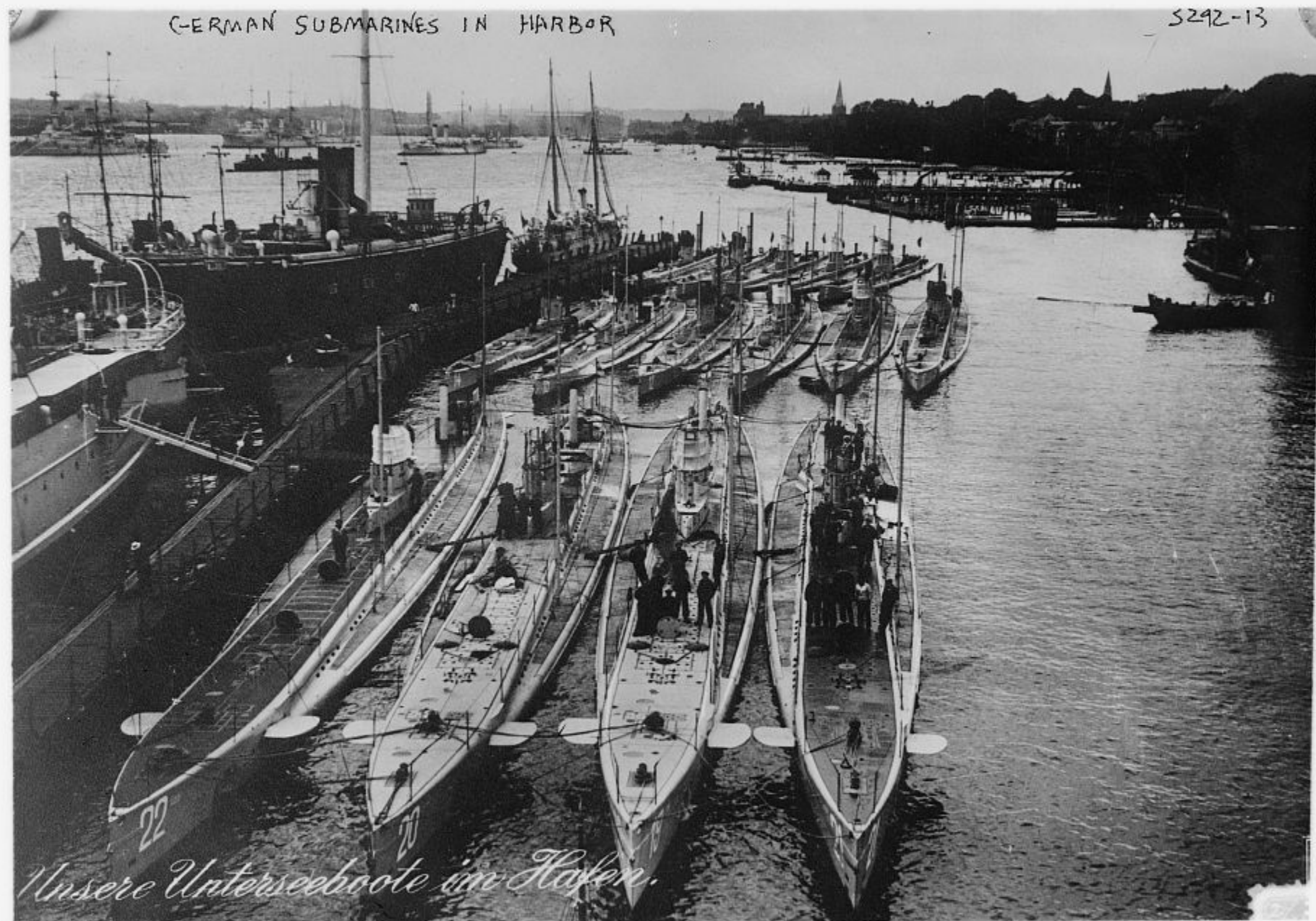


#1



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#2



Government and Cunard Company Agreement of 1907

Under this agreement the government gave the company enough money to pay for new ships... if the company would build two large ships in the United Kingdom that could travel at an average ocean speed of 24.5 knots. ... These two ships would carry the mail and be a symbol of British excellence – which we think is very important for British business. The ships will also be available for the government to use if war breaks out.

Under this agreement the Government provided a sum sufficient to pay for the new vessels, not exceeding 2,000,000*l.*, secured on debentures at 2½ per cent. interest, while in addition 150,000*l.* was to be paid per annum, on condition that the company would cause to be built, in the United Kingdom, two steamships of large size, capable of maintaining the minimum average ocean speed of 24½ knots in moderate weather. In the event of this speed not being maintained, and if the speed does not fall below 23½ knots, a deduction is to be made from this annual payment by agreement. The clause in which this speed condition is set out is a matter of very considerable interest, and may here be quoted:—

If in the case of either of the two steamships mentioned in Clause 3 hereof, or any vessel substituted therefor, the company shall, before such steamship sails on her first voyage, fail to adduce to the satisfaction of the Admiralty reasonable proof from trials that such vessel will be capable of maintaining a minimum average ocean speed of 24½ knots an hour in moderate weather; but shall prove to the like satisfaction that such vessel will be capable of maintaining an average ocean speed of not less than 23½ knots an hour under such conditions as aforesaid, then such deduction shall be made from the annual payment of 150,000*l.* to be made by His Majesty's Government under the last preceding clause hereof as shall be agreed upon, or, failing such agreement, shall be determined by arbitration, by an arbitrator appointed by the Lord Chief Justice for the time being, and the decision of such arbitrator shall be final.

The minimum speed seems thus to be 23½ knots, although even then the ships may not be rejected; but the Cunard Company aim at, and will probably get, 25 knots, costly as that may be in respect of first charges, coal consumption, and upkeep. These two ships, in addition to carrying the mails and maintaining the prestige of Britain—which we regard as a very important commercial asset—are to be at the service of the Government in the event of war. To some it may seem remarkable that such an agreement should be necessary to secure the services of such vessels in emergency, and we may even have the naval critic urging that our cruisers ought to be equal in speed for any duty that the proposed Cunarders may fulfil. But many such forget the enormous difference between an Atlantic liner and a cruiser. In the first place such modern liners have a displacement twice that of the greatest cruiser built. In the merchant ship there is no armour to provide for, there are no guns to take, no ammunition nor naval stores, and the consequence is that the architect can allow for machinery something approaching double the weight per unit of full power. It follows that the same reliability in long-distance full-speed steaming cannot be guaranteed in cruisers. In other words, speed and weight of machinery are the main considerations in the merchant ship, whereas in the cruiser they are important, but probably equal only to gun-power and armour protection. The Cunard ships cannot be equal to a cruiser in the latter qualities for warfare; but they will be superior to similar ships which in time of stress can be withdrawn from the merchant service of other countries, and utilised for naval work.

Government and Cunard Company Agreement of 1907

Under this agreement the British government gave the company enough money to pay for new ships... if the company would build two large ships in the United Kingdom that could travel at an average ocean speed of 24.5 knots. ... These two ships (the Lusitania and the Mauretania) would carry the mail and be a symbol of British excellence – which we think is very important for British business. The ships will also be available for the government to use if war breaks out.

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Admits Lusitania May Raise American Flag

**Captain Dow Declares He "Will Protect the Lives of
His Passengers," as Big Cunarder Sails Into
"War Zone."**

LIVERPOOL, Feb. 14.—With a record-breaking list of home-bound passengers for the year and with many notables aboard, the Lusitania, of the Cunard Line, was still flying the British flag as she cleared the channel last night.

Captain Dow, unhampered by any instructions, declared just as the giant liner sailed that he would "take any precaution necessary to protect the lives of his passengers."

It is generally accepted here that Captain Dow will hoist the American flag as soon as he reaches the open Irish Sea and keep it flying all the way across the Atlantic. Officials of the line today, however, insisted that this was "up to the captain" who was in supreme command.

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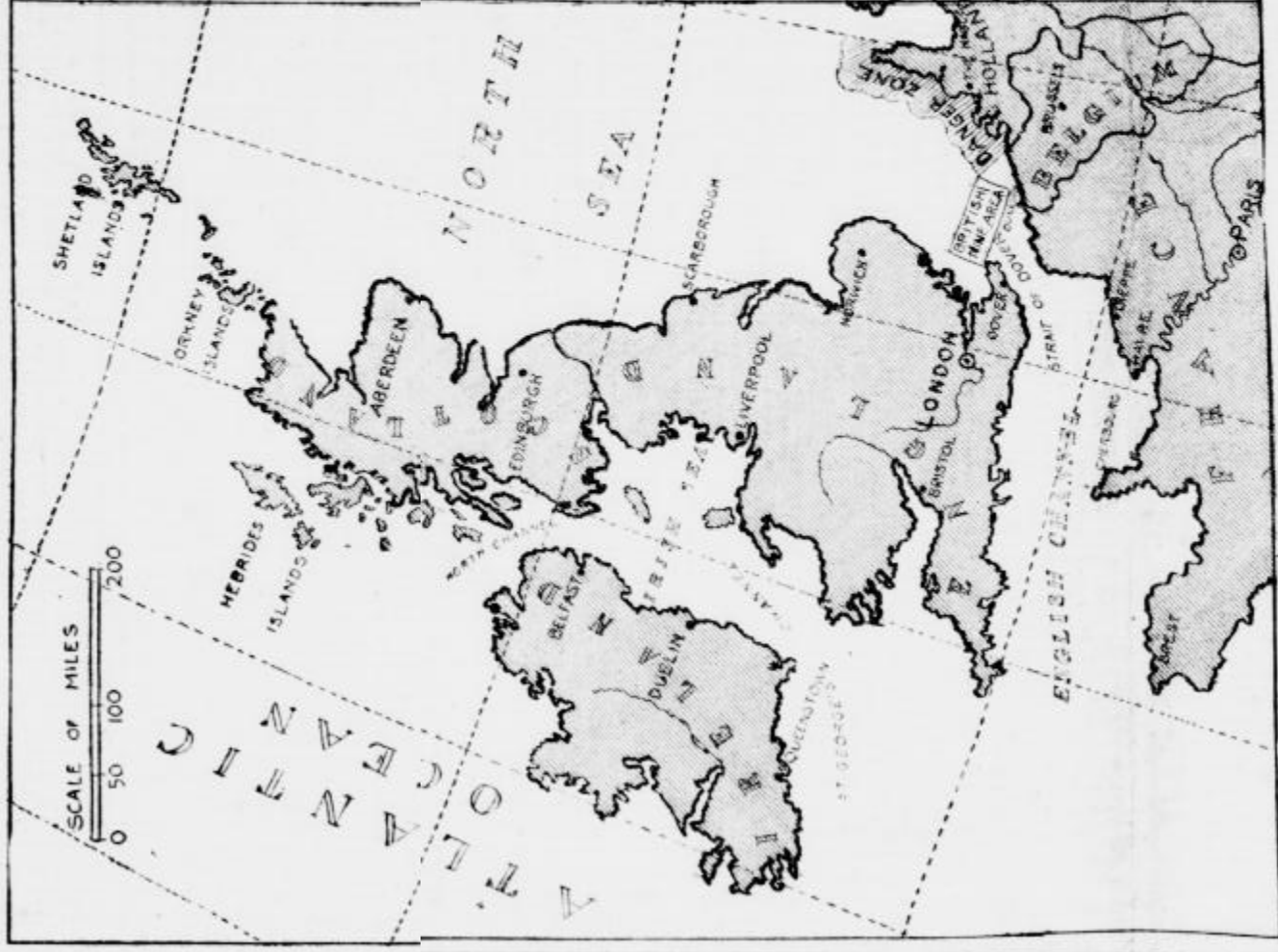
#5

The Ogden standard. (Ogden City, Utah), 14 March 1914. *Chronicing America: Historic American Newspapers*. Lib. of Congress.

<<http://chroniclingamerica.loc.gov/lccn/sn85058396/1914-03-14/ed-1/seq-8/>>

New "Berlin Decree" Declares Waters Around British Isles War Zone On and After Feb. 18

MAP SHOWING AREA OF SEA COVERED BY GERMANY'S "PAPER BLOCKADE."



Kaiser Follows Napoleon's
Famous Order Issued
in 1806.

NEUTRAL VESSELS
WARNED OF DANGER

Every Enemy Merchant-
man in Proclaimed Area
To Be Destroyed.

PASSENGERS' LIVES
MAY BE SACRIFICED

Zone Extends Even to Shetland
Isles and to Strip Along
Dutch Coast.

Berlin, Feb. 18. (By Wireless to Say-
ville, N. Y.)—The German Admiralty
issued the following communication
to-day:

"The waters around Great Britain
and Ireland, including the whole of
the English Channel, are declared a
war zone from and after February 18,
1915.

"Every enemy merchant ship found
in this war zone will be destroyed,
even if it is impossible to avert dan-
gers which threaten the crew and
passengers.

"Also, neutral ships in the war zone
are in danger, as in consequence of
the misuse of neutral flags ordered by
the British government on January 31
and in view of the hazards of naval
warfare it cannot always be avoided
that attacks meant for enemy ships
endanger neutral ships.

"Shipping northward, around the
Shetland Islands, in the eastern basin
of the North Sea, and in a strip of at
least thirty nautical miles in breadth
along the Dutch coast is endangered
in the same way."

There has been published in Ger-
many recently what purports to be a
secret order, issued by the British
Admiralty to British merchant ships,
instructing them to make use of neu-
tral flags. A characteristic comment
thereon is found in the "Kreuz Zel-
tung," which says:

"What is this command but an ad-
mission by the English that 'we are
unable longer to protect our flag.'
Furthermore, it is a gross violation of
international law, and one of its con-
sequences inevitably will be that neu-
tral flags can no longer protect neu-
tral shipping, for the reason that it
will be impossible for German naval
officers to tell whether it is borne
rightfully or not. Consequently, Ger-
man submarines will have to direct
their torpedoes also at neutral ships
if neutral powers do not see to it that
this misuse of their flags, ordered by
the British Admiralty, does not take
place."

**LOOKS LIKE ATTEMPT TO COVER ACTS
OF WANTON VANDALISM, SAYS COUDERT**

"Such a communication, if true, is very extraordinary and unprece-
dented," said Frederic R. Coudert, an authority on international law, "when
his attention was called last night to the communication of the German
Admiralty declaring the waters around the British Isles a war zone.

"It would seem to be a notice to neutral shipping that if it goes in that
part of the sea it takes its chances on being blown up. An inconvenience

**AUSTRIA YIELDS
TARNOW UNDER
RUSSIANS' FIRE**

#6

German Government issues Berlin Decree

The waters around Great Britain and Ireland, including all of the English Channel, are declared a war zone after February 18, 1915.

Every enemy merchant ship found in this war zone will be destroyed, even if it is impossible to protect the crew and passengers.

Also, neutral ships in the war zone are in danger, because British ships have been flying neutral flags with the British government's permission since January 31. Furthermore, war is dangerous and sometimes neutral ships are attacked by mistake.

"New 'Berlin Decree' Declares Waters Around British Isles War Zone On and After Feb. 18," *New York Tribune* (New York, NY), February 5, 1915, Page 1, Image 1, col. 7.

The Washington Times

WASHINGTON, SATURDAY EVENING, MAY 1, 1915.



Copyright, by Buck
COUNT VON BERNSTORFF,

NOTICE!

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

IMPERIAL GERMAN EMBASSY
Washington, D. C., April 22, 1915.

#7

Notice!

Travelers planning on crossing the Atlantic by ship are reminded that a state of war exists between Germany ... and Great BritainThe zone of war includes the waters next to Great Britain. The German government announced that ships flying the flag of Great Britain and her allies are subject to destruction in those waters. Travel on British and allied ships at your own risk. – German Ambassador to the United States, April 22, 1915

VIII

A-5026

7.15
2 p.m.

Straight ahead the 4 funnels and 2 masts of a steamer were visible with a course at right angles to ours (it was steering for Galley Head, coming from the SSE). Ship is made out to be a large passenger steamer.

2:05 p.m.

Went to 11 m. and ran at high speed on a course converging with that of the steamer, in hopes that it would change course to starboard along the Irish coast.

2:05 p.m.

The steamer turned to starboard, headed for Queenstown and thus made it possible to approach for a shot. Ran at high speed till 3 p.m. in order to secure an advantageous position.

3:10 p.m.

Clear bow shot at 700 m. (C. torpedo set 3 m. for depth), angle of intersection 90°. Estimated speed 22 nautical miles. Shot struck starboard side close behind the bridge.

An extraordinarily heavy detonation followed, with a very large cloud of smoke (far above the front funnel). A second explosion must have followed that of the torpedo (boiler or coal or powder). The superstructure above the point of impact and the bridge were torn apart; fire broke out; light smoke veiled the high bridge. The ship stopped immediately and quickly listed sharply to starboard, sinking deeper by the head at the same time. It appeared as if it would capsize in a short time. Great confusion arose on the ship; some of the boats were swung clear and lowered into the water. Many people must have lost their heads; several boats loaded with people rushed downward, struck the water bow or stern first and filled at once. On the port side, because of the sloping position, fewer boats were swung clear than on the starboard side. The ship blew off steam; at the bow the name "Lusitania" in golden letters was visible. The funnels were painted black; stern flag not in place. It was running 20 nautical miles. Since it seemed as if the steamer could only remain above water for a short time, went to 24 m. and ran toward the Sea. Nor could I have fired a second torpedo into this swarm of people who were trying to save themselves.

3:25 p.m.

4:15 p.m.

Went to 11 m. and took a look around. In the distance straight ahead a number of life-boats were moving; nothing more was to be seen of the "Lusitania". The wreck must lie 14 nautical miles from the Old Head of Kinsale light-house, at an angle of 358° to the right of it, in 90 m. of water (27 nautical miles from Queenstown) 51° 22' 6" N and 8° 31' W. The land and the lighthouse could be seen very plainly. When taking a look around, a large steamer was in sight ahead on the port side, with course laid for Fastnet Rock. Tried to get ahead by high speed, so as to get a stern shot. Stern angle of fire 90°, at distance of 500 m., estimated angle of intersection 90°. Conditions for shot very favorable: no possibility of missing if torpedo kept its course. Torpedo did not strike. Since the telescope was cut off for some time after this shot, the cause of failure could not be determined. The torpedo left the tube in the right way, and either did not run at all or went at the wrong angle. Incorrect setting of the torpedo tube not possible, for the torpedo officer was very careful. The steamer was a freighter of the Cunard Line.

4:20 p.m.

5:08 p.m.

12.11.
2.00 pm.

Lusitania

2,5 pm.

2,5 pm.

3,0 pm.

Recht voraus werden 4 Schornsteine und 2 Masten eines Dampfers mit Kurs senkrecht zu uns (er steuerte von SSN kommend Galley Head an) sichtbar. Schiff wird als großer Passagierdampfer ausgemacht.

