Lusitania Sunk; Several Boatloads Saved

NEWS SECTION
PAGES ONE TO TEN.

THE OMAHA DAILY BEE EXTRA

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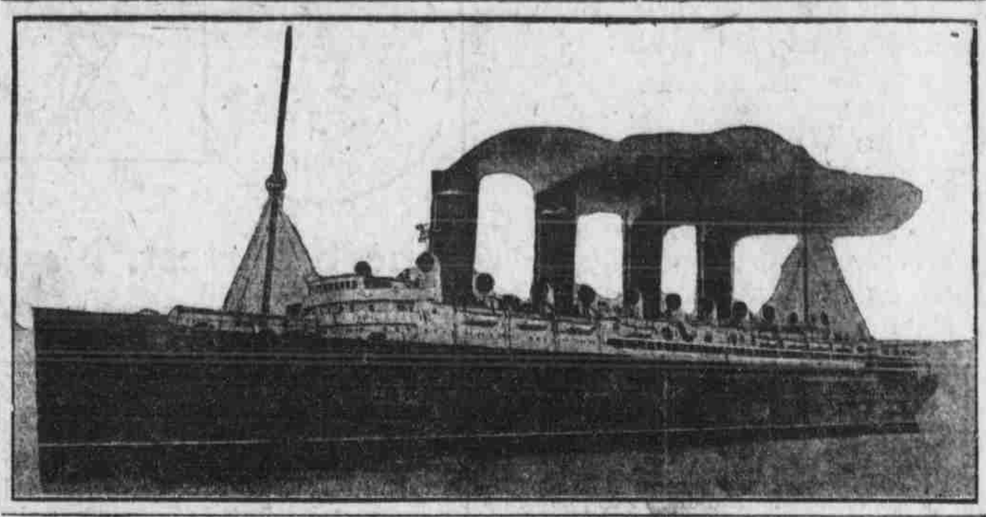
German Warning That Doom Awaited Unheeded; Cunarder Lusitania Sinks Under Submarine Attack

LUSITANIA IS SUNK BY GERMAN TORPEDO—Sister of the fastest ship in the world goes down off Irish coast. German government had warned Americans not to sail on this trip, saying they would send it to the bottom.



BOATLOADS OF SURVIVORS ON WAY TO SHORE

Messages Reaching Cunard Line Say Number of Craft Carrying Passengers Into Kinsale from Ship.

NO OFFICIAL WORD IS GIVEN

No Official News Given Out Concerning Passengers and Crew of Lost Vessel.

SHELL HITS WITHOUT WARNING

BULLETIN.

NEW YORK, May 7.—The Cunard company tonight announced that at 8:29 o'clock they received the following message from Liverpool:

"The admiralty has had a message from Queenstown saying between 500 and 600 landed at Queenstown, including many hospital cases, some of whom have died. Also number landed at Kinsale. CUNARD."

BULLETIN.

QUEENSTOWN, May 8.—Some dead and injured from the Lusitania are being brought ashore with survivors.

BULLETIN.

DUBLIN, May 8.—A private telegram from Clonekilly says that several hundred passengers have landed there from the Lusitania. Three steamers loaded with survivors have gone to Queenstown.

BULLETIN.

LONDON, May 7.—Several rescuing steamers have been sighted laden with passengers from the Lusitania, making their way toward Kinsale and Queenstown.

BULLETIN.

LONDON, May 7.—Up to the present hour no official news of the passengers and crew of the Lusitania has been made public.

BULLETIN.

LONDON, May 7.—The Cunard line has received a message saying that a motor boat, towing two boats containing fifty passengers and two tugs with passengers are passing Kinsale. A majority of the rescue boats are proceeding to Queenstown.

A dispatch to the Exchange Telegraph from Liverpool says:

"The Cunard company states that the Lusitania was sunk without warning."

Towed in Kinsale.

Several boat loads of survivors of the Lusitania are now being towed into Kinsale by a Greek steamer.

Officers of the Cunard Steamship company tonight said that they "have great hopes that many lives were saved."

The Cunard company has definitely ascertained that the lives of the passengers and the crew of the Lusitania have been saved.

Given No Warning.

NEW YORK, May 7.—According to a London dispatch put out by the Dow-Jones ticker late today, the Cunard Steamship company in London issued an official statement there tonight, declaring that the Lusitania had been torpedoed

(Continued on Page Two, Column One.)

The Weather

For Omaha, Council Bluffs and Vicinity—Fair.

Temperature at Omaha Yesterday.

Hour.	Deg.
5 a. m.	49
6 a. m.	49
7 a. m.	51
8 a. m.	57
9 a. m.	61
10 a. m.	66
11 a. m.	69
12 m.	62
1 p. m.	66
2 p. m.	69
3 p. m.	70
4 p. m.	69
5 p. m.	67
7 p. m.	65
8 p. m.	63

Comparative Local Record.

	1915.	1914.	1913.	1912.
Highest yesterday	70	54	67	72
Lowest yesterday	54	48	58	64
Precipitation	T	T	.00	.00

Temperature and precipitation departures from the normal:

Normal temperature	60
Deficiency for the day	8
Total excess since March 1	75
Normal precipitation	.13 inch
Deficiency for the day	.13 inch
Total rainfall since March 1	3.88 inches
Deficiency since March 1	2.26 inches
Deficiency for cor. period, 1914	.46 inch
Excess for cor. period, 1913	3.26 inches

Reports from Stations at 7 P. M.

Station and State of Weather.	Temp. 7 p. m.	High-est.	Rain-fall.
Cheyenne, part cloudy	54	66	.00
Davenport, clear	62	66	.06
Denver, clear	50	64	.00
Des Moines, part cloudy	66	66	.00
Dodge City, clear	62	66	.02
Lander, part cloudy	56	66	.00
North Platte, cloudy	64	70	.00
Omaha, cloudy	65	70	T
Pueblo, clear	66	70	T
Rapid City, part cloudy	52	62	.00
Salt Lake City, clear	64	64	.00
Santa Fe, clear	50	54	.01
Sheridan, cloudy	50	62	.12
Sioux City, cloudy	64	70	.00
Valentine, clear	56	66	.00

T indicates trace of precipitation.

L. A. WELSH, Local Forecaster.

NEW PROBLEM FOR THE UNITED STATES

Sinking of Lusitania Probably Most Serious Incident Washington Has Faced Since War.

STRIKES OFFICIALS LIKE BOMB

WASHINGTON, May 7.—President Wilson was informed of the sinking of the Lusitania and White House officials showed keen anxiety to learn whether any American lives were lost. No comment was made.

News of the torpedoing of the Lusitania struck official Washington like a bomb. While disposed to await full details before expressing opinions, all administration officials realized that the incident was probably the most serious Washington has faced since the beginning of the war.

War Industrials Break Because of Lusitania Sinking

NEW YORK, May 7.—On the stock exchange intense excitement followed the news of the disaster to the Lusitania. There was a wild rush to sell and prices fell away within one hour from 15 to 20 points in war specialties and five to ten points in the more stable issues.

Bethlehem Steel, which had scored a new record, yielded all its gain and dropped from 140 to 120 between sales.

Westinghouse broke 20 points. The selling continued for the balance of the session.

Commission houses and brokers with extensive wire connections receiving selling orders from as far off as San Francisco, Los Angeles and New Orleans.

188 Americans on Board the Lusitania

NEW YORK, May 7.—There were 188 American passengers in all aboard the Lusitania, according to a compilation made today at the Cunard offices. The British numbered 956 and other nationalities made up the remainder of the 1,253 passengers aboard.

