

Marks & Copelin Extraordinary Sale

Tomorrow Friday and Saturday

Will Close Out

100 Women's and Misses'

Tailored and Dressy Suits

Attractive models taken from regular stock, comprising high grade suits of serge, gabardine, tweeds and checks; Norfolk, braid bound and dressy coats; circular and tailored skirts.

Regular Prices \$25.00 to \$40.00

No Approvals \$18.00 No Exchanges

31 N. Second St., Near Walnut

MRS. WILLIAM CUMMING STORY
HEADS THE D. A. R. AGAIN



MRS WILLIAM
CUMMING STORY

New York, May 7.—Mrs. William Cumming Story, of this city, who again heads the Daughters of the American Revolution after another stormy session at Washington this year.

Two Women Who Awaited Audience With Wilson Give Up Their Vigil

Washington, D. C., May 7.—Mrs. Lawrence Lewis, Jr., and Mrs. Harry Lowenberg, two Philadelphia woman suffragists who have been besieging the White House to personally ask President Wilson to address some of their number in Philadelphia Monday, gave up to-day and announced they would renew their efforts when the President goes to Philadelphia.

Wireless Says Steamer Was Sunk at 2.33 P. M.

London, May 7, 5.50 P. M.—The manager of the Cunard company has informed the Liverpool Evening Express that he received this afternoon the following message from the wireless station at Old Head, off Kinsale: "The Lusitania was sunk by a submarine at 2.33 o'clock this afternoon eight miles south by west (of this point)." The Lusitania was on her way from Queenstown to Liverpool in order to protect her against possible attack by German submarines caused considerable astonishment on both sides of the ocean and resulted in the issuing of a statement by the British foreign office justifying the use of a neutral flag under circumstances such as these.

Cunarder's Passengers Believed to Be Safe

Queenstown, May 7, 4 P. M.—The admiralty officers here have no news concerning the safety of the passengers and the crew of the Lusitania.

STYLE and ECONOMY



See Our \$10 and \$15 Suits

How can we give such excellent values for so little money is a question frequently asked by many young men who have expressed surprise at the fit, workmanship, material and style embodied in our suits. These prices make it possible for you to own two suits of different pattern for the price some men put into one suit. A greater variety of style at economy prices makes it possible for you to dress better on less money.

Straw Hats \$1.50 to \$1.90
Panamas \$4.90, \$6 and \$7 values

SPECIAL FOR SATