FROM "THE TIMES" OF TO-DAY.

BY SPECIAL ARRANGEMENT WITH THE PROPRIETORS OF *THE TIMES*

THE LUSITANIA.

[illegible] been lost with the Lusi[illegible], the character of the [illegible] which prompted it [illegible] unaltered and unabated [illegible] the German Kaiser, the Ger[illegible] and the German people— [illegible] there be no division of [illegible] murder, and nothing [illegible] carried 1,255 passengers, [illegible]. We are informed, though [illegible] yet officially confirmed, [illegible] of the passengers were citizens [illegible]. Until fuller particulars [illegible] it is manifestly inadvisable to [illegible] relating to the course the [illegible] and the precautions her [illegible] observed. The mem[illegible] Wilson's Ministry are the [illegible] national honour, and of the [illegible] people. Upon them rests [illegible] which we shall not [illegible]. The destruction of the [illegible] hasten the day [illegible] Power will feel con[illegible] with eternal in[illegible] among the nations.

AMERICAN OPINION.

[illegible] the Lusitania, says [illegible] excitement and [illegible] Americans in Lon[illegible] that the majority [illegible] passengers may [illegible] in the opinion of [illegible] the United States. [illegible] that Germany may [illegible] the United [illegible] Germans are running [illegible] American citizen [illegible] This [illegible] arouse the utmost [illegible] States, and will [illegible] extremely difficult [illegible] who are at [illegible] Europe and [illegible] engaged in [illegible] work, or are [illegible] with various

[illegible]OYS FOR SHIPS.

[illegible] of *The Times* [illegible] sinking of the Lusi[illegible] raised whether the [illegible] any measures of a [illegible] the safety of the [illegible] and of the [illegible] she had to [illegible]. It will be [illegible] whether any naval [illegible] any part [illegible] these subjects [illegible] and interest [illegible] all will claim to [illegible] has been [illegible] it has always been [illegible] together a number [illegible] of ensuring them a [illegible] be to increase the [illegible] provide a larger [illegible]

THE WAR.

SUMMARY OF NEWS.

LUSITANIA TORPEDOED.

[illegible] was torpedoed [illegible] Old Head [illegible] yesterday after[illegible] from New [illegible] nearly 900 [illegible] Two torpedoes [illegible] the starboard side [illegible] Survivors [illegible] eight minutes [illegible] state that the [illegible] the list was [illegible]

[illegible] and the [illegible] the sur[illegible] Queenstown late [illegible] Military [illegible] numbers of [illegible] Sir Hugh [illegible] Lady Mack[illegible] the pas[illegible]

[illegible] yesterday [illegible] Ypres and [illegible] Ypres [illegible] the British.

[illegible] the Austrians [illegible]

[illegible] AND ITALY.

[illegible] express the [illegible] Austro-Italian [illegible] hand, and that agree[illegible]

LLOYD GEORGE AND THE WAR.

[illegible] presided last night at the [illegible] dinner of the Newspaper [illegible] was held at the Hotel [illegible]. There was a large and [illegible] company.

MR. LLOYD GEORGE.

[illegible], who had an enthusiastic [illegible] to propose the toast of the Newspaper Press Fund," [illegible] Prime Minister, said:—You [illegible] with regret that to-day [illegible] one of his sons has been [illegible] at the Dardanelles. I am [illegible] that he is not dan[illegible] I am sure you will join [illegible] expression of deep sympathy [illegible]. (Hear, hear.) It [illegible] to the cares of a [illegible], not to say terrible, [illegible] should be added to his

MR. BIRRELL AND PEACE.

[illegible] speaking at Bristol last night, [illegible] war everything was at stake. [illegible] concentrate upon how to win it, [illegible]. *Great things have already* [illegible] remained to be done. [illegible] fighting forces in France and [illegible], and *referred in terms of* [illegible] response of India and the [illegible] of peace now was a de[illegible]. The issues were clear, and those who [illegible] to help would be received with open [illegible] dignified and powerful Allies, [illegible] must wait until the others decided.

FAMOUS RUGBY FOOTBALLER KILLED IN ACTION.

News has been received in Reading that Lieutenant Ronald W. Poulton Palmer, 4th Berkshire Regiment, the famous rugby player, has been killed in action.

LUSITANIA TORPEDOED.

GREAT LINER SINKS IN EIGHT MINUTES.

FEARED LOSS OF OVER 1,300 LIVES.

600 SURVIVORS LANDED AT QUEENSTOWN.

The giant Cunard liner Lusitania was torpedoed and sunk at 2.33 yesterday afternoon eight miles south by west of Kinsale. She was on the passage from New York, and had over 1,900 passengers and crew on board. It is feared that there has been considerable loss of life.

No definite information reached Dublin till 1 a.m. this morning, when the following telegram from our Cork correspondent was received:—

CORK, MIDNIGHT.

A message from Kinsale reports that the Dublin motor boat Elizabeth, which arrived at 7 p.m., states that about 3.30 p.m. she was six or seven miles S.S.W. off the Old Head when she picked up two life-boats, one containing 63, and the other 16, survivors. She made for Kinsale, and when inside the Head a Cork tug boat intercepted and took them off for Queenstown. The rescued were chiefly women and children.

The first lot of the survivors of the Lusitania reached Queenstown on the tug Stormcock at 9.15 p.m. They were in a deplorable condition, some wounded, others collapsed and only partly dressed They numbered about 100, and 80 more were brought in soon afterwards by a trawler.

The survivors say the disaster came with terrible suddenness. Two torpedoes were fired into the starboard side of the ship causing a fearful explosion which killed and injured a number of passengers.

The vessel took a great list, making it impossible to launch many lifeboats, and she went down by the stern in eight minutes after being struck.

Fishing boats and smaller craft came to their aid and rescued about half on board. It is reported that the two Vanderbilts have been drowned.

Quite a fleet of Government and other ships were on the scene about 90 minutes later, and the survivors were transferred to them.

One batch of some hundreds were landed on Sovereign Islands, some miles off Galley Head Light, and these were taken off by the Government patrol Despatch and brought to Queenstown.

Survivors continue to arrive at Queenstown, where elaborate arrangements were made by the military and naval authorities for their reception.

PRESS BUREAU, 12.55.

The Secretary to the Admiralty announces that the following message has been received from the Admiral at Queenstown:—

Survivors from the Lusitania are being landed. Those wounded are being sent to naval and military hospitals. No names yet received.

1.5 A.M.

Between 500 and 600 from Lusitania now landed. Many hospital cases. Several have died, also some have been landed at Kinsale. Number not yet received.

LANDING OF THE SURVIVORS.

(FROM OUR CORRESPONDENT.)

QUEENSTOWN, SATURDAY MORNING.

Five boats at intervals had reached Queenstown by 11 at night, bringing a large number of Lusitania survivors. It is not yet known what the exact number saved is, but it is thought to be about 600.

The scenes on the arrival of the first boat at the Cunard quay were pitiable. Women without class distinction, with wet, clinging clothes and hanging hair, and men with only shirts and trousers on. Many men wore their lifebelts still. Bare-footed men, women, and children were helped ashore by the bluejackets.

A number of dead were landed from the second boat which reached Queenstown.

All agree that the ship was torpedoed on the starboard, and twenty minutes is the longest time which is mentioned as the space for which the ship floated.

One old lady, over 70 years of age, was brought ashore at Queenstown. She was picked up after being in the water for some time. A number of stewardesses are among the saved. It also includes a lot of stewards and firemen.

Charles C. Hardwick, of New York, going to Nottingham, says the saloon passengers were at lunch. He thinks the proportion of them saved is very small. He has crossed 61 times. He was talking to Mr. Winters, of the company, and Mr. Campbell, of Dewars', when the ship was torpedoed. Everyone realised that the worst had happened. He got into boat No. 17, which overturned, and he then swam to boat 19, which had 18 women, 15 children, and 30 men on board, and picked up four men and one woman. The ship at once had a terrible list, and those who went to the port side had no chance.

Mrs. Pappadoponer, going to Athens, came ashore with her corset on her, dressed in a sailor's borrowed sweater and trousers. She is an expert swimmer. She was ordering her coffee in the saloon when the ship was torpedoed. She rushed to her husband, and they put on life preservers. She swam for a long time before she was picked up. She thinks her husband must be drowned, as he could not swim. She would have abandoned hope and ceased to make an effort but the thought of her children in Athens nerved her, and she struggled until she was picked up. Sitting with her, wrapped in a blanket, was Julian Ayala, Cuban Consul at Liverpool, his left leg bleeding badly. Otherwise he was very cheerful. He was very bad at the time, and had no trousers on when he got ashore at Queenstown. He got into three boats before he got into the one that brought him to safety. He attributed his rescue to remaining cool, and his trust in the Lord and his great wish to see his children in a Liverpool Convent.

Bertram Jenkins, New York, helped two ladies into a boat, which overturned. One lady, Miss Bramwell, an operatic singer, he saw at Queenstown.

The captain of the Lusitania is amongst the saved at Queenstown. The second steward is dead here.

1,300 LIVES PROBABLY LOST.

The Lusitania had 600 seconds, 250 saloon, and 300 third class passengers on board, 1,600 sacks of mail, and 850 of a crew. Of the total 2,000 on board, about 560 are known to be saved. The lost include Staff Captain Anderson, Chief Officer Piper, and Mr. Bryce, Chief Engineer.

The dead landed at Queenstown number 20 adults and two children. Several of the passengers were in a state of collapse, and many were injured.

(LATER.)

The Naval patrol steamer Julia has now arrived at Queenstown with 52 additional survivors on board.

HOW THE NEWS ARRIVED.

(PRESS ASSOCIATION WAR SPECIAL.)

The famous Cunard liner Lusitania was *torpedoed by a submarine and sunk eight* miles south by west of Kinsale at 2.35 yesterday afternoon. The great liner was on a voyage from New York to Liverpool, with over 1,200 passengers, and, with her crew, she had on board altogether 1,978 souls.

Up to 6 o'clock the head offices at Liverpool of the Cunard Company were without any news as to the fate of the passengers and crew.

The following brief telegrams, received between 5 and 6 o'clock last evening from Queenstown, recorded the disaster:—

3.16 p.m.—Telegram from Kinsale says—Lusitania torpedoed off Kinsale. Has sunk.

3.25 p.m.—Lusitania has 1,200 passengers aboard. Now confirmed vessel has sunk.

3.26 p.m.—Vessels now steaming out of harbour to rescue passengers.

3.37 p.m.—Lusitania sank at 2.30 p.m., south-west Kinsale.

4 p.m.—Admiralty offices here state Lusitania sank off Galley Head, west of Kinsale Head. No intelligence as to crew or passengers.

The following statements were issued in Liverpool yesterday afternoon from the headquarters of the Cunard Line:—

"Lusitania torpedoed and sunk, 2.35 this afternoon off Kinsale. No word of passengers and crew, who numbered over 1,900.

NUMBERS ON BOARD.

There were 1,978 souls on board, made up as follows:—

Passengers, first class	290
Second class	662
Third class	361
Crew	665
Total	1,978

A telegram from Queenstown at 4.10 p.m. states:—It appears that the Lusitania was noticed to be in difficulties from the signal station at Old Head at 2.12 p.m. By 2.35 she had completely disappeared. A wireless message from the vessel was received here at 2.15, asking for assistance, and immediately Vice-Admiral Sir Charles Coke despatched all the available tugs and steam trawlers to the scene of the disaster. It would take most of them about two hours to reach the spot where the vessel is reported to have gone down.

GERMAN THREATS.

Although the torpedoing of the Lusitania comes as a great surprise, the Germans undoubtedly gave full warning of their intentions to sink the vessel, even going to the length of inserting an advertisement in the American Press on Saturday last, warning these sailing under British or Allied flags that they did so at their own risk.

WARNING TO AMERICAN TRAVELLERS.

The following advertisement appeared in American newspapers early last week. At the time it was regarded in Liverpool as merely a trick to prevent passengers travelling on British ships:—

Travellers intending to embark for an 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 the formal notice given by the Imperial German Government, vessels flying the flag of Great Britain or any of her Allies are liable to destruction in those waters; and that travellers sailing in the war zone in ships of Great Britain or her Allies do so at their own risk.

Imperial German Embassy,
Washington, April 22.

This action by the German Embassy caused some resentment in Washington, and was generally interpreted as a threat directed at the Lusitania. Indeed, a German in America expressed himself confident that "we shall have her." "We did it to ease our conscience lest harm should come to persons misinformed," was the explanation of the advertisement given by the German Embassy, who added they had acted in accordance with instructions from Berlin.

The Lusitania's passengers, however, for the most part treated the threat derisively, confident in the belief that the Cunarder's great speed would make her safe from submarine attacks, and the vessel left New York on Saturday with a record number of passengers for the time of year, not a single booking being cancelled.

SOME PASSENGERS ON BOARD.

Among the passengers are reported to be Mr. D. A. Thomas, the Welsh colliery proprietor, his only child, Lady Mackworth, wife of Sir Humphrey Mackworth, Bart., and Mr. Thomas's secretary; Mr. Alfred Vanderbilt, Mr. Charles Frohman, Sir Hugh Lane, Lady Allan, and Commander J. Foster Stackhouse. It was stated in New York, although the captain subsequently denied it, that many of the leading passengers received telegrams, signed either "John Smith" or "George Jones," warning them to cancel the trip.

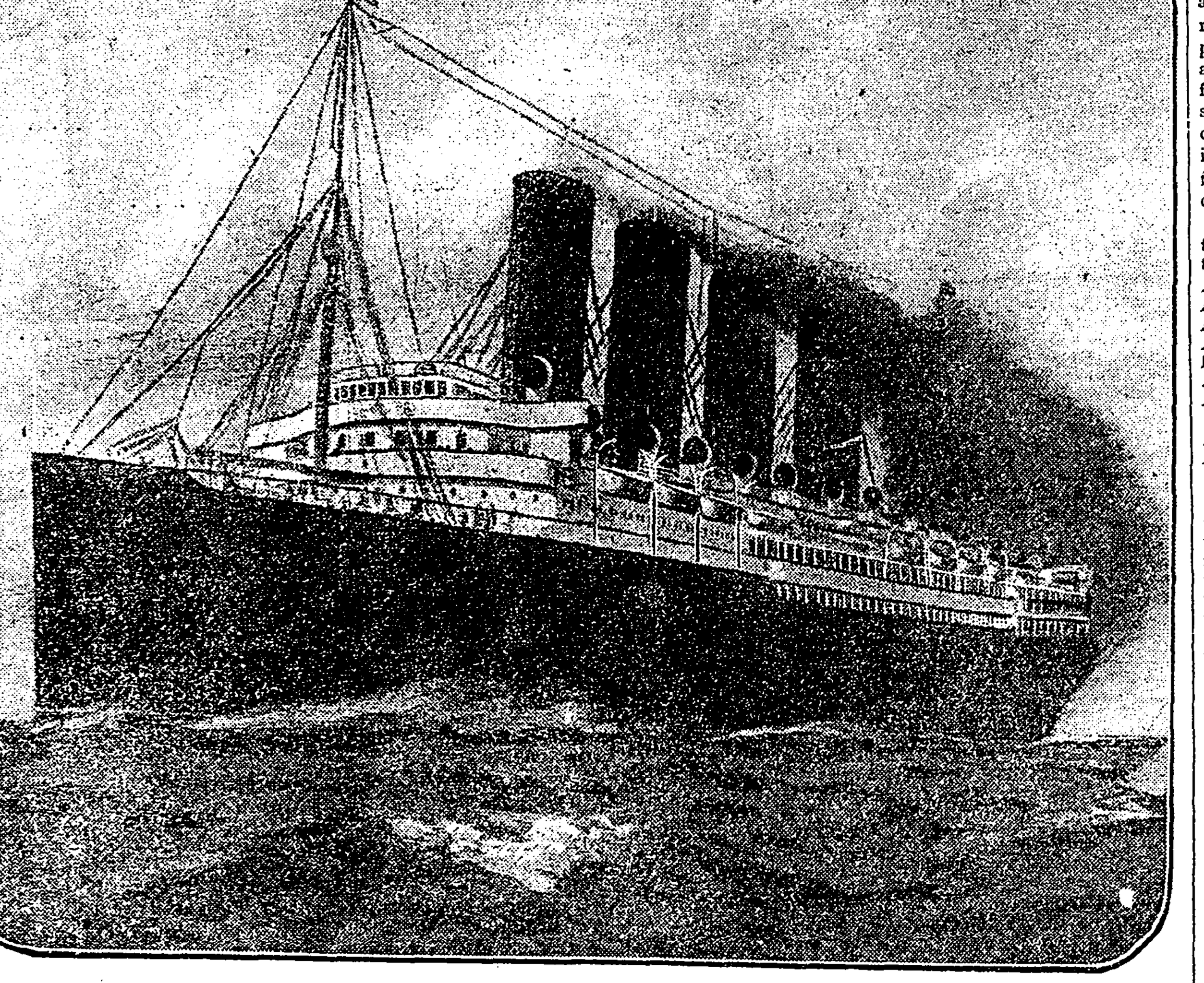
The following telegram addressed to Mr. Alfred G. Vanderbilt was stated to be typical of the rest:—

"Have it on definite authority Lusitania is to be torpedoed. You had better cancel passage immediately."

Neither Mr. Vanderbilt nor any of the other passengers paid the slightest attention to the warnings, or to strangers who accosted them at the entrance of the pier and in German accents tried to frighten them with stories of big German submarines which, they said, were in the Atlantic with the intention *of torpedoing the Lusitania.*

A telegram handed in at Liverpool at 7.19 was received at the London offices of the Cunard Co. last night stating that several boats apparently from the Lusitania had been sighted nine miles south-east of Queenstown, and that a Greek steamer was proceeding to their assistance.

THE LUSITANIA.



NEWS IN LIVERPOOL.

CONSTERNATION IN THE HOME PORT.

(FROM OUR CORRESPONDENT.)

The Lusitania, one of the greatest of the Cunard Steamship Company's fleet of liners, has been sunk by a German submarine, which has by this stroke inflicted the heaviest loss yet recorded in the piratical policy embarked upon by the enemy in February. The news, which caused the greatest sensation in Liverpool, was confirmed to our correspondent by Mr. A. D. Mearns, the general manager of the Cunard Company. Mr. Mearns stated that yesterday afternoon the Cunard Company read the following telegram from the signalling station at the Old Head of Kinsale, on the South Coast of Ireland:—

LUSITANIA SUNK BY SUBMARINE, 2 33 P.M., 8 MILES SOUTH BY WEST.

No further details were given, and Mr. Mearns at once visited the naval central station at Liverpool (under the command of Admiral Stileman), where he learnt that a message, apparently an earlier one, had been received stating that the Lusitania was torpedoed at 2 p.m.

At the time of writing no information whatever had been received by the company as to the loss of life, if any, in the catastrophe.

