awakening great national concern. I do not wish to embarrass the President or the Administration by a discussion of the subject at this stage of the information except to express confidence that the President will follow a wise and patriotic course."

LUSITANIA WAS ONE OF LARGEST SHIPS AFLOAT

She Was a Product of the Mad Race For Speed. Accommodation For 2,350. Launching of Great Liner June 7, 1908, Attended by Elaborate Ceremonies. British Shipping Men Felt That by Reason of Her Great Speed She Was in No Danger. Boat of Colossal Dimensions.

(Greensboro News.)

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 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship company, Ltd., of Liverpool. Her captain was W. T. Turner.

The Lusitania was a product of the race for speed which was carried 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.

Marine 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 1,300 third class.

The launching of the Lusitania on June 7, 1906, at Clyde bank, was attended with elaborate ceremonies. She left on her maiden trip September 7, 1907. This voyage was heralded as a race for the world's record. German steamship companies said her time of five days, 54 minutes, was not in reality a record. Later she made an undisputed record of four days, 11 hours, 42 minutes, but that subsequently was beaten by the Mauritania.

In January of last year the Lusitania rescued the crew of the little Canadian brigantine Mayflower, which was drifting wrecked and helpless about 1,000 miles from the Canadian shore.

After the outbreak of the war most of the fastest vessels of the British trans-Atlantic fleet were requisitioned by the navy. The Lusitania, in fact, was the only vessel of this type to continue in regular service. As she was the greatest prize which could fall to German warships or submarines, her voyages were followed with particular concern. British shipping men maintained, however, that she was in no danger, especially after the Atlantic had been cleared of German warships. They felt that her superior speed would enable her to evade any submarine. Three days after the war was declared the Lusitania left New York on one of her regular trips to Liverpool. She slipped out of the harbor shrouded in darkness except for her port and starboard running lights. There were 212 passengers on board who were willing to accept the chances of war. During the voyage it was reported that she had been captured by German warships, and subsequently that she was fleeing for some American port. She completed her voyage in safety, however, without sighting any hostile craft.

It was the Lusitania whose flying of the American flag last February on her way from Queenstown to Liverpool to protect her against possible attack by a German submarine caused considerable astonishment on both sides of the ocean and resulted in a statement by the British foreign office justifying the use of a neutral flag under such circumstances.

Although the Lusitania was surpassed in size by several other liners built subsequently, including the Imperator, Olympic and Vaterland, she never lost her reputation acquired at the outset of her career. Her speed and luxurious accommodations make a favorite, and her passenger lists bore the names of many of the most prominent Atlantic wayfarers. She had nine decks, connected with elevators. Her cabins were designed to look more like an elaborate hotel than a ship.

The vessel was pronounced by her

builders to be as nearly unsinkable as any ship could be. The lower deck was watertight. The double bottom was so constructed that should the bilge keels be torn away and the hull pierced the entering water would be confined within the inner and outer bottoms. The lower portion of the hull was divided into 175 water tight compartments, with communicating doors so constructed that they could be closed from the navigating bridge in a few seconds. Everything about the Lusitania was of a colossal dimension. Her rudder weighed 65 tons. She carried three anchors of 10 tons each. The main frames and beams, placed end to end, would extend 30 miles.

Charles P. Summer, general agent of the Cunard line in New York, issued a statement just before the Lusitania left New York the last time saying her voyage would not be attempted by any risk whatever, as the liner had a speed of 25 and half knots and was provided with unusual water-tight bulk heads. Marine men said that in their opinion the Lusitania could not be sunk by a single torpedo.

Before the Lusitania sailed, some nervousness had been caused because of the publication in the morning papers of Saturday of an advertisement warning travelers that a state of war existed between Germany and Great Britain and her allies; that the war zone included 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 travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk. The advertisement was signed "Imperial German Embassy."

ROOSEVELT WANTS U. S. TO ACT

Duty To Humanity and National Self-Respect Demands It, He Says.

Syracuse, N. Y., May 9.—Theodore Roosevelt tonight gave out the following statement:

"On the night of the day that the disaster occurred I called the attention of our people to the fact that the sinking of the Lusitania was not only an act of simple piracy, but that it represented piracy accompanied by murder on a vaster scale than any old time pirate had ever practiced before being hung for his misdeeds.

"I called attention to the fact that this was merely the application on the high seas and at our expense of the principles which when applied on land had produced the innumerable hideous tragedies, that have occurred in Belgium and in northern France.