Traffic Through Canal is Growing

WASHINGTON, May 7.—The traffic through the Panama canal during March was considerably greater than for any preceding months. A total of 136 seagoing vessels passed, carrying 635,067 tons of cargo. This is between one-third and two-fifths more vessels than had used the canal in any preceding months, and 186,100 more tons of cargo, exceeding records by over 40 per cent. The tolls during March were $606,313, making the total collected in the canal since its opening $3,971,678.

Chilean nitrates took first place in the traffic, amounting to 101,025 tons, two-thirds of which went to the United States. Sugar came second, coal third, lumber fourth and barley fifth in order. One American line of steamers has carried 699,342 tons of cargo through the canal, two of its ships having made six trips.

French Powder Factory Blown Up

ROME, May 7.—(Via Paris.)—Ten persons were killed last night in an explosion which blew up a powder factory at Fontana Liri. The explosion caused a panic in the village and troops intervened to restore order. A rigid investigation is being conducted by the authorities.

List of Passengers on Lusitania as Furnished by the Cunard Company

NEW YORK, May 7.—The list of the first cabin passengers aboard the Lusitana includes:

Albert C. Billicke and wife, Los Angeles, Cal.
Lady Allen and maid, Montreal.
Julien De Ayala, Cuban consul general at Liverpool.
W. Broderick-Cloete, San Antonio, Tex.
J. H. Brooks, New York.
C. A. Dingwall, Chicago.
Justin M. Forman, New York.
Charles Frohman and valet.
Mr. and Mrs. Elbert Hubbard, East Aurora, N. Y.
Mr. and Mrs. C. A. Learoyd and maid, Sydney, Australia.
Lady Mackworth, Cardiff, Wales.
Mr. and Mrs. Henry Adams, Boston.
A. H. Adams, New York.
W. McM. Adams, New York.
Miss Anna Allan, Montreal.
Miss Gwen Allen and maid, Montreal.
M. N. Allen, New York.
James Baker, England.
Miss W. A. Baker, New York.
Mr. and Mrs. G. W. B. Bartlett, London.
J. J. Baternby, Stockport, England.
Leonidas Bistio, Atlanta.
J. J. Black, New York.
Thomas Bloomfield, New York.
James Bohan, Toronto, Canada.
B. B. Bowen, Boston.
Mrs. Boulton, jr., Chicago.
Miss Braithwaite, Morristown, N. J.
Miss Josephine Brandell, New York.
Allan Bregg and wife, New York.
C. T. Broderick, Boston.
Mrs. F. C. Brown, New York.
William B. Brown, Buffalo, N. Y.
Mrs. Burnside and maid, New York.
Mr. and Mrs. Bruno, Montclair, N. J.
A. J. Byington, London.
Michael G. Byrne, New York.
D. L. Chabot, London.
Mrs. W. Chapman, Toronto.
J. H. Charles, Toronto.
Miss Doris Charles, Toronto.
Rev. Cowley Clark, London.
M. Cohen, New York.
H. G. Colebrook, Toronto.
Miss Dorothy Connor, New York.
Mr. and Mrs. George B. Copping, Toronto.
Mrs. William Crichton, New York.
Mrs. William Crichton, New York
Mr. and Mrs. Paul Crompton, Stephen John and Alberta Compton and infant and nurse, all of Philadelphia.
Robert W. Crooks, Toronto.
A. B. Cross, ——.
R. E. Dearbergh, New York.
Mrs. A. De Pase, New York.
Miss C. Dougall, Quebec.
Audley Drake, Detroit.
James Dunsmuir, Toronto.
W. A. Esmond, Quebec.
John Fenwick, Switzerland.
Dr. Howard Fisher, New York.
Mr. and Mrs. Charles F. Fowles, New York.
J. Friedenstein, London.
Edwin W. Friend, Farmington, Conn.
Fred J. Gauntlett, New York.
Edward Gorer, New York.
Mr. and Mrs. Montague T. Grant, Chicago.
Mr. and Mrs. Fred Hammond, Toronto.
Mr. and Mrs. O. H. Hammond, New York.
C. C. Harnwick, New York.
C. T. Hill, London.
Mr. and Mrs. William Hodges and children, W. S., jr., and Dean W., Philadelphia.
Master Bobs Holt, Montreal.
Thomas Home, Toronto.
A. L. Hopkins, New York.
Miss P. Hutchinson, Orange, N. J.
C. T. Jeffrey, Chicago.
Miss Jones, New York.