Assuming the times given in the two messages to be correct, it would appear that 33 minutes elapsed between the huge vessel being torpedoed and the moment she disappeared beneath the waves. This would allow some time for the boats to be got out and the lives of the passengers to be saved, but, in view of the fact that all told there were between 1,800 and 1,900 people on board, it would not be a moment too much, and there can be little doubt that poignant scenes of anguish would be enacted.

The vessel was in charge of Captain Turner, the commander of the Aquitania, who took command for this voyage in order that Captain Dow, who usually sails the Lusitania, might have a rest.

A SHOCK TO LIVERPOOL.

Not only to the officials of the Cunard Company, but to the people of Liverpool as a whole, the news came with the force of a great shock. Despite the repeated German threats, the largest of our Atlantic liners have hitherto been able to sail in and out of Liverpool with complete immunity, and it was believed that superior speed would at all times enable them to keep safely clear of submarine attentions. It was for this reason that German warnings, issued broadcast in New York last Saturday to the Lusitania passengers prior to their sailing, and pointing out to them in terms of gravity the risk they ran, did not arouse very serious misgivings in Liverpool. They were regarded more as a new species of bluff and "frightfulness." Apparently, however, the murderous plans of the Teutons were, unfortunately, well laid. A point to be noted is that this last crime of the high seas has taken place at a point more westerly than any previous ones, and if the *locale* were, as seems likely, planned beforehand, the prime inspiration would, undoubtedly, be to strike the blow before the vessel reached what might reasonably be regarded as the danger zone.

So soon as the news spread the Cunard Company were besieged with inquiries as to the fate of those on board. The crew were very largely drawn from the Liverpool district. Neither passengers nor crew were so great in number as would probably have been the case in normal times, and considerably less than the average complement carried before the war stopped emigration between the two hemispheres.

A MILLION AND A HALF GONE.

Regarded as a maritime disaster, the loss of the Lusitania ranks next to the memorable foundering of the Titanic in April, 1912, with so tremendous a loss of life. The capital value of the Lusitania would be represented by a sum of not less than a million and a half. She was but eight years old, having made her maiden voyage in September, 1907, when she regained for England the supremacy of her mercantile marine by beating the speed record which had some time previously been set up by the Deutschland. It was two months later that the sister ship, the Mauretania, which now holds the record, entered the Atlantic service of the Cunard Company.

The catastrophe, so widely deplored, naturally caused considerable comment in shipping circles in Liverpool, and it is, perhaps, significant that many influential people were asking, in view of there having been so many Americans on board, what America will do in answer to this new affront offered by Germany. The view is pretty widely held that if she does not take some decisive outstanding action she will suffer any insult which the arrogant Teutons care to level at her.

SCENES IN LIVERPOOL.

Early in the evening a considerable crowd assembled outside the Cunard offices, while the officials were besieged with anxious inquiries as to the latest intelligence of the survivors, both amongst passengers and crew, by those with relatives on board the great liner. Many openly demonstrated their fears and acute distress by shedding tears, and on all hands sad scenes were witnessed, well dressed folk commingling with the more poorly clad sufferers, the latter being mainly drawn from the ranks of the wives and dependents of sailors, trimmers, and firemen engaged on the torpedoed vessel. The Cunard officials combined with the police in handling the situation as sympathetically as possible. Every scrap of information was promptly published upon delivery at the Cunard offices, and was received with the keenest interest by the waiting throng.

Amongst the Lusitania's passengers was Mr. G. A. Thomas, the Welsh coal magnate, and his daughter, Lady Mackworth.

The following messages, in addition to those previously mentioned, had been received by the Cunard Company up to 7.15:—

Message received from Queenstown, 4.59 p.m.:—

"Old Head wires:—"About twenty boats of sorts belonging to Lusitania are in vicinity where sunk. About fifteen boats are making for the spot to render assistance. The weather here beautifully fine. Wind south-east, light." CUNARD.

Message received from Queenstown 6.2 p.m.:—

Old Head wires:—"Large steamer just arrived in vicinity; apparently rendering assistance. Tugs, patrols, etc., now on the spot taking boats in tow. Motor fishing boat with two Lusitania's boats bearing probably for Kinsale. Have wired Kinsale agent to render assistance, to advise us if any boats are towed in there."

The following was received from the Admiralty:—

"Galley Head, 4.25 p.m.—Several boats, apparently survivors, south-east nine miles. Greek steamer proceeding to assist."

The company also published the following:—

The Cunard Company's whole concern is with regard to the possible loss of life of passengers and crew. The material loss is covered by insurance. According to the meagre messages so far received, the Lusitania was torpedoed without warning, and sank within a very short space of time. A large number of the ship's boats are known to be afloat, and the weather is reported to be fine and calm. Every effort is being made to obtain further details and all information received will be published without delay.

Our Liverpool representative, upon inquiring for a list of the Lusitania's passengers, was informed that, while not in possession of this information, as the liner was on an eastward and not a westward passage, they had immediately, upon receipt of intelligence of the disaster, cabled to their New York office for a complete list of names. This would be published as soon as received.

The following further messages have been issued by the Cunard Company:—

'Queenstown, 7.35 p.m. Old Head wire—

"Motor fishing boats towing two boats; probable number passengers about 50. Tug Stormcock also making Kinsale; some passengers on board."—CUNARD.

Queenstown, 7.38 p.m. Old Head wire—

"Majority of rescue vessels are now apparently making Queenstown."—CUNARD.

Captain Dodd, the Marine Superintendent, and the principals from all the Cunard passenger departments left Liverpool for Queenstown last night to do what they could for the survivors. The Lusitania had lifeboat accommodation for 2,600 persons.

EXCITEMENT IN LONDON.

The announcement of the disaster in the London evening journals caused some sensation. Within a short time relatives and friends of passengers began to invade the offices of the Cunard Company in the West End, while a big crowd congregated outside. Among the callers were a number of Americans, and quite a considerable proportion of ladies, and the staff were kept busily engaged throughout the evening answering the anxious inquiries.

There were many affecting scenes. One lady rushed through the main entrance up to the counter in a hysterical condition, and made anxious inquiries as to the safety of a brother and sister who were on board. Friends who accompanied the lady endeavoured to comfort her, and the staff could only tell her that it was hoped all the passengers were safe. An elderly couple, a clergyman and his wife, sat quietly and composedly in a corner of the office waiting for news of their son, who was returning on the Lusitania after a lecture tour in America.

An American gentleman stated he had cabled to his wife to cross by the Lusitania, as she was the only boat that could get away from German submarines.

The principal officers of the vessel under Commander Turner are:—Staff Captain J. C. Anderson, Chief Officer J. D. Piper, First Officer H. J. Jones, Second Officer P. Hefford, Junior Third Officer H. A. Bestie, of Dublin; Intermediate Third Class Officer J. T. Lewis, and Junior Third Officer R. J. Allen. The crew belong to Liverpool and district.

There was a feeling of great relief and hopefulness among those keeping vigil at the West End offices when, at about eight o'clock, it was announced that a Greek steamer was proceeding to the assistance of several boats apparently containing survivors. When the notice was posted on the board a lady who had been eagerly scanning the bulletins gave way to hysterics, and was carried away uttering painful screams.

It is stated the Lusitania carried about twelve hundred tons of general cargo, mails, and probably bullion.

It is known that several well-known people were on board. Among these is Mr. Alfred Vanderbilt, the American millionaire, who has been on a tour in the United States.

At a late hour last night no news of him had been received at his London residence. Another gentleman who was expected to be crossing to England on the liner is Mr. Charles Frohman, the well-known theatrical proprietor.

INDIGNANT AMERICANS.

Among the Americans waiting at the London offices of the company frequent outbreaks of feeling were overheard. One gentleman described the act as a diabolical outrage of the Huns. He said—"I am a New York citizen, and have so far agreed with the neutral attitude taken up by my country. This, however, has changed my views, and, if I mistake not, the minds of thousands of my countrymen."

The absence of intelligence of the passengers and crew for some hours caused the gravest fears and ugly rumours, but in the course of the evening news filtered through that boats belonging to the Lusitania had been sighted, and that vessels were picking them up. This information gave rise to renewed hopes that a large number of passengers and crew were saved. The Lusitania carried boats sufficient to accommodate all on board, and happily the weather and sea conditions appear to have been favourable for the launching of the lifeboats.

Up to midnight no more definite news was to hand.

HISTORY OF THE LOST LINER.

The Lusitania, with her sister ship, the Mauretania, marked something like a revolution in the Transatlantic passenger trade. One can recall the thrill occasioned by their maiden voyages, their vast dimensions, and the speed which they attained. They were built and launched in 1907, the Lusitania at Clydebank and the Mauretania at Tyneside. From the outset it was evident that the two ships would make records. The Mauretania made the Western journey in four days 10 hours 41 minutes, and the Lusitania in four days 11 hours 42 minutes, while their respective Eastern journeys were accomplished in four days 13 hours 41 minutes and four days 15 hours 50 minutes. In order to appreciate the stride which this achievement marks, however, we must look back to the times made previously. The Scotia's record, made in 1852, was just under nine days: the City of Brussels, seven years later, reduced the voyage by a day. In 1882 the Alaska, known as "The Greyhound of the Atlantic," completed the passage within seven days, a feat then regarded with amazement. For seven years she held the record, but in 1889 the City of Paris made a six days' journey, in 1894 the Lucania reduced the time by two-thirds of a day. The nearest approach to this was the Deutschland's five and a half days in 1903. The Lusitania's performance remains still unbeaten, and the Mauretania's stands second best.

A glance at tonnage shows us in another aspect something of the miracle of shipbuilding. The Scotia, which made the quickest voyage of her time—in 1862—was of 3,871 tonnage, and the City of Brussels, which outsteamed her seven years later, was of 3,081 tons, whereas the Lusitania's and the Mauretania's displacement upon load draught was 45,000 tons. The change from that frail earthen vessel in which Hercules is said to have sailed the length of the known ocean, to the mammoth lines and huge horse-power of the Lusitania is not mere evolutionary progress; it is a revelation of engineering and constructive skill. Here are the ship's dimensions:—

Length, 790 feet.
Breadth, 88 feet.
Depth to boat deck, 80 feet.
Draught (fully loaded), 37 feet 6 inches.
Displacement on load draught, 45,000 tons.
Horse-power of Turbine engines, 68,000.
Height to top of funnels, 155 feet.
Height to mastheads, 216 feet.

Longfellow has sung the praise of "Thorberg Shafting, Master Builder," who constructed the "Long Serpent." One wonders what would be the feeling of that old Norse builder could he see the Lusitania gliding from the slips, or stand upon her bridge as she forged through the water with an eagle's speed.

It is only by comparison that one can form a notion of her size. Three "laps," or promenades round the ship measured a mile and a quarter. Nearly every one has seen St. George's Hall, in Liverpool. The Lusitania placed beside that handsome building would completely dwarf it. Her funnels would tower 45 feet above its highest point, and the flag at her masthead would fly twice as high as the hall's roof. Her commander, standing on the bridge, would be upon a level with the topmost portion of the building, and the hull's length would exceed the hall's by some 300 feet. Suppose we turn to her great engines—How are they driven? The coal that feeds her boilers on one voyage between Liverpool and New York would fill 22 trains, each made up of thirty 10-ton trucks. The feeding of the crew and passengers needs something like the commissariat for a small town. Here are a few among the items—400 pigeons, 250 partridges, 250 grouse, 800 quail, 200 snipe, 60 lambs, 10 calves, 40 oxen, 200 pheasants, 80 sheep, 2,000 fowl, 130 pigs, 150 turkeys, 350 ducks, 90 geese, and then of fish—12 boxes of herrings, 45 boxes of turbot, sole, etc.; 60 boxes of kippers, 325lb. of turtles, 2 boxes of mackerel, 12 barrels of red herrings, 1,500lb. of salmon, 36 boxes of bloaters, 10 boxes of fresh herrings, 84 boxes of haddock, 20 kegs of oysters, and 1½ tons of ling. This gives one some idea of the numbers she accommodated. The cold figures are—550 first class passengers, 500 second class, 1,200 third class, making with the officers and crew, 3,000—the population of a little town.

The Lusitania's keel plate was 5ft. wide, and 3½in. thick. With this flat keel was associated a vertical keel 5ft. high, and 1in. thick, and to this were attached the frames and beams which formed her skeleton. The double bottom was divided into compartments by the vertical keel and transverse frames, and in these there was provision for water ballast. The tops of these tanks were carried well round the turn of the bilge, so that should the bilge keels be torn away and the hull pierced, it was supposed that the inrushing water would be confined between the inner and outer bottoms. This was but one of the devices against sinking in case of accident. The lower deck was made completely water-tight. Beneath it were the lower orlop and orlop decks, and above it the main, upper, shelter, promenade, upper promenade, and boat decks—nine in all.