"I said that not only our duty to humanity at large but our duty to preserve our own national self-respect demanded instant action on our part, and forbade all delay. I can do little more than reiterate what I thus said. When the German decree established the war zone and of course plainly threatened exactly the type of tragedy which has occurred, our government notified Germany that in the event of any such wrongdoing at the expense of our citizens we would hold the German government to a strict accountability.

"The use of this phrase, 'strict accountability,' of course must mean and can only mean that action will be taken by us without an hour's unnecessary delay. It was eminently proper to use the exact phrase that was used; and having used it our own self respect demands that we forthwith abide by it."

Mrs. Carman Set Free.

Mineola, N. Y., May 8.—A verdict of acquittal late today by the jury trying Mrs. Florence C. Carman on the charge of murdering Mrs. Louisa Bailey at Freeport on the night of June 30 last.

The jury was agreed on the first ballot and the verdict was returned at 5:32 o'clock, 1 hour and 12 minutes after the jury had retired. Mrs. Carman, who had been depressed and apparently extremely anxious all day, brightened as Justice Blackmar delivered his charge, and beamed with happiness when the verdict was announced. She shook hands with all the jurors and left after a few minutes with her husband for their home in Freeport.

VERDICT OF CORONER'S JURY.

Finds That the Officers of the Submarine, the German Emperor and the German Empire Guilty of Murder.

Kinsale, Ireland, May 10.—The coroner's jury investigating the death attendant on the loss of the Lusitania returned the following verdict today:

"The jury finds that this appalling crime was contrary to international law and the convention of all civilized nations and we therefore charge the officials of the submarine and the German emperor and the government of German under whose orders they acted with the crime of wilful wholesale murder."

A MILLION DOLLAR RAIN.

Weather Bureau Officials Say Fall Worth That Much to Farmers of This State.

News and Observer, 8th.

With the fall of the "Million Dollar Rain," as the downfall is termed by the Raleigh weather bureau officials, yesterday the long dry drought in North Carolina was broken and farmers last night slept easier than they have for some time.

That North Carolina has been benefited over \$1,000,000 in saving crops that have suffered for the want of water is the reason why the weather bureau officials call yesterday's rain the "Million Dollar Rain." The actual value to the farmers can not be estimated correctly, but the water was in dire need throughout the entire State.

The rainfall was general in North Carolina, rain falling from mountains to sea, but the fall on the extreme coast section was lighter than in other sections. However, it is expected that this section will get more rain early today.

Charlotte reported the heaviest fall, the total for the day there being 2.58 inches. Raleigh had 1.15 inches; Asheville, 1.18, and Wilmington got only .02 of an inch. Other cities reporting good rains were Atlanta with 3.88 inches, Montgomery, Ala., with 3.4b inches and Knoxville with 1.04 inches.

DISASTER CAUSES A RIOT.

Crowd Angered by Man's Jubilation Handles Him Roughly.

New York, May 7.—A middle-aged man, who gave the name of Henry Schultz, was watching a Park Row newspaper's bulletin board today when news of the sinking of the Lusitania was posted. He was so elated he threw his hat into the air and shouted a German legend. Someone caught his hat and began tearing it up. In a minute the 50 spectators were crying "Knock him down!" "Kill him!" and "Hang him!" A small riot followed; half a dozen men grabbed the man. A blow on the jaw felled him, and then onlookers began to kick him. Three policemen interfered. They picked Schultz up and wanted to send him to the hospital, but he was unwilling. Hatless, he limped down Spruce street. The police made no arrests.

CALLS GERMANY OUTLAW.

Acting Premier of Canada Issues Bitter Statement.

Ottawa, May 8.—Sir George Foster, acting Premier of Canada, today gave out the following statement on the Lusitania disaster:

"This latest act stamps Germany as the outlaw nation of the twentieth century to be viewed with suspicion, horror and righteous indignation by every well-constituted civilized people. Thirty minutes' warning to the Lusitania before the torpedo was fired would have saved 2100 harmless people."

FRANK WILL HANG IN JUNE.

Atlanta, May 10.—Leo M. Frank was today re-sentenced to be hanged on Tuesday, June 22, for the murder of Mary Phagan. Sentence was passed by Judge Ben H. Hill of the Fulton County superior court. Mary Phagan was killed April 26, 1913. Before sentence was pronounced Frank made a statement to the court reiterating his declaration of innocence.