

LINER LUSITANIA SUNK BY GERMAN SUBMARINE FLEET RUSHES TO AID

PASSENGERS SAVED EARLY CABLES SAY

Reports Received From Liverpool Are All Fragmentary, But All Agree Steamer Began Calling For Help at 2:33—Was Said to Be Listing Badly—Fishing Fleet Rushed to Her Aid.

LIVERPOOL, May 7.—The Cunard line manager says the Lusitania was sunk by a submarine.

He received the following wireless from Old Head of Kinsale, at 5:49: "The Lusitania was sunk by a submarine at 2:33 this afternoon, eight miles south by west of Old Head of Kinsale."

The authorities declared it was not known how many had been saved.

LONDON, May 7.—The steamer Lusitania, filled with passengers, many of whom were Americans, was either torpedoed or blown up by an infernal machine while off Old Head of Kinsale, at 2:33 this afternoon.

The latest reports received here say that all of the passengers were saved.

Sinking of the Lusitania was the hardest blow of the war to date so far as neutral commerce was concerned. The reports received here are fragmentary, but all agree that the big liner began calling for help by her wireless at 2:33.

The first to pick her up was the wireless station at Landsend.

The appeal was urgent.

"We have a big list,; rush help," flashed through the air, and immediately orders were sent to the nearest points to get every available craft to the scene.

The German submarine which sunk the Lusitania is believed here to be the same which yesterday sunk the two 5,000-ton freighters Centurian and Candidate, and on Wednesday sunk the sailing ship Earl of Latham.

The admiralty has sent a flotilla of fast destroyers to search for the under-sea boat.

The fishing fleet from Kinsale was early on the scene and immediately began the work of taking on board the passengers from the big liner. It is understood that the Lusitania's own boats were used to care for her passengers.

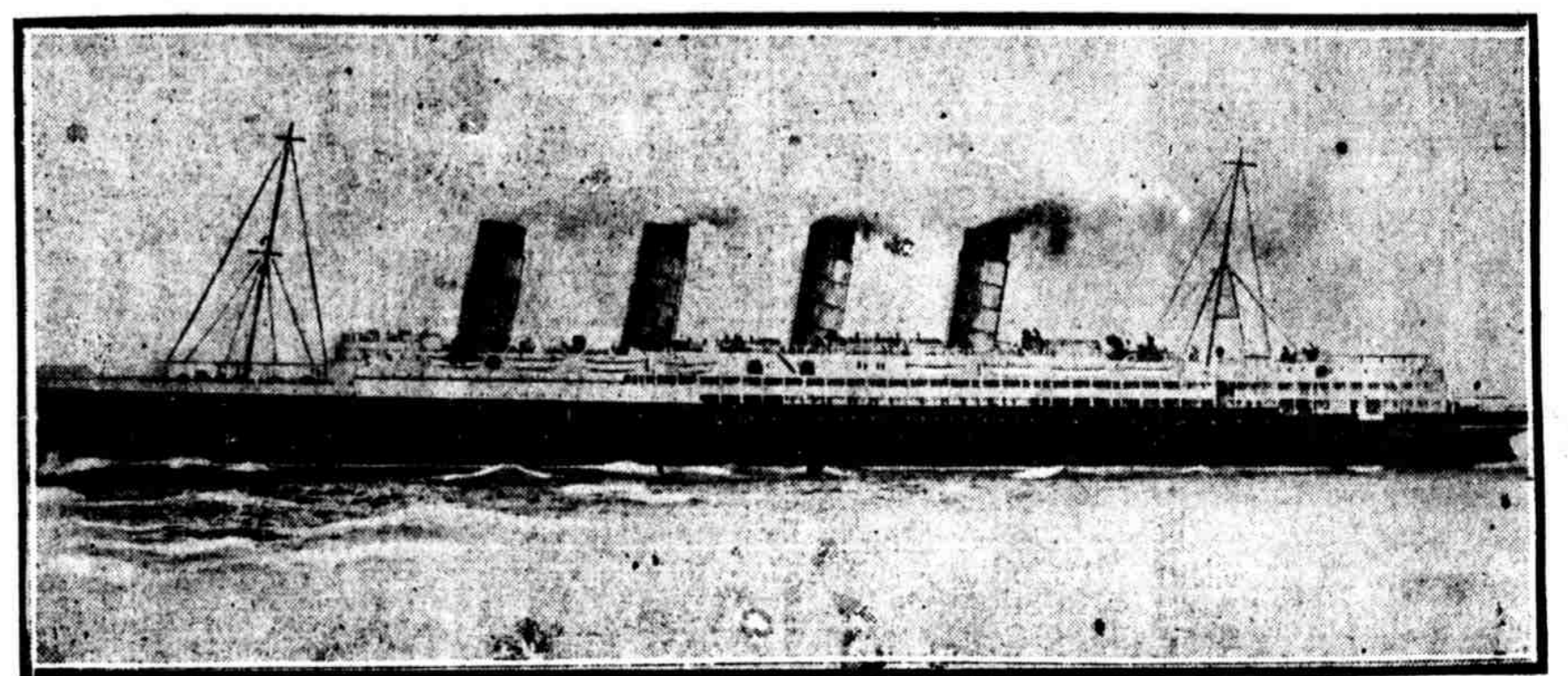
On all of her recent trips these boats have been swung overside and their covers removed, ready for any eventuality, and it is possible that to this precaution may be due the salvation of the passengers.

The first word reaching London of the plight of the Lusitania was an unconfirmed rumor received at the general offices of the Cunard line.

It said that the big steamer was in trouble. The line officials made it public and promised to keep the public informed of everything that happened.

There was much excitement. There had been grave doubt that the Germans were in earnest when they threatened to attack the passenger-carrying liners.

The sinking of the Falaba had been considered the final act of this kind, and when it was realized that the biggest passenger liner in commission had fallen victim to the war London was aghast.



CUNARD LINER LUSITANIA

Wall Street Stunned, Expect Germany Will But Reacts at Once Point to Warning 'Ad'

NEW YORK, May 7.—Stunned by the sinking of the Lusitania the stock market this afternoon suffered one of the severest reactions in its history.

Prices dropped almost instantaneously three and four points. Bethlehem Steel, a stock which has fluctuated sharply for several weeks, was sold off 29 points, from the high of the day, to 130.

When the first report of the sinking of the big liner was received on the floor traders threw large blocks of stock on the market for any price that they would command. In the railroad issues the international stocks were the weakest. Canadian Pacific declined more than seven points. Northern Pacific lost over four points. Southern Pacific went down three full points.

The selling was general throughout the list, but strange to say when a confirmation of the disaster had been received several of the stocks which had suffered largest losses recovered in part.

That the German government would repudiate responsibility toward the United States for the Lusitania disaster was the consensus of opinion in official circles here this afternoon.

It was believed this expected attitude would be based on the advertisement published by the embassy in New York newspapers the day the vessel sailed.

Of course, this warning, followed by the sinking of the vessel caused comment concerning a possible foreknowledge by the embassy of what was to happen, but this was wholly unofficial.

How News of Disaster Came Over Wire

The first report of the sinking came from New York at 1:17 o'clock, when the Cunard line made the announcement that it had received an unconfirmed rumor of an attack on the Lusitania.

This was followed a few minutes later by a report that the Cunard line officials had been unable to confirm the rumor.

A ticker report at 1:25 declared that the Lusitania had been sunk off Kinsale, Ireland. The Cunard officials absolutely refused to comment on this.

At 1:30 this statement was given out by the Cunard line:

"The Cunard Steamship Company has received an unconfirmed report of the Lusitania having been torpedoed by a submarine off the coast of Ireland."

The steamship officials declined to state the source of the rumor other than to say that it had reached them from London by cable in exactly the form given out.

Kinsale is about fifteen miles south of the entrance to Cork Harbor.

As time went by and no further information was available at the Cunard line offices the crowd which had collected began to grow skeptical and attention was called to the fact that since the accident to the Lusitania's turbines last August she has not been doing better than 20 knots.

This fact caused considerable skepticism and

U. S. Envoy Verifies News of Disaster

Confirmation of the torpedoing of the Lusitania off the Irish coast was received from Ambassador Page of the State Department this afternoon.

Ambassador Page cabled as follows: "Lusitania torpedoed off the Irish coast this morning. Sank in half an hour. No report as to passengers."

Partial Passenger List of the Lusitania

- NEW YORK, May 7.—The full passenger list of the Lusitania as announced by the Cunard Company is as follows:
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| Henry Adams. | Mrs. Adams. | A. H. Adams. | Lady Allan and maid. | Miss Anna Allen. | Miss Gwen Allen and maid. | N. N. Alles. | Julian de Ayala. | James Baker. | Miss M. A. Baker. | G. W. B. Bartlett. | Mrs. Bartlett. | J. J. Battersby. | Oliver Bernard. | C. P. Bernard, New York. | Albert C. Billicke, Los Angeles. | Mrs. Billicke. | Leonidas Bittle, Atlanta, Ga. | J. J. Black, New York. | Thomas Bloomfield, New York. | James Bohan, Toronto. | E. Boulton, Jr., London. | Miss Dorothy Braithwaite, Montreal. | Miss Josephine Brandell, New York. | Miss Josephine Brandell, New York. | C. T. Brodricke, Boston. | W. Brodricke-Cloete, San Antonio, Tex. | J. H. Brooks, New York. | Mrs. M. C. Brown, New York. | Mrs. J. S. Burnside, and maid, New York. | H. A. Bruno, Montclair, N. J. | Mrs. Bruno, Montclair, N. J. | Miss Ivy Burnside, New York. | A. J. Byington, London. | Michael G. Byrne, New York. | S. Campbell-Johnston, London. | Mrs. Campbell-Johnston, London. | Alexander Campbell, London. | D. L. Chabot, Montreal. | Mrs. W. Chapman, Toronto. | J. H. Charles, Toronto. | Miss Doris Charles, Toronto. | The Rev. Cowley Clarke, London. | A. R. Clarke, Toronto. | M. Cohen, New York. | H. G. Colebrook, Toronto. | Miss Dorothy Conner, New York. |
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Times Extras Will Be Issued As Fast As
Additional Details Are Obtained