Auf 11 m gegangen und mit hoher Fahrt auf konvergierenden Kurs zum Dampfer gegangen, in der Hoffnung, daß er Kurs nach St.B. längs der irischen Küste, ändern wird. Der Dampfer dreht St.B., nimmt Kurs auf Queenstown und ermöglicht so eine Annäherung zum Schuß. Bis 3 h pm. Höhe Fahrt gehalten, um eine vorläufige Stellung zu bekommen.

Reiner Bugschuß auf 200 m (G-Torpedo 3 m tiefersteinstellung); Schneidungswinkel 90°, geschätzte Fahrt 22 sm. Schuß trifft St.B. Seite dicht hinter der Brücke.

Es erfolgt eine unergiebliche große Detonation mit einer sehr starken Sprengwirke, weit über den vorherigen Schornstein hinaus). Es muß zur Explosion des Torpedos noch eine zweite hinzugekommen sein (Kessel oder Kohle oder Pulver?). Die aufbauende über dem Treffpunkt und die Brücke werden auseinander gerissen, es entsteht Feuer, der Qualm hüllt die hohe Brücke ein. Das Schiff stoppt sofort und bekommt sehr schnell große Schlagseite nach St.B., gleichzeitig vorn tiefer tauchend. Es hat dem Anschein, als wollte es in kurzer Zeit kentern. Auf dem Schiff entsteht große Verwirrung; die Boote werden klar gemacht und zum Teil zu Wasser gelassen. Hierbei muß vielfach Kopflosgkeit geherrscht haben; manche Boote voll besetzt, rauschen von oben, kommen mit dem Bug oder mit dem Heck zuerst ins Wasser und schlagen sofort voll. An der B.B. Seite kommen wegen der Schräglage weniger Boote klar, als auf der St.B. Seite. Das Schiff bläst ab; vorn wird der Name „Lusitania“ in goldenen Buchstaben sichtbar. Die Schornsteine waren schwarz gerollt, Heckflamme nicht gesetzt. Es liegt 20 sm. Da es den Anschein hat, als wenn der Dampfer sich nur noch kurze Zeit über Wasser halten kann, auf 24 m gegangen und nach See zu gelaufen. Auch hätte ich einen zweiten Torpedo in dies Gedränge von sich rettenden Menschen nicht schleßen können.

3,25 pm.

4,15 pm.

Old Head of Kinsale Leuchtturm in 3580 m. 14 sm ab, auf 90 m Wasser; von Queenstown 27 sm ab, $\lambda = 51^{\circ} 22' 6''$ N und $\lambda = 8^{\circ} 31' N$.

Das Land und der Leuchtturm waren sehr klar zu sehen.] Beim Rundblick, B.B. voraus ein großer Dampfer bin Sicht mit Kurs auf Fastnet Rock. Mit hoher Fahrt eine vorläufige Stellung erstrebt, um zum Heckschuß zu kommen. Heckwinkel schuß, 90°, auf 200 m. Abstand, 9'. Schärfer Schneidungswinkel 90°. Schußbedingungen waren sehr günstig, Fehlschuß bei richtigen Lauf des Torpedos ausgeschlossen. Torpedo trifft nicht. Da das Schrohr nach dem Schuß für längere Zeit unterschneidet, leid nicht festgestellt, was für ein Versager vorliegt. Der Torpedo verließ das Rohr richtig, falsche Einstellungen am Rohr, oder in falschen Winkel. Falsche Zeichnergebnisse. Der Dampfer ein Frachtdampfer der Cunard-Li-

4,20 pm.

5,08 pm.

#8E

May 7, 1915	War Dairy of Walter Schweiger Commander of the German Submarine U20
2:00 pm	Straight ahead the 4 funnels and 3 masts of a steamer ship with a path crossing ours... Ship is a large passenger liner.
3:10 pm	<p>Clear shot to the front of the ship from 700 meters away... Shot struck the right side A very heavy explosion followed, with a very large cloud of smoke A second explosion must have followed that of the torpedo (Was it the boiler or coal or powder?).</p> <p>The ship stopped and quickly leaned to the right, sinking deeper at the front at the same time. There was a lot of confusion on the ship.... The ship blew off steam, and at the front of the boat the name "Lusitania" in golden letters could be seen.</p>

#4

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6:15 pm	... It is amazing that there is so much traffic on the water today, even though two large steamers were sunk the day before south of George's Channel. It is also strange that the <i>Lusitania</i> was not sent through the North Channel.

#5

President Woodrow Wilson's First Note to Germany – May 13, 1915

The United States has warned Germany that it cannot restrict the rights of Americans by limiting their lawful use of the seas even if they are traveling on merchant ships run by Germany's enemies. The United States will make Germany accountable for violating Americans' rights.

Civilians, whether they are from an enemy or neutral country, cannot be put in danger by the capture or destruction of an unarmed merchant ship.

It is impossible for the officers of a submarine to go on board a merchant ship to see if it is an enemy ship or is carrying war supplies. It is impossible for them to take control of a merchant ship; and they cannot sink the merchant ship without putting people on the ship in danger.

#19E

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a word.
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65th YEAR

VOLUME 65,
NUMBER 134

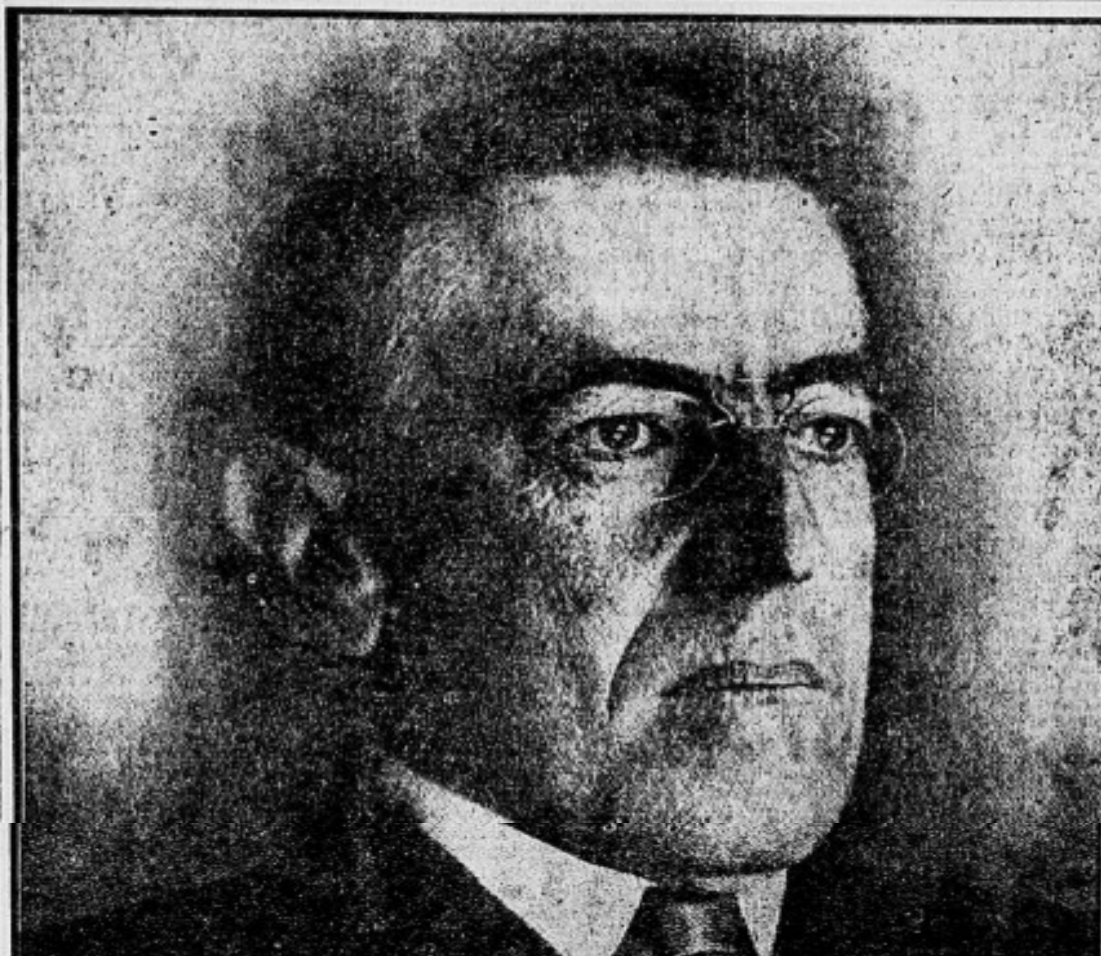
RICHMOND, VA., FRIDAY, MAY 14, 1915.—FOURTEEN PAGES

WEATHER
PAGE 11. —FAIR

PRICE, 2 CENTS

UNITED STATES DEMANDS THAT GERMANY RESPECT RIGHTS OF NEUTRALS ON SEA

Insists That Submarine Warfare on Noncombatants Be Stopped



WILL OMIT NO WORD OR ACT NECESSARY TO ENFORCE VIEWS

Stern Note to Berlin Government Calls Attention to Grave Situation Resulting From Violation of American Rights, Culminating in Sinking of Lusitania.

DISAVOWAL OF THESE ACTS EXPECTED,
AND REPARATION AS FULL AS POSSIBLE

Method of Attack by Submarines on Merchant Vessels Objected To as Disregarding Rules of Fairness, Reason, Justice and Humanity, Which This Country Cannot Admit, but Must Hold Germany to Strict Accountability for Any Infringement, Intentional or Incidental—Immediate Steps to Prevent Recurrence of Anything So Obviously Subversive of Principles of Warfare and for Just and Prompt Action in This Vital Matter Confidently Is Asked.