Mr. and Mrs. W. Keeble, Toronto.
Francis K. Kellett, New York.
Mr. Kempson, Toronto.
Mrs. C. Hickson Kennedy, New York.
Miss Kathryn Kennedy, New York.
Mr. and Mrs. Harry J. Kesser, Philadelphia.
Mr. and Mrs. M. W. Ketchum, New York.
Mr. and Mrs. H. C. Kimball, New York.
T. B. King, New York.
Charles Kelin, New York.
C. Harwood Knight, Baltimore.
Miss Elaine K. Knight, Baltimore.
S. M. Knox, Philadelphia.
Senator Hugh Lane, England.
Mrs. H. B. Lassetter, London.
F. Lassetter, London.
Charles E. Laurlat, jr., Boston.
James Leary, New York.
Eban A. Leigh, Liverpool, England.
Gerald A. Letts, New York.
Mrs. Popham Lobb, New York.
R. R. Lockhart, Toronto.
Mr. and Mrs. A. D. Loney, Miss Loney and maid, New York.
Mrs. A. C. Luck and two children, Worcester, Mass.
John W. McConnell, Memphis, Tenn.
Miss Frances McDonald, Montreal.
William McLean, New York.
L. McMurray, Toronto.
Fred A. McMurtry, New York.
F. E. McLennan, New York.
Mrs. Harry D. Macoona, New York.
Mr. and Mrs. Stewart S. Mason, Boston.
A. T. Mathews, Montreal.
Rev. Basil W. Maturin, Oxford, England.
George Maurice, Toronto.
M. B. Medbury, New York.
H. H. Myers, New York.
C. B. Mills, New York.
James B. Mitchell, Philadelphia.
R. T. Moodie, New York.
Mrs. M. S. Morell, Toronto.
G. G. Mosley, New York.
Mrs. Munro, Liverpool, England.
Herman A. Myers, New York.
F. G. Naumann, New York.
Gustav Adolph Nyblom, Canada.
Dr. D. J. Orr, Toronto.
F. Orr Lewis, and valet, Montreal.
Mrs. A. B. Osborne, Hamilton, Ont.
Mrs. E. Padley, Liverpool, England.
Frederico G. Padilla, consul general for Mexico in Great Britain.
J. H. Page, New York.
Mr. and Mrs. M. N. Pappadopoulo, Greece.
Frank Partridge, New York.
Charles E. Paynter, Miss Irene Paynter, Liverpool, England.
F. A. Peardon, Toronto.
Dr. and Mrs. F. S. Pearson, New York.
Major and Mrs. Warren F. Pearl, infant and maid, New York.
Misses Amy W. W. and Susan W. Pearl and maid, New York.
Master Stewart Duncan D. Pearl, New York.
Edwin Perkins, New York.
Frederick J. Perry, Buffalo.
Albert N. Perry, Buffalo.
Wallace B. Phillips, New York.
Robinson Pierie, Hamilton, Ont.
J. Pierpont, Liverpool, England.
Mr. and Mrs. Charles A. Plamondon, Chicago.
Henry Pollard, New York.
Miss Thodate Pope and maid, Farmington, Conn.
George A. Powell, New York.
N. A. Radcliff, New York.
Robert Rankin, New York.
Dr. Owen Renan, New York.
A. L. Rhys-Evans, Cardiff, Wales.
Mr. and Mrs. F. A. Rogers, Toronto.
T. W. Rumble, Toronto.
Mrs. Laura Ryson, Toronto.
Mrs. Sterling G. Ryerson, Toronto.
Leo M. Schaebacher, Baltimore.
August W. Schwartz, New York.
Max W. Schwartz, New York.
Percy Secombe, Boston.
Miss Elizabeth Secombe, Boston.
Mr and Mrs. Victor E. Shields, Cincinnati.
Mrs. R. D. Shymer, New York.
M. T. Silden, New York.
Miss Jeane Tafft Smith, Braceville, O.
H. B. Sonneborn, Baltimore.
Commander J. Foster Stackhouse, London.
G. W. Stephens, infant, nurse and maid, Montreal.
Duncan Stewart, Montreal.
Robert S. Stone, New York.
Martin Van Straten, London.
C. F. Sturdy, Montreal.
R. T. Taylor, Montreal.
D. A. Thomas, Cardiff, Wales.
Mr. and Mrs. E. Blish Thompson, Indiana.
George Tuberghien, New York.
E. J. Timis, New York.
P. E. O. Total, London.
Ernest Townley, Toronto.
G. H. Turton, Melbourne, Australia.
Miss Mabel Twenlow, New York.
Alfred G. Vanderbelt and valet, New York.
W. A. F. Vassar, London.
Mrs. A. T. Wakefield, New York.
Mrs. D. Walker, New York.
Mrs. Wallace Watson, Montreal.
Mrs. Catherine E. Willey, Lakeforest, Ill.
T. H. Williams, New York.
T. F. Williamson, New York.
Mrs. A. F. Witherby, New York.
Master A. L. Witherby, New York.
Lathrop Withington, Boston.
Arthur Wood, New York.
Mr. and Mrs. J. M. Young, Hamilton, Ont.
Phillip Young, Montreal.

ASKS EGYPT TO BAR THE EXPORT OF COTTON

LONDON, May 7.—Great Britain has requested the government of Egypt to prohibit the export of cotton to all ports other than French, Russian, Spanish and Portuguese.

Finances of Omaha's Public Service Corporations

Meaty compilation of their stock and bond exhibits that will repay study by our readers and preservation for future reference.

Today's Bee
See Editorial Page.

WANTED—Salesman having the ambition to work hard for six hours daily; ability to work at high pressure and to sell one of the best and cleanest propositions on the market. Permanent position for the right man.

For further information about this opportunity, see the Want Ad Section of The Bee today.

Pride of Great Steamship Line Sent to Bottom; Many Passengers Reported Dead

LONDON, May 7.—The Lusitania has been sunk off Old Head, Kinsale by a torpedo. Assistance has been sent.

LIVERPOOL, May 7.—The Echo has been informed that a message to the Cunard line reads as follows:

"The Lusitania was torpedoed and sunk at 2:33 o'clock this afternoon off Kinsale.

"There is no word of its passengers or crew, who number over 1,900.

QUEENSTOWN, May 7.—News received here from the steamer Lusitania at 3:25 p. m. said that before sinking its life boats were over its sides.

Many passengers are reported dead or injured.

NEW YORK, May 7.—The Cunard liner Lusitania, one of the fastest ships afloat, was torpedoed and sunk this afternoon off the coast of Ireland, ten miles south of Kinsale.

It had aboard 1,253 passengers when it sailed from this port last Saturday, May 1, and carried in addition to its own large passenger list 163 passengers transferred to it from the Anchor Liner Cameronia.

The news of its sinking was announced by the local office of the Cunard line and was based on cable advices received from the home office of the company in Liverpool. Three dispatches, received in the order named, were made public by the line and read as follows:

"We received from the Lands End wireless station news of repeated distress calls made by the Lusitania asking for assistance at once. Big list. Position ten miles south of Kinsale. Subsequently received telegram from Queenstown that all available craft in the harbor has been dispatched to assist."