The communicating doors between the water-tight compartments were of special type, and could be closed automatically from the navigating bridge. She had, in all, 175 water-tight *compartments.*

The steel plates which covered the ribs or framing and were used for the decks numbered no less than 26,000, the largest being about 40ft. long, and weighing from 4 to 5 tons. The rivets which secure the plates remind one of the numbers of a Continental army—viz., 4,000,000. The ship's main frames and beams, placed end to end, would cover 30 miles. The rudder weighed some 65 tons, and the rudder rock had a diameter of 26 inches. Her three anchors weighed each 10 tons, and had 1,600 feet of cable, made of links weighing individually 1¼ cwt. The Lusitania carried ample lifeboat and raft accommodation. She was propelled by turbine engines. Then with regard to lighting, there were no less than 1,200 windows, and sidelights, including 500 patent ventilating lights, while artificial illumination was provided by means of 5,000 electric lights, involving 200 miles of cable.

The Lusitania was built by Messrs. Brown and Co. for the Cunard Company, under a special agreement with and subsidy from the Government, and was permitted to fly the blue ensign. Her maiden voyage was made on 7th September, 1907. She was taken over by the Admiralty for the war, but had since returned to the Transatlantic service.

LIST OF SALOON PASSENGERS.

Constant rumours on the one hand as to all passengers having been saved, and on the other as to feared considerable loss of life, became current as time wore on in Liverpool, and no further news, either good or bad, was received by the Cunard Co. On the company's premises, and also outside, up to a late hour a large crowd of people anxiously awaited further intelligence. The arrival of each messenger hailing either from the various cable companies or the Post Office was watched with interest. Under the tragic circumstances, the fortitude displayed by anxious relatives both of the passengers and crew was remarkable.

The Cunard Company late last night issued the following list of saloon passengers aboard the Lusitania when she left New York—viz.:

Adams, Henry.
Adams, Mrs.
Adams, A. S.
Adams, W. M. M.
Lady Allan and maid.
Allan, Miss Anna.
Allan, Miss Gwen, and maid.
Alles, N. N.
Ayala, Julian de (Consul-General for Cuba at Liverpool).
Baker, James.
Baker, Miss.
Barnes, M. A.
Bartley, G. W. R.
Bartlett, Mrs.
Bates, Lindon, junior.
Battersby, J. J.
Bernard, Oliver.
Bernard, C. P.
Bilicke, Albert C.
Bilicke, Mrs.
Bistis, Leonidas.
Black, J. J.
Broomfield, Thomas.
Bohan, James.
Boulton, H., jun.
Bowring, Charles W.
Braithwaite, Miss Dorothy.
Braddell, Josephine.
Brodrick, C. T.
Brodrick, W.
Brooks, J. H.
Brown, Mrs. M. C.
Bruno, H. A.
Bruno, Mrs.
Burnside, Mrs. J. S., and maid.
Burnside, Miss Ivis.
Byington, A. J.
Byrne, Michael G.
Baldwin, H. B.
Baldwin, Mrs.
Burgess, Henry G.
Brown, H. H.
Buswell, Peter.
Campbell Johnstone, Mrs.
Campbell, Alexander.
Chabot, D. L.
Chapman, Mrs. W.
Charles, J. H.
Charles, Miss Doris.
Clark, Rev. Cowley.
Clark, A. R.
Colebrooke, H. G.
Conner, Miss Dorothy.
Copping, George R.
Copping, Mrs.
Crichton, Mrs. William.
Crompton, Paul.
Crompton, Mrs., infant, and nurse.
Crompton, Master Stephen.
Crompton, Master John.
Crompton, Master Romerey.
Crompton, Miss Alberta.
Crompton, Miss Catherine.
Crooks, Roberts W.
Cross, A. B.
Daly, H. M.
Dearbergh, R. E.
Depage, Mrs. A.
Dingwall, C. A.
Dougall, Miss C.
Drake, Audley.
Dredge, Alan.
Dredge, Mrs
Dunsmuir, James.
Emond, W. A.
Fenwick, John.
Fisher, Dr. Howard.
Forman, Justus M.
Fowles, Chas. F.
Fowles, Mrs.
Freeman, Richard R. J.
Friedenstein, J.
Friend, E. W.
Frohman, Charles, and valet.
Gauntlet, Fred J.
Gilpin, G. A.
Gorer, Edgar.
Grab, Oscar F.
Grant, Montagu T.
Grant, Mrs.
Gibson, Mathew.
Hammond, Frederick S.
Hammond, Mrs.
Hammond, O. H.
Hammond, Mrs.
Hardwick, C. C.
Harper, J. H.
Harris, Dwight C.
Hawkins, F. W.
Dill, C. T. (? Hill).
Hodges, William S.
Hodges, Mrs.
Hodges, Master W. S.
Hodges, Master Dean W.
Holt, Master W. R. G.
Horne, Thomas.
Hopkins, A. L.
Hubbard, Elbert.
Hubbard, Mrs.
Hutchinson, Miss P.
Houghton, Mrs. J. T.
Jeffery, C. T.
Jenkins, Francis B.
Jones, Miss.
Jolivet, Miss Rita.
Keeble, W.
Keeble, Mrs.
Kellet, Francis C.
Kempson, M.
Kinan, Dr. Owen.
Kennedy, Mrs. C. Hickson.
Kennedy, Miss Katherin.
Keser, Harry J.
Keser, Mrs.
King, T. B.
Klein, Charles.
Knight, C. Harwood.
Knight, Miss Elaine H.
Knox, S. M.
Kessler, George A.
Lane, Sir Hugh.
Lassetter, Mrs. H. B.
Lassetter, F.
Lauriat, Charles E., junior.
Learoyd, C. A.
Learoyd, Mrs., and maid.
Leary, James.
Leigh, Evan A.
Lehmann, Isaac.
Levenson, Joseph, jun.
Letts, Gerald A.
Lewin, F. Guy.
Loff, Mrs. Popham.
Lockhart, R. R.
Loney, A. D.
Loney, Mrs., and maid.
Loney, Miss.
Luck, Mrs. A. C.
Luck, Master Eldridge C.
Luck, Master Kenneth T.
McConnell, John W.
McLean, Walter.
MacLennan, F. E.
McMurray, L.
McMurtry, Fred A.
MacLennan, F. E.
MacDona, Mrs. Henry A.
MacWorth, Lady.
Mason, Stewart L.
Mason, Mrs.
Mathews, A. T.
Maturin, Rev. Basil W.
Maurice, George.
Medbury, M. B
Mitchell, James D.
Morell, Mrs. M. S.
Mills, C. V.
Moodie, R. T.
Morrison, K. J.
Mohley, G. F.
Munroe, Mrs.
Myers, Herman A.
Myers, J. L.
Miller, Captain J. B.
Naumann, F. G.
Myblom, Gustaf Adolf.
Orr, F. Lewis, and man servant.
Osborne, Mrs. A. B.
Osborne, Mrs. T. O.
Padley, Mrs. C.
Padilla, Frederick G. (Consul-General for Mexico at Liverpool).
Page, J. H.
Pappadopoulo, M. N.
Pappadopoulo, Mrs.
Patridge, Frank.
Paynter, Charles E.
Paynter, Miss Irene.
Peardon, F. A.
Pearson, F. S.
Pearson, Mrs.
Pearl, Major F. Warren.
Pearl, Mrs., infant, and maid.
Pearl, Miss Amy W. W.
Pearl, Miss Susan W., and maid.
Pearl, Master Stuart Duncan.
Perkins, Edwin.
Perry, Frederick J.
Perry, Albert N.
Phillips, Wallace B.
Pirie, Robinson.
Pierpoint, Wm. J.
Plamondon, Chas. A.
Plamondon, Mrs.
Pollard, Henry.
Pape, Miss Theodate, and maid.
Powell, George A.
Posen, Edward.
Ratcliffe, N. A.
Rankin, Robert.
Rhys-Evans, A. L.
Rogers, F. A.
Rogers, Mrs.
Rumble, T. W.
Ryerson, Mrs. G. Sterling.
Ryerson, Miss Laura.
Robinson, Charles E.
Robinson, Mrs. Chas. E.
Rogers, Percy W.
Schwabacher, Lett M.
Schwarte, August W.
Schwarcz, Max M.
Skott, A. J.
Secombe, Peaky.
Secombe, Miss Elizabeth.
Shields, Victor E.
Shields, Mrs.
Shymer, Mrs. R. D.
Sigurd, Jacobus.
Silvo, Thos. J.
Slidell, T.
Smith, Miss Jessie Taft.
Sonteborn, H. J. B.
Stackhouse, Commander J. Foster.
Stephens, Mrs. G. W., and maid.
Stephens, Master John H. C., and nurse.
Stewart, Duncan.
Stone, Herbert S.
Straaten, Martin Van.
Strauss, Julius.
Stuardy, C. F.
Stuart, Alex.
Taylor, B. L.
Thomas, D. A.
Thompson, E. Blish.
Thompson, Mrs.
Tiberhien, George.
Timmis, R. J.
Tootal, F. E. O.
Townley, Ernest.
Trumbull, Isaac F.
Turner, Scott.
Turton, G. H.
Tessen, F. B.
Tessen, Mrs. F. B.
Vanderbilt, Alfred G., and valet.
Vassar, W. A. F.
Vernon, G. L. P.
Wakefield, Mrs. A. T.
Walker, D.
Watson, Mrs. Wallace.
Watson, Mrs. Anthony.
Willey, Mrs. Catherine.
Williams, T. H.
Williamson, C. F.
Witherbee, Mrs. A. S.
Witherbee, Master A. S., jr.
Withington, Lothrop.
Wright, Walter.
Wood, Arthur.
Wright, Robt. C.
Winter, Mr.
Young, J. M.
Young, Mrs.
Young, Philip.

SPECIAL EXTRA.

HOW THE LUSITANIA WAS TORPEDOED.

TERRIBLE EXPLOSIONS AND SICKLY FUMES.

PANIC AMONG PASSENGERS.

CREW'S FINE DISCIPLINE.

STATEMENTS BY SURVIVORS.

TERRIBLE LOSS OF LIFE.

(FROM OUR OWN REPORTER.)

QUEENSTOWN, FRIDAY NIGHT.

His Majesty's steam tug Stormcock and other steamers engaged on the rescue of the survivors reached Queenstown to-night at 8 o'clock from the scene of the unfortunate torpedoed liner Lusitania, which went to the bottom.

They had 600 passengers, which included portion of the crew of the ill-fated liner.

Doctors, ambulances, and stretchers were provided for the maimed and terror-stricken persons, who were assisted to land after their terrible experience.

This is the number that is reckoned to be saved out of about 1,350 passengers and 600 of a crew.

It is surmised that Captain Turner and a great many of the officers and crew were drowned.

HEARTRENDING SCENES.

The scene when the survivors reached the wharves to-night was heartrending. There were numerous women Passengers and male travellers assisted ashore from the steamers, who, helped by willing helpers with their arms around their bodies, assisted them to walk to the hotels hatless and shoeless, scarcely able to toddle through injuries to their legs, arms, and bodies.

They were in their sea-soaked wearing apparel and in a sad plight. Many of them were unable to walk, and had to be removed on stretchers to their resting places in boarding houses and hotels, where they were comfortably housed and humanely treated, and given hot drinks to resuscitate their fatigued and shocked frames.

MANY AMERICAN PASSENGERS.

In relating their sad story they said there were immense number of American passengers on board, amongst the number being a host of women.

Just after luncheon to-day they were in good spirits after their voyage across the Atlantic, particularly so as they were aware the termination of their journey was near at hand, when they suddenly heard a loud explosion, and the saloon passengers immediately rushed on deck, and soon ascertained that a German submarine had sent a torpedo into the stokehold, and another into the forward part of the hull of the ship.

THE TORPEDO.

The torpedo burst inside of the ship, and sent suffocating fumes all over the Lusitania, which were sickening and stifling in their effect.

A PANIC.

A panic ensued. The passengers grabbed hold of lifebelts and life preservers.

Captain Turner had given the order to launch the boats, seeing that his vessel was doomed. The discipline amongst the entire crew was to be admired.

EXCELLENT DISCIPLINE.

The order for the passengers to get into the boats was rigorously carried out, but, in lowering the boats, the ropes connecting one of them with the davits burst, and the boat fell, throwing some of the occupants into the water, whilst the Lusitania settled down, head foremost, and she sank within fifteen minutes afterwards.

TEN BOATS LOWERED.

Ten boats were lowered into the water filled with passengers. Many of the passengers jumped into the sea equipped with life-preservers, some of whom were picked up by the floating boats whilst in their presence.

LUSITANIA DISAPPEARS.

The Lusitania then with a dive, bow foremost, disappeared below the surface of the water.

The unfortunate passengers were too dazed and shocked and injured to realise what had happened. They lay down in the boats unconscious, and unable to see. The boats were rowed slowly by some of their occupants, whilst other boats drifted aimlessly about.

600 LIVES SAVED.

The ten boats had saved about 600 lives altogether, and were picked up by rescuing steamers that had gone to their assistance.

In all there were twenty life-saving steamers in the vicinity, and when the shipwrecked passengers and crew were rescued the steamers made quickly to Queenstown to land them.

ENGINEER'S STORY.

Wm. Jones, junior engineer, said that after the two torpedoes struck the Lusitania terrific explosions followed, sending sickly fumes all over the ship, almost suffocating those on board. I cannot say exactly, but to the best of my opinion six hundred were saved, and about 1,550 perished. I think amongst the latter were the officers of the ill-fated ship, who went down with her heroically and bravely, but Captain Turner was saved. Mr. Taft Smith, cousin of the Secretary of State of the United States, and Dr. Macredy, of Dublin, were amongst the saved. Six of the rescued ones have since died from injuries sustained.

WELL-KNOWN PASSENGERS.

(PRESS ASSOCIATION WAR SPECIAL.)

NEW YORK, FRIDAY.

Among the distinguished passengers on board the Lusitania were Mr. Albert Hubbard, the author; Mr. J. Foster Stackhouse, the Arctic explorer; Mr. Charles Frohman, theatrical manager; Mr. Justus Miles Forman, the playwright, who was going over as war correspondent; Mr. Alfred Vanderbilt, Sir Hugh Lane, and Lady Allan, of Montreal.

SIR HUGH LANE.

There is no news of Sir Hugh Lane having been landed at Queenstown.

SURVIVOR'S ACCOUNT.

A rescued passenger, Mr. Ernest Cowper, Toronto, journalist, interviewed at Queenstown, said he was chatting with a friend, about 2 o'clock, when he noticed the conning tower of a submarine about one thousand yards' distant. He remarked the circumstance, and immediately saw the track of a torpedo. The Lusitania was struck forward. There was a loud explosion; portions of the wreckage flew about, and shortly afterwards the liner was struck by another torpedo, and began to list over. The crew immediately proceeded to get the passengers into the boats, and everything was done in an orderly manner. Some of the boats could not be launched, and had to be cut away as the vessel was sinking.

MORE SURVIVORS LANDED.

A Queenstown correspondent, telegraphing at 1.30 a.m., says—The naval patrol steamer Julia has now arrived at Queenstown, with 52 additional survivors on board.

LOSS OF THE LUSITANIA.

Grand Admiral von Tirpitz will be a proud man, says the *Daily Telegraph*—until he learns what the 100,000,000 inhabitants of the United States think of the latest act of piracy on the high seas. The sinking of the Lusitania is the crowning outrage. It is an act directed not against us as belligerents, but against humanity. Germany, from to-day henceforth, confronts the whole Christian and non-Christian world as a nation which recognises no law, which knows no shame, which has no bowels of compassion—but is willing that humanity perish in a bottomless pit of heathenism and bloody outrage so long as she may hope for triumph.

NEW LIQUOR TAXES WITHDRAWN.

OFFICIAL STATEMENT.

PRESS BUREAU, 8.30 P.M.

The following communication has been received from the Chancellor of the Exchequer, and is placed at the disposal of the Press:—

After prolonged negotiation a settlement has been arrived at on the question of spirits. The White Paper shows that a good deal of the mischief, especially in the northern yards, comes from the drinking of raw, cheap spirits of a fiery quality. The Government propose now, after consultation with the representatives *of the spirit trade, to substitute for their* taxing proposals a complete prohibition of the sale of spirits under three years of age. This will be accomplished by compulsorily bonding all spirits under three years of age.

As there will be some difficulty for a short time in finding adequate accommodation an inquiry is to be instituted immediately on that subject, and should it be found that the accommodation is not sufficient for storing supplies beyond two years, time will be given the trade to provide storage. Meanwhile all spirits up to two years will be compulsorily bonded, and a surtax of one shilling will be placed on all spirits between two and three years of age taken out of bond. Arrangements will be made for extending the same principle to all imported spirits.

In order to meet the case of the gin distillers who use raw spirits as an ingredient, rectifiers are to be allowed to receive spirits under two years of age for rectifying purposes at 16s. 9d. duty, of which sixpence would be refunded on a certificate of rectification.

As to beers a scale which would have the effect of encouraging the brewing of light beers was agreed upon with the representatives of the brewers. Irish representatives, however, could not see their way to accept it, and as the Government is pledged not to press forward any controversial proposals it has been decided not to proceed with this scale. The beer duties are, therefore, withdrawn without any modification.

The wines duties were presented as a corollary to the increase in the spirit duties, and now that another arrangement is proposed in respect of spirits, wine duties will not be proceeded with.

CHINA AND JAPAN.

ULTIMATUM PRESENTED.

(REUTER'S TELEGRAMS.)

PEKING, FRIDAY.

The Japanese *ultimatum* to China has been presented.

TOKIO, THURSDAY.

The *ultimatum* expires at 6 p.m. on Sunday, after which, unless China accedes to its terms, Dr. Kioki will leave Peking. Meanwhile Japanese residing in the interior of China will be called in. There is no evidence of excitement in Tokio. The *ultimatum* is a somewhat lengthy document, closely detailing the reasons for its presentation, and seeking to show that every diplomatic proceedure had been exhausted. Another official statement of Japan's position is now being prepared, and will be forwarded to the Powers.

Orders have been issued for the army and navy to be in readiness to proceed to given points at an hour's notice.

Reuter's agency learns that Japan's last Note to China contained further modifications of her original proposals, and that the Japanese Minister at Peking will again use his best efforts to bring about a peaceful solution.

BUTTER FOR THE TROOPS.

At a meeting of the Irish Butter Trade Association, a resolution was passed condemning the alleged mixing of renovated and other low grade butters in the supplies to the War Office for the use of the troops. The acceptance of these mixtures by the Government (the resolution stated) gives no chance to the packers of Irish butter to compete. Copies are to be sent to Mr. John Redmond, M.P.; Sir Edward Carson, K.C., M.P.; Mr. William O'Brien, M.P.; Mr. Maurice Healy, M.P., with a request that they put the resolution in the form of a question in the House of Commons.

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