WASHINGTON, May 13.—The United States government to-day cabled Ambassador Gerard, for presentation to the German government, a note calling attention "to the grave situation which has resulted" from violation of American rights on the high seas, culminating in the sinking of the Lusitania with a loss of more than 100 American lives.

The communication expresses the confident expectation of the United States "that the imperial German government will disavow the acts of

#20E

Woodrow Wilson's Second Note to Germany – June 9, 1915

Your Excellency's note states that the *Lusitania* had hidden guns, was supplied with trained soldiers and special ammunition, was transporting troops from Canada, was carrying illegal cargo, and served the navy of Great Britain.

The United States had a duty to make sure the *Lusitania* and its passengers were not doing anything illegal, and U.S. officials completed that task with great care. The German Government has been misinformed.

Whether or not there were war supplies on board the *Lusitania* that caused the second explosion, these claims are not important when talking about the legality of the way the German navy sank the ship.

The main fact is that a great passenger ship, carrying more than a thousand civilians, was torpedoed and sunk without a warning. Men, women, and children were sent to their death in a way unseen in modern warfare.

THE WEATHER
UNSETTLED.

Bismarck Daily Tribune.

LAST EDITION

THIRTY-FIFTH YEAR, NO. 138

(NEWS OF THE WORLD)

BISMARCK, NORTH DAKOTA, THURSDAY MORNING, JUNE 10, 1915.

(BY ASSOCIATED PRESS)

FIVE CENTS

OUR SECOND NOTE DEMANDS REPARATION

-0- -0- -0- -0- -0- -0- -0- -0- -0-
BRYAN WILL EXPLAIN HIS ATTITUDE ON STUMP

WILSON'S SECOND NOTE DEMANDS REPARATION FOR AMERICAN LIVES

Second Demand Upon Germany Has
Been Despatched and Will Be Made
Public in Detail Tomorrow; Couch-
ed in Friendly Terms.

Washington, June 9.—The United States sent Germany a note reiterating its demand for reparation for the loss of American lives in the sinking of the Lusitania, setting forth clearly the earnest desire of the American government that Germany signify

NEW COMMANDER OF
SUBMARINE FLEET



#21E

Woodrow Wilson's Third Note to Germany – July 21, 1915

If German naval commanders continue to limit American civilians' use of the seas, the United States will see such actions as deliberately unfriendly.

W YORK TRIBUNE, SATURDAY, JULY 24, 1915.

Editorials Back Note; Say Law Must Prevail

Germany's Plea of "Freedom of the Seas" No Defence to Indiscriminate Killing of Americans—
It's Up to the Kaiser Now.

The World.

If Germany desires peace and friendship with the United States, it need surrender no lawful or essential military advantage. The President does not ask that submarine warfare be abandoned or that it be rendered futile. He demands only that so far as Americans are concerned it must conform to the principles of law and humanity which were universally recognized until the German government suddenly became obsessed with its maniacal theories of "frightfulness."

What the President expects of Germany is the minimum that a self-respecting nation can demand of another

threatened only by her violation of our rights. The note assures her that our government holds itself ready at any time to act as the common friend in negotiations for an understanding between belligerents which would do away with practices incompatible with the freedom of the seas. But we press upon the imperial government "very solemnly" the need of "a scrupulous observance of neutral rights in this critical matter."

The keeping of our relations of amity and peace with Germany is now committed into the hands of Germany. It is for her to choose which path she will follow. Our self-respect, our

NOTE UPHOLDS NATION'S DIGNITY LAWYERS SAY

Future Injury to U. S. Interests Will Be Act of War,
F. R. Coudert Avers.

**MORGAN J. O'BRIEN
COMMENDS WILSON**

Former Berlin Professor Fears
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Against United States.

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F. R. Coudert Avers.

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Demand Will Cause Reaction
Against United States.

Official German Response by Foreign Minister Gottlieb von Jagow, 28 May 1915

Berlin, May 28, 1915

The Imperial Government wishes to clear up any misunderstandings between our two governments in regards to the fates of the steamers *Cushing*, *Gulflight*, *Falaba*, and *Lusitania*....

With regard to the loss of life when the British passenger steamer *Lusitania* was sunk, the German Government has already expressed its deep regret to the neutral Governments concerned....

The Government of the United States proceeds on the assumption that the *Lusitania* is to be considered as an ordinary unarmed merchant vessel. The *Lusitania*, however, was one of the largest and fastest English commerce steamers, constructed with Government funds as auxiliary cruisers, and is expressly included in the navy list published by the British Admiralty.

...According to reports at hand here, the *Lusitania* when she left New York undoubtedly had guns on board which were mounted under decks and masked.

...The British Admiralty, by a secret instruction of February of this year, advised the British merchant marine to seek protection behind neutral flags and markings, and when disguised to attack German submarines by ramming them.

High rewards have been offered by the British Government ...for the destruction of the submarines by merchant vessels, and such rewards have already been paid out. In view of these facts... the Imperial Government is unable to consider English merchant vessels any longer as "undefended territory" in the zone of maritime war.... The German commanders are consequently no longer in a position to observe the rules of capture otherwise usual and with which they invariably complied before this.

Lastly, the ... *Lusitania*, as on earlier occasions, had Canadian troops and munitions on board, including no less than 5,400 cases of ammunition destined for the destruction of brave German soldiers who are fulfilling with self-sacrifice and devotion their duty in the service of the Fatherland.

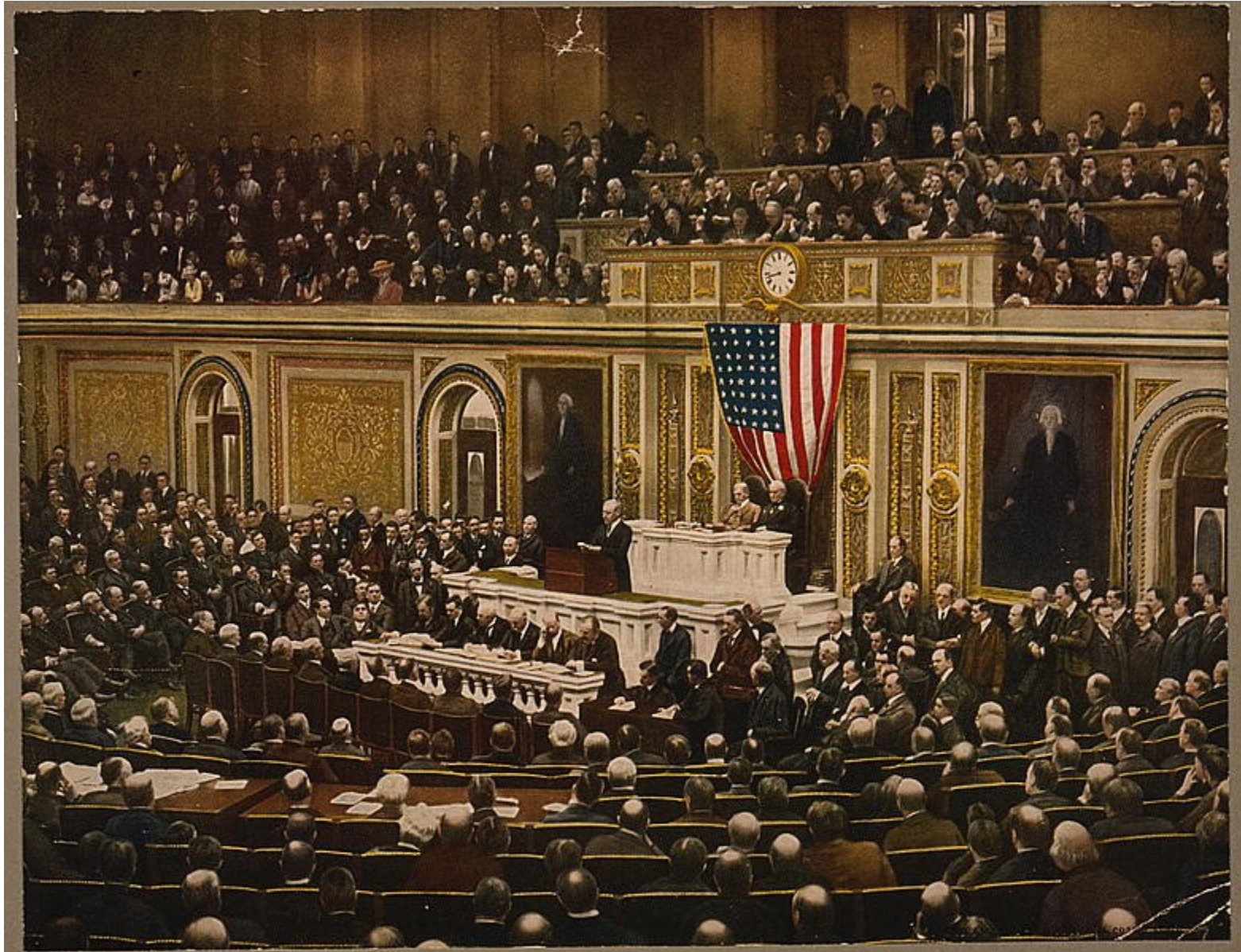
The German Government believes that it acts in just self-defence when it seeks to protect the lives of its soldiers by destroying ammunition destined for the enemy with the means of war at its command. The English steamship company must have been aware of the dangers to which passengers on board the *Lusitania* were exposed under the circumstances.

In taking them on board in spite of this the company quite deliberately tried to use the lives of American citizens as protection for the ammunition carried, and violated the clear provisions of American laws which expressly prohibit, and provide punishment for, the carrying of passengers on ships which have explosives on board. The company thereby wantonly caused the death of so many passengers.

According to the express report of the submarine commander concerned, which is further confirmed by all other reports, there can be no doubt that the rapid sinking of the *Lusitania* was primarily due to the explosion of the cargo of ammunition caused by the torpedo. Otherwise, in all human probability, the passengers would have been saved.

Source: *Source Records of the Great War, Vol. III*, ed. Charles F. Horne, *National Alumni 1923*

#9



Library of Congress

#9

April 2, 1917

GENTLEMEN OF THE CONGRESS:

On the third of February, I told you about the plan of the German Government to put aside the law and kindness and use its submarines to sink every ship entering ports controlled by their enemies in Europe. Ships of every kind, whatever their flag, their character, their cargo, their destination, their job, have been cruelly sent to the bottom of the ocean. They have been sunk without warning and without thought of help or mercy for the people on board. Friendly neutral ships and enemy ships have been sunk. Even hospital ships have been sunk...

Now armed neutrality is impossible. Because submarines are outlaws when used as the German submarines have been used against business shipping.

I advise that the Congress declare the German Government to be at war with the United States.

President Woodrow Wilson

Report on the Loss of the "LUSITANIA" (S.S.)

THE MERCHANT SHIPPING ACTS, 1894 TO 1906.

IN THE MATTER OF the Formal Investigation held at the Central Buildings Westminster, on the 16th, 17th and 18th of June, at the Westminster Palace Hotel on the 1st of July, and at the Caxton Hall, Westminster, on the 17th of July, before the Right Honourable Lord MURRAY, Wreck Commissioner, assisted by Admiral Sir E. S. INGLEFIELD, K.C.B.; Lieutenant-Commander IRVINE, Captain D. DAVIES, and Captain J. SERRINO, acting as Assessors, into the circumstances attending the loss of the steamship "Lusitania," of Liverpool, and the loss of 1,198 lives at a spot ten to fifteen miles south of the Old Head of Kinsale, Ireland, on the 7th May, 1915.

REPORT OF THE COURT.

The Court, having carefully enquired into the circumstances of the above-mentioned disaster, finds, for the reasons appearing in the annex hereto, that the loss of the said ship and lives was due to damage caused to the said ship by torpedoes fired by a submarine of German nationality whereby the ship sank.

In the opinion of the Court the act was done not merely with the intention of sinking the ship, but also with the intention of destroying the lives of the people on board.

Dated this seventeenth day of July, 1915.

MURRAY,

Wreck Commissioner.

We concur in the above Report.

R. S. INGLEFIELD.

D. J. HEARN.

DAVID DAVIES

JOHN SPEDDING.

Assessors.

SHIPPING CASUALTIES.

(LOSS OF THE STEAMSHIP "LUSITANIA".)

REPORT of a Formal Investigation into the circumstances attending the foundering on 7th May, 1915, of the British Steamship "Lusitania," of Liverpool, after being torpedoed off the Old Head of Kinsale, Ireland.

Presented to both Houses of Parliament by Command of His Majesty

LONDON: PRINTED UNDER THE AUTHORITY OF HIS MAJESTY'S STATIONERY OFFICE By
DARLING AND SON, LIMITED, BACON STREET, E. - Report on Loss of the "LUSITANIA" (S.S.) -
THE MERCHANT SHIPPING ACTS, 1894 TO 1906 -

IN THE MATTER OF the Formal Investigation held at the Central Buildings, Westminster, on the 15th, 16th, 17th, and 18th of June, at the Westminster Palace Hotel on the 1st of July, and at the Caxton Hall, Westminster, on the 17th of July, before the Right Honourable LORD MERSEY, Wreck Commissioner, assisted by Admiral Sir F. S. INGLEFIELD, K.C.B.; Lieutenant-Commander HEARN; Captain D. DAVIES; and Captain J. SPEDDING, acting as Assessors, into the circumstances attending the loss of the steamship "Lusitania," of Liverpool, and the loss of 1,198 lives at a spot ten to fifteen miles south of the Old Head of Kinsale, Ireland, on the 7th May, 1915.

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MERSEY,
Wreck Commissioner.

We concur in the above Report,

F.S. INGLEFIELD.
H. J. HEARN.
DAVID DAVIES
JOHN SPEDDING.
Assessors.

BRITISH OFFICIALLY FIND SUBMARINES SANK LUSITANIA

Investigation Proves No
Explosives Were in Car-
go, as Germans Charged.
Attack Made With Pur-
pose of Taking Lives.

LONDON, July 17.

That the liner Lusitania was destroyed with a loss of more than 1000 lives by two torpedoes fired by a German submarine without warning and not by an explosion of ammunition in her cargo is the chief feature of the verdict rendered today by Lord Mersey, who presided at the investigation into the sinking of the Cunarder on May 7.

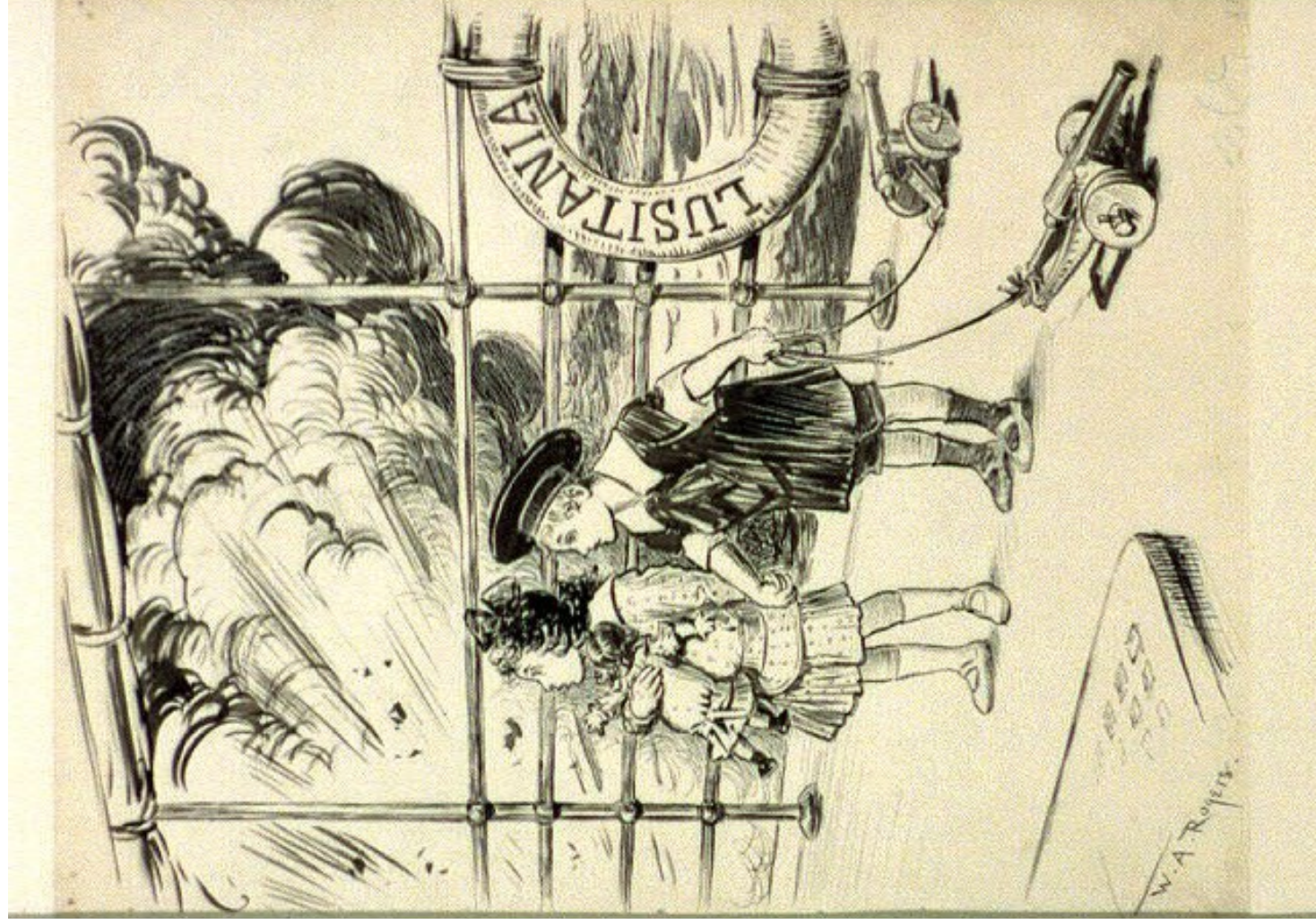
The verdict criticises the failure of Captain William T. Turner to follow the directions given him by the British Admiralty, but sums up the judgment against the German Admiralty in these words:

"The whole blame for the catastrophe



By W. A. Rogers, 1917
Library of Congress

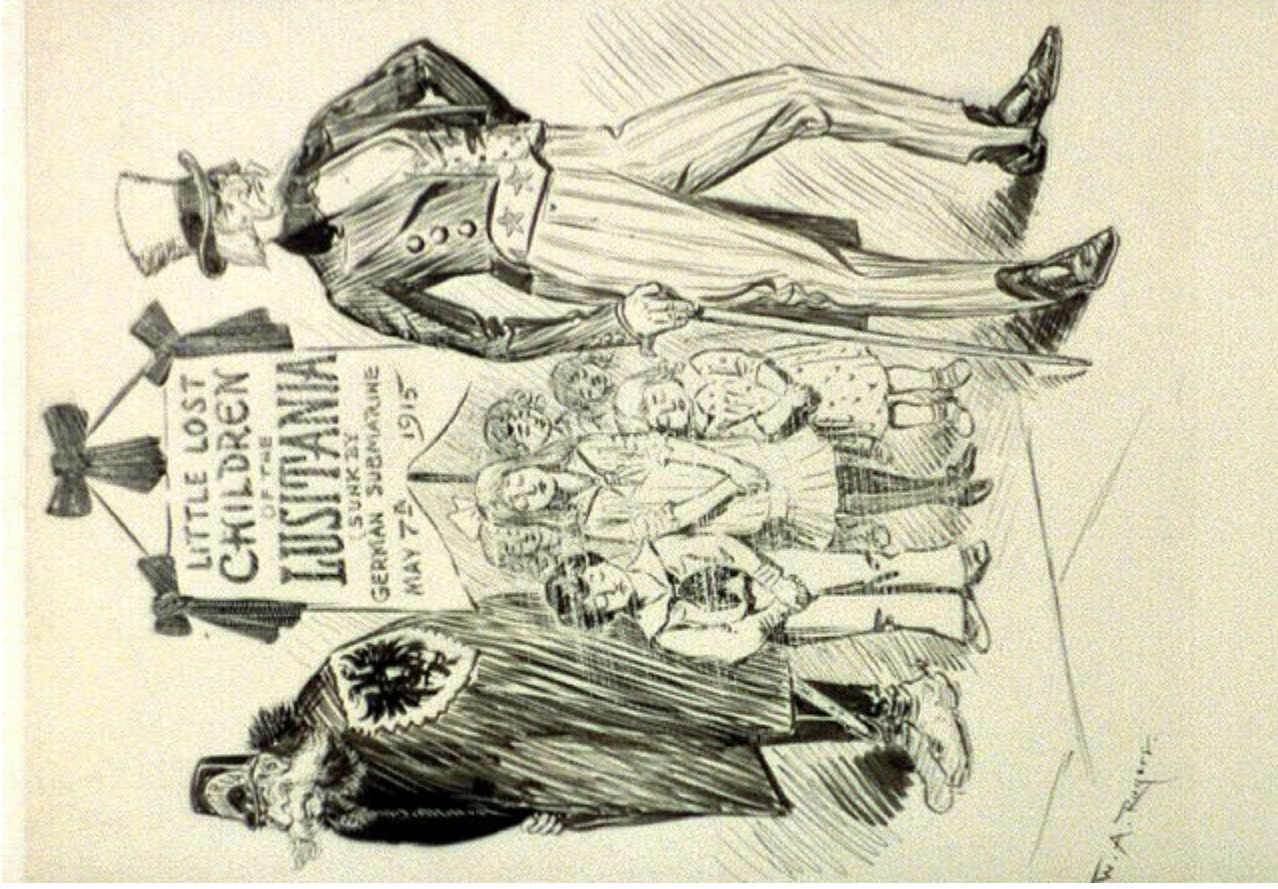
#12



Those Canon on the Forward Deck
By W. A. Rogers, 1915

Library of Congress

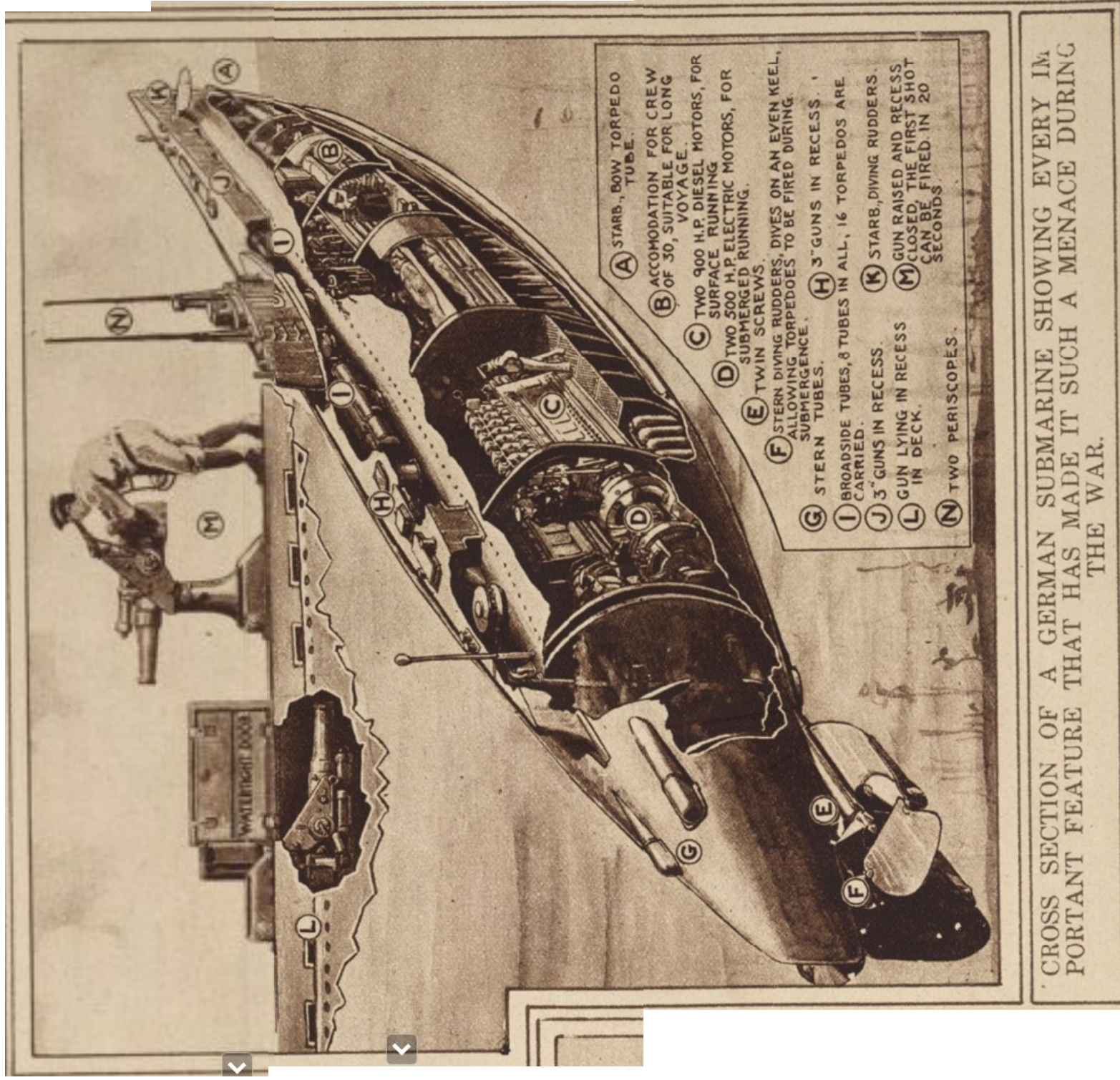
#13



Cousin William Said You'd Forgotten All About
Them, Samuel
By W. A. Rogers, 1915

Library of Congress

"The Submarine on Whose Ruthless Employment the Germans Staked All and Thereby Brought America into War."





No Contraband Goods!

The liner *Lusitania* sunk by a German submarine 5 May 1915

Medal designed by German artist Karl Goetz commemorating the sinking of the "Lusitania." The medal incorrectly names May 5, 1915, as the date of the sinking.

Business Above All
Ticket Counter



Vacarme

GUARANTEE

Your Money Back
If You Want It.
See Editorial Page, First Column.

New York Tribune



First to Last—the Truth: News - Editorials - Advertisements

WEATHER

FAIR TO-DAY AND TO-MORROW;
SOUTHWEST TO WEST WINDS.
Yesterday's Temperature:
High, 64; Low, 55.
Full report on Page 13.

Vol. LXXV.... No. 25,010.

[Copyright, 1915,
By The Tribune Association.]

SATURDAY, MAY 8, 1915.

PRICE ONE CENT In City of New York, Newark, Jersey City and Hoboken,
ELSEWHERE TWO CENTS.

1,300 Die as Lusitania Goes to Bottom; 400 Americans on Board Torpedoed Ship; Washington Stirred as When Maine Sank

CAPITAL AROUSED, SITUATION GRAVEST YET FACED IN WAR

Washington Determined That Germany
Shall Not Be Allowed to Shift
Responsibility for Deaths.

GREATLY FEARS LOSS OF AMERICANS

President Shows Nervousness as Bulletins of Dis-
aster Come In—Strongest Protest Yet Made
Planned Even if No U. S. Citizens Were Lost

[From The Tribune Bureau.]

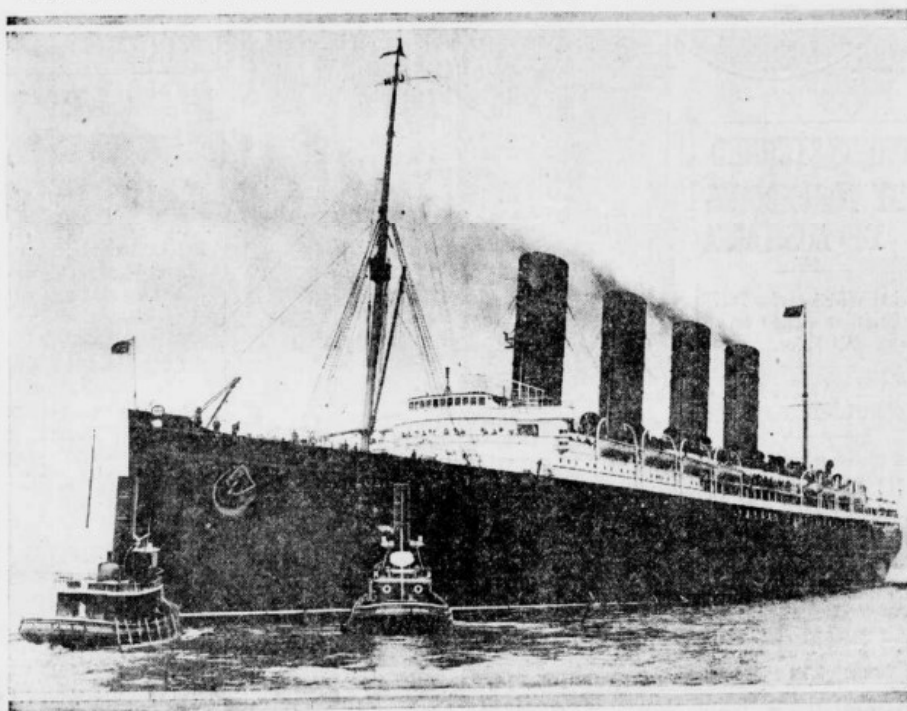
Washington, May 7.—The news of the heavy loss of life on the Lusitania stirred Washington as it has not been stirred since the sinking of the Maine. The earlier reports that both passengers and crew had been landed safely had quieted apprehensions of an immediate crisis in the relations of the United States and Germany. But when it became clear that Americans—undoubtedly a considerable number of them—were to be counted among the victims of German savagery at sea the full significance of the tragedy off Queenstown struck home.

President Wilson made little effort to conceal his feelings. At 8 o'clock to-night the President received the following dispatch from the United States Consul at Cork:

"Lusitania sank at 2:30 o'clock. Probably many survivors. Rescue work proceeding favorably. Shall I send you list of survivors?"

As soon as he read it he put on his hat and walked out of the White House without the knowledge of the Secret Service men who are guarding him. The President walked up Sixteenth Street to Corcoran Street, crossed over to Fifteenth Street and back to the White House, where he went into his study to await further information and to turn over in his mind the message that it is expected he will

THE LUSITANIA, SUNK BY GERMAN SUBMARINE, WITH HEAVY LOSS OF LIFE.



Dying and Injured Brought In with Other
Survivors to Queenstown—Two Tor-
pedoes Fired, Says Steward.

FEW FIRST CLASS PASSENGERS SAVED

Attack Made About Eight Miles from Irish Coast in
Broad Daylight and in Fine Weather—Sur-
vivor Tells of Bravery of Cunard Officers.

Washington, May 8.—A dispatch to the State De-
partment early to-day from American Consul Frost at
Queenstown stated that the total number of survivors of
the Lusitania was about 700.

[By Cable to The Tribune.]

London, May 8, 3 a. m.—At least 1,300 lives were lost when
the Lusitania was torpedoed without warning in broad daylight
yesterday afternoon by a German submarine, according to esti-
mates by survivors. The estimate of First Officer Jones puts the
total nearer 1,500.

Only a few of the first class passengers were saved. Most of
them remained aboard, thinking the ship would float. Trawlers
arriving at Queenstown have a hundred bodies or more.

The "Times" Queenstown correspondent says that some of the
survivors who have arrived there report that Alfred Gwynne Van-
derbilt was drowned.

At Queenstown there have arrived 647 alive, 40 dead; at
Kinsale 11 alive, 5 dead. All boats which went out from Queens-
town have now returned, except one trawler. Fishing boats may
be bringing more survivors to Kinsale.

It is believed here that there were about 2,000 persons on
board, 1,254 passengers and between 700 and 800 in the crew.

Survivors of the Lusitania who have arrived at Queenstown
estimate that only about 650 of those aboard the steamer were
saved.

Of the dead, more than two hundred are supposed to be
Americans, as it is believed there were about 400 on board.

Lady Mackworth, daughter of David A. Thomas, the Welsh
"Coal King," and a noted militant suffragist, went down with the
ship, but was saved by a life preserver she wore, and later was

GERMANS TOAST
'VICTORY' AMID
HOCHS IN CAFES

U. S. OWES IT TO SELF-RESPECT TO ACT,
SAYS ROOSEVELT; 'PIRACY ON VAST SCALE'

[From a Staff Correspondent of The Tribune.]

Syracuse, May 7.—After the appalling details of the Lusitania disaster had been told to Colonel Roosevelt late to-night
he said: "It seems inconceivable that we should refrain from

MANY NOTED
NEW YORKERS
ON LUSITANIA

Register No.

Minute Sheet No. 4.

1915		
Apr. 0914	Firing practice Varel Tief.	
20 Apr.	Wilhelmshaven, ready April 21st.	
Apr.	" to Emden.	
23 Apr.	Ems ready for German Bight.	
Apr.	Ems to advance into German Bight.	
Apr.	U.20 and U.27 going to Irish Sea and Bristol Channel.	
29 Apr.	Emden.	
Apr. 1130	Left Ems to N.W.	(1 gun aft).
1400	In 64E area 7 (53.45 N 5.55 E).	
1600	" 38E " (54.03 N 5.25 E).	
1700	" 32E " (54.09 N 5.15 E).	
1800	" 14E " (54.21 N 4.55 E).	
1905	" 161G " (54.27 N 4.45 E).	
2000	" 143G " (54.33 N 4.25 E).	
2100	" 114G " (54.45 N 4.15 E).	
2200	" 108G " (54.51 N 4.05 E).	
2300	" 75G " (54.57 N 3.45 E).	
2400	" 54G " (55.03 N 3.35 E).	
May 0200	" 25D " (55.21 N 3.15 E).	
0400	" 157A area 5 (55.39 N 2.45 E).	
0600	" 124A " (55.51 N 2.15 E).	
0800	" 59A " (56.15 N 1.18 E).	
May night	Missed British s.s. CAYO ROMANO by torpedo off Fastnet. (F.6/2)	
May 1730	Sank British s.v. <u>EARL OF LATHOM</u> by gunfire 8'S. by W. of Old Head of Kinsale. (F.6/3).	
evening	Position:- 51.32 N 8.22 W.	
2130	Reported 12'S. of Deunt's Rock. (F.6/1).	
May 1100	Stopped British s.s. <u>CANDIDATE</u> by gunfire and sank her by torpedo 13'S. by E. <u>E.I.</u> of Coningbeg Light Vessel. (F.7/1).	
1300	Sank British s.s. <u>CENTURION</u> by torpedo without warning 20'S. of Coningbeg Light Vessel. (F.7/3).	
May 1430	Sank British s.s. <u>LUSITANIA</u> by torpedo without warning 15'S. of Old Head of Kinsale. (F.7/6).	
1600	Missed American s.s. <u>NARRAGANSETT</u> by torpedo 16'S. 350W. (true) of Old Head of Kinsale. (F.7/11).	



Map of British Isles showing where the gigantic Transatlantic Liner Lusitania was torpedoed and sunk. Arrow indicates course of steamship and cross point where she went down, off Kinsale, near Queenstown.

EXTRA! The Evening Star. EXTRA!

6:10 O'CLOCK P.M.

6:10 O'CLOCK P.M.

No. 19,945.

WASHINGTON, D. C., FRIDAY, MAY 7, 1915.

ONE CENT.

None Perish on Lusitania When Ship Is Torpedoed

LINER IS SENT TO BOTTOM WITHOUT WARNING OFF THE COAST OF IRELAND

Slips Beneath Waters About Twenty Minutes After Fatal Blow Is Struck.

188 AMERICAN PASSENGERS; ABOUT 1,900 PERSONS ABOARD

Many Vessels Rush to Aid of Stricken Cunarder and Fatalities are Prevented—Great Vessel Had Defied German Raiders.

LONDON, May 7, 8:15 p.m.—The Cunard Company has definitely ascertained that the lives of the passengers and the crew of the Lusitania have been saved.

NEW YORK, May 7.—No lives were lost when the giant transatlantic liner Lusitania was torpedoed and sunk 10 miles south of Kinsale, off the Irish coast, this afternoon. She had aboard 1,253 of her own passengers and 163 passengers transferred to her from the Anchor line Cameronia, besides her own crew, bringing the number on board up to more than 1,900. The fact that there was no loss of life is due to the prompt response of steamers and other vessels in rushing to the rescue after the huge Cunarder had flashed through the air her announcement

Lusitania Twenty-Ninth Ship
Sunk or Damaged in German
War Zone First Week of May

The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone off the British Isles. Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by surface or under-water boats. During the last fortnight German submarines have carried on the most active campaign of any time since the war began.

Sixteen of the twenty-nine vessels were British and one French merchantmen in the list. The others were vessels of neutral nations. One of them was the American steamship Fulbright, which was torpedoed off the Irish coast with the loss of three lives. There were three Norwegian, ten Swedish and one Danish merchant vessels in this number.

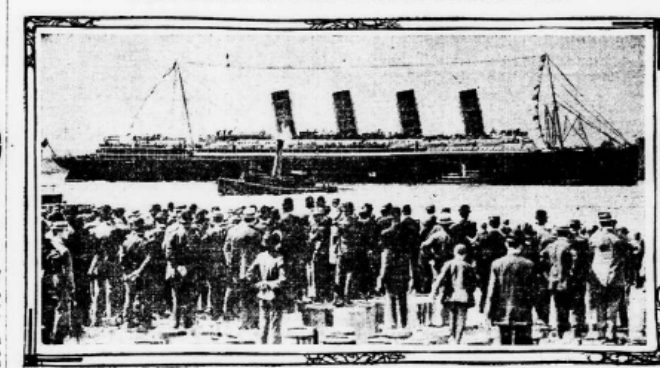
Decree Effective February 18.

Establishment of the German war zone was decreed February 18. The German government's decree defined the war zone as including "all the waters surrounding Great Britain and Ireland, including the entire English channel," although stating specifically that shipping south of the Shetland Islands, in the eastern area of the North Sea, and in the North Atlantic, were not included. The decree also stated that the waters of the Netherlands coast would not be included.

In the war zone which the German government announced its intention to endeavor to destroy every enemy merchant ship found in this area of war, stating that this action had been made necessary by the conduct of Great Britain in carrying on a "mercantile warfare against Germany in a way that defied all the principles of international law."

The German authority is reported to have sent newly constructed submarines of large size and high speed for the present campaign. Few details are available as to the specifications of these vessels. It is said they are able to carry supplies for three months, enabling them to remain out for that length of time without putting into a port or having recourse to a parent ship.

THE TORPEDOED LINER LUSITANIA.



GREAT SHIP OF THE CUNARD COMPANY AS SHE APPEARED NEAR HER DOCK ON HER LAST VOYAGE. SAILING FROM NEW YORK MAY 1.

LUSITANIA DISASTER CAUSES ADMINISTRATION TO WORRY

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 that Washington has faced since the beginning of the war. 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. Officials did not believe there would be complications, unless American lives were lost. There was a supreme confidence among high officials that all the Americans had been saved. In fact, it was disclosed that the United States government had information of an official character several days ago to indicate that Germany intended to destroy the Lusitania at the first opportunity, as a means of terrorizing British shipping and preventing ocean commerce with the allies.

It was taken for granted by officials here that if there existed a plan to sink every passenger had been suggested in the submarine campaign to insure the safety of the passengers, the German would have been from time to time has declared that the purpose of the German submarine campaign was not to cause a loss of life but to strike a blow at British ships and commerce.

While the United States in its own right has insisted that before

CHINA PREPARES TO CONCEDE ALL JAPAN DEMANDS

Ultimatum Handed Peking
Government Without Advisers
and Munition Clauses.

REPUBLIC WILL AVOID
RUPTURE, NIPPON HEARS

Chinese Cabinet Will Bow to Force.
Being Unable to Defend
the Nation.

TOKIO, May 7, 4:40 p.m.—In presenting the ultimatum to China, Japan omitted from the present negotiations all items in group 5 of the amended list of demands with the exception of the portions dealing with the concessions in Fokien, on which an agreement already has been reached.

The demands in group 1 are reserved for future discussion.

PEKING, May 7, 6 p.m.—There is good reason to believe that China is prepared to concede everything demanded by Japan, realizing that the situation is hopeless.

A dispatch sent to the Tokio Nichi Nichi, from its correspondent here, says China has informed Japanese Minister Hiroki that it desired to arrange a settlement of the demands in such a way as to avoid a rupture.

Eki Hiroki, the Japanese minister, went to the Chinese foreign office between 3 and 4 o'clock this afternoon and presented the Japanese ultimatum, which insists that China accede to the demands presented by the Tokio government.

GERMANS STRIKING BLOWS AT RUSSIANS ON GALICIA FRONT

Slavs Reported as Being
Steadily Broken Down, But
They Deny This.

CONCEDE A MEASURE
OF SUCCESS TO FOES

Czer's Forces Report Victory in Battle Near Stry, in the Carpathians.

LONDON, May 7.—The exact status of affairs in the great battle of western Galicia remains in doubt. German and Austrian reports of a spectacular victory are increasingly optimistic. They state that the resistance of the Russians is being broken down steadily and that the whole Carpathian army of the Russians has been placed in a precarious situation.

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, in the Carpathians, farther east than the scene of the present main battle.

The German continue to claim extraordinary successes in pushing their offensive against the Russians. About 40,000 prisoners have been taken by the Germans in the war area to the east of Tarnow and to the north of that place as far as the Vistula river and on the right bank of the Danube, where fighting continues with great fury, it is said in Berlin. Repulse of Russian attacks are reported at many other sections of the eastern front.

Grodno Is Bombed.
According to our official statement.

DR. HOWARD FISHER A LOCAL PASSENGER

Dorothy Conner, formerly a resident of Washington, whose home is now in Bedford, Ore., was in the Lusitania as a nurse. The hospital unit was to have been composed entirely of Americans. Mrs. Fisher is continuing in the Menzies during her husband's absence, and

GUARANTEE

Your Money Back
If You Want It.
See Editorial Page, First Column.

New York



Tribune

WEATHER

FAIR AND COOLER TO-DAY AND
TO-MORROW; S. W. TO S. WINDS.
Yesterday's Temperature:
High, 75; Low, 58.
Full report on Page 10, Part I.

First to Last—the Truth: News - Editorials - Advertisements

Vol. LXXV.... No. 25,011.

(Copyright, 1915,
By The Tribune Association.)

SUNDAY, MAY 9, 1915.—SEVEN PARTS—FIFTY-EIGHT PAGES.

PRICE FIVE CENTS

Germany Admits Torpedoing Lusitania; “Let Them Think,” Bernstorff’s Comment; American Dead 115; 25 Are Children

PRESIDENT POSTPONES JUDGMENT

Wilson Awaits Re-
ports from Berlin
Before Speaking.

INDICTMENT INEVITABLE

Public Desire to Exact
Reparation from Ger-
many Surges Forth.

“Calm Deliberation,”
Says Wilson Statement.

Washington, May 8.—After a con-
ference with the President at the
White House this evening Secretary
Tamm said:

“Of course, the President feels
the disaster and the gravity of the
situation to the utmost, and is con-
sidering very earnestly but very
calmly the right course of action to
be pursued. He knows that the peo-
ple of the country wish and expect
him to act with deliberation as well
as with firmness.”

By W. L. McPHERSON.
Washington, May 8.—This has
been a day of waiting. Not watchful
waiting, but benumbed, quiescent
waiting. The President has been
in seclusion. He has talked freely
to nobody since the grim bulletin
came last night, shattering earlier
hopes that no American lives had
been lost through the torpedoing of
the Lusitania. What the Administra-

WOMEN AND CHILDREN LOST ON THE LUSITANIA.



PHOTO'S
BY
UNDERWOOD

Total Number of Victims Put by Official
Figures at 1,256; Children's Bodies
Among Rows in Cork's Morgues.

NO HOPE OF FINDING MORE SURVIVORS

Bodies of Charles Frohman and Dr. F. S. Pearson
Recovered; No Trace of Alfred G. Vanderbilt,
Elbert Hubbard or Justus Miles Forman.

Berlin (via wireless to London), May 9, 2:45 A. M.—The
following communication was issued to-night:

“The Cunard liner Lusitania was yesterday torpedoed by a
German submarine and sank.

“The Lusitania was naturally armed with guns, as were re-
cently most of the English mercantile steamers. Moreover, as is
well known here, she had large quantities of war material in her
cargo.

“Her owners, therefore, knew to what danger the passengers
were exposed. They alone bear all the responsibility for what has
happened.

“Germany, on her part, left nothing undone to repeatedly
and strongly warn them. The imperial ambassador in Washing-
ton even went so far as to make a public warning, so as to draw
attention to this danger. The English press sneered them; at the
warning and relied on the protection of the British fleet to safe-
guard Atlantic traffic.”

(By Cable to The Tribune.)

Cork, Ireland, May 8.—One hundred and fifteen Americans
perished with the Lusitania. The latest reports indicate that of the
1,256 now believed to have died when the big Cunarder was
torpedoed off the coast of Ireland, nearly six score were American
citizens. Twenty-five of the children who died are believed of
American birth.

Among the identified American dead are Charles Frohman,
Mrs. Amelia McDonald, Patrick Callon, Arthur Foley and Dr. F. S.
Pearson. Alfred Gwynne Vanderbilt's body has not yet been re-
covered, nor have those of Charles Klein, Lindon Bates, jr., or
Justus Miles Forman.

The American Consul at Queenstown says that the bodies of
the following Americans have been landed there and identified:

Mrs. May Brown, J. Fillman or Fillman, L. Jones, Bessie

The Largest
Morning Circulation
In Washington

The Washington Herald

READY
REFERENCE
ROOM
RENTING
BUREAU

#18

NO. 3154

WEATHER—PARTLY CLOUDY.

WASHINGTON, D. C., MONDAY, MAY 31, 1915.

ONE CENT In Washington and Potomac Suburban
Elsewhere TWO CENTS

GERMANY REFUSES TO HALT SUBMARINE WAR

EVADES U. S. DEMANDS BY QUESTIONING FACTS AND SUGGESTING HAGUE

—Declares Lusitania Armed Despite Official Denial
from New York Port Officials—Declares Bluntly
German Naval Officers Will Not Observe Prize
Laws—Text More Disappointing Than Forecast.

OFFER PRESENCE OF MUNITIONS OF WAR
AND RESERVISTS AS EXCUSE FOR MURDER

Germany Refuses to Stop
Submarine War - May 31, 1915




Germany avoids U. S. demands by
questioning the facts about the
Lusitania...




Declares Lusitania armed despite
official denial from New York Port
officials




Argue presence of weapons and
Canadian Troops as excuse for
murder









Strictly Impartial
By Luther Bradley, February 13, 1915




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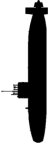

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