The second message to the local office read:

"QUEENSTOWN, 4:59 p. m.—About twenty boats of all sorts belonging to our line are in vicinity where Lusitania sank. About fifteen other boats are making for spot to render assistance."

The third cablegram was dated Liverpool and read:

"Following received by admiralty:

"'GALLEY HEAD, 4:25 p. m.—Several boats, apparently survivors, southeast nine miles. Greek steamer proceeding to assistance.'"

Dispatches received here from London, Liverpool and Queenstown confirmed the news. One of the messages said it was believed that all the big liner's passengers had been saved.

When the Lusitania sailed it had aboard 1,310 passengers. Some nervousness had been caused because of the publication in the morning papers of Saturday of an advertisement warning intending travelers that a state of war existed between Great Britain and its allies, that the zone of war includes 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 its allies do so at their own risk. The advertisement was signed "Imperial German embassy."

This warning apparently did not cause many cancellations, for the ship sailed with a full passenger list. Just before the steamer's departure a number of the passengers received telegrams at the pier signed by names unknown to them and presumed to be fictitious, advising them not to sail as the liner was to be torpedoed by submarines. Alfred Gywnne Vanderbilt was one of the passengers who received such a message. He destroyed the message without comment.

Charles P. Sumner, general agent of the Cunard line said, when the Lusitania sailed, that the trip was not attended by any risk whatever, as the liner had a speed of twenty-five and a half knots and was provided with unusual watertight bulkheads.

In commenting on the report of the torpedoing of the Lusitania today, marine men pointed out that in their opinion, the Lusitania could not be sunk by a single torpedo.

Large Fast Ship.

The Lusitania and its sister ship, the Mauretania, holding all speed records, were marvels of marine engineering and have excited the wonder of the maritime world. Seven hundred and ninety feet in length, they are so gracefully proportioned that their vast bulk is not apparent unless some other vessel is near for comparison. The turbine engines are so smooth in action that the vibration so frequently noticed in other ships is practically eliminated. With a sustained sea speed of more than twenty-six knots an hour, these splendid steamships marked the greatest advance that has taken place in steamship construction.

No less remarkable than the size and speed of these ships are their passenger accommodations. Apart from the palatial character, the most striking feature is spaciousness, the great size of the ships and their height between decks enabling a provision of generous allowance of space per passenger far exceeding that afforded on other vessels. This is apparent not only in the public rooms and entrance halls, but also in the private rooms, corridors, promenades, etc. The design, decorations and furnishing of the passenger accommodations were entrusted to recognized experts, who achieved results at once tasteful, artistic and luxurious. In short, these ships merit the title of "floating palaces."

Fate of Passengers Unknown.

No definite news as to the fate of the passengers has been received by the Cunard line here early this afternoon.

The Cunard line announced that it would make public as fast as received all dispatches on the sinking of the Lusitania, including those relating to the fate of the passengers.

The stock market was stunned by the news. A torrent of selling orders poured in from every section of the country. A period of intense excitement followed.

Prices in war specials broke fifteen to thirty points within an hour. Stable issues dropped five to ten points.

Late today the Cunard line officials received a dispatch from Queenstown, stating that a large steamer and many small vessels and boats were in the vicinity rendering assistance.

Many Boats to Rescue.

The dispatch follows:

"Large steamer just arrived in vicinity. Apparently rendering assistance. Tugs, patrols, etc., now on the spot taking boats in tow. Motor fishing boats with two Lusitania boats bearing probably for Kinsale."

This information came from Old Head via Queenstown.

The news struck official Washington like a bomb. Administration officials, it was said, realized that the incident was the most serious faced by the government since the beginning of the war. President Wilson was informed of the sinking of the liner and White House officials, while refraining from commenting, were keenly anxious to learn if any American lives had been lost.

Passengers Believed Safe.

LONDON, May 7.—The Cunard line steamer Lusitania, from New York May 1 for Liverpool, with 1,253 passengers on board, was torpedoed at about 2 o'clock this afternoon at a point about ten miles off Old Head, Kinsale, Ireland, and later went down.

It is believed that its passengers are safe. No details of how they may have been rescued, however, are at hand. One message received here says: "It is not known how many of the Lusitania's passengers were saved."

Relief was immediately sent out from Queenstown. If it floated a reasonable length of time before going down, it is possible that some of the rescuing ships got to its side. It is believed that the Lusitania's watertight bulkheads would tend to keep it afloat.

Two hundred of the passengers on board the Cunarder were transferred to it from the steamer Cameronia before it left New York.

The presence of German submarines in the transatlantic lanes of travel has been indicated by the sinking during the last few days of other British vessels off the Irish coast.

It was the Lusitania which, last February, made use of the American flag to protect it from possible attack on the part of the German under-sea boats. The report received here says the liner was eight miles off the Irish coast when it went down.

Warned of Presence of Subseas.

The presence of German submarines off the southern coast of Ireland and along the line of travel the Lusitania would

(Continued on Page Two, Column Two.)

FIGHT FOR HILL NUMBER SIXTY YET UNDECIDED

Battle for Possession of Desolated Region Around Ypres is Now Approaching the Final Stages.

EASTERN REPORTS CONFLICTING

Russia Refuses to Concede that Defeat in Big Battle in Galicia is Serious.

GERMANS STILL USING GASES

The Day's War News

OFFICIAL ANNOUNCEMENT is made in a dispatch from Constantinople that severe losses have been inflicted on the French and British troops which landed on Gallipoli peninsula. Reports reaching London from the Dardanelles, while containing no new details of the land fighting, say that the bombardment by the allied fleet of the Turkish fortifications is proceeding successfully.

GERMAN AND AUSTRIAN reports of a spectacular victory in western Galicia are increasing. Petrograd advices, however, while conceding a measure of success to the Teutonic allies, say these claims are greatly exaggerated. The Russian war office announces a victory in a battle near Stry.

HOPES THAT ITALY would settle peacefully her differences with Austria are fading as steadily as they were revived a few days ago.

LONDON, May 7.—The battle to decide the mastery of Hill No. 60 and the desolated country around Ypres has not yet reached its final stages, nor have the Russians shown signs of accepting the German claim that a crushing defeat has been inflicted upon them in western Galicia.

That the Russians have been pushed back many miles, first across the Dunajec and now across the Wisloka river, which roughly parallels the Dunajec fifteen miles to the eastward, all the disaptches from German and Austrian sources insist, but the English newspapers still refuse to concede a great victory to the Austro-Germans, although they admit that a great tentative success has been achieved.

There is great faith in England in the recuperative powers of Russian arms, and the disposition for the moment seems to be to suspend judgment on the question of whether the Russians if driven from Dukla pass will be forced to abandon their advance against Hungary and indeed their positions in Western Galicia.

At any rate, the argument is being made by British observers that the Russians should have no trouble in holding their line on the River San in Eastern Galicia, especially as their flank would now be covered by Przemysl.

Germans Continue to Use Gases.

The fighting in Flanders finds the Germans still making use of asphyxiating gases, and there is a noticeable current running through the British press which insists that the allies should adopt counter measures at once. It is being recited that when one power departs from the rules and precedents of warfare it is manifestly unfair for the others to remain bound by them. Still no formal announcement that Great Britain will make use of such methods has been forthcoming.

COMMANDER OF FAMOUS LIGHT BRIGADE IS DEAD

LONDON, May 7.—Lieutenant General William Henry Beaumont De Horsey, who commanded the famous Light Brigade in its charge at Balaklava, died last night at the age of 89 years. He entered the army in 1844, became a major general in 1878 and retired in 1883. He was decorated for gallantry in the Crimean war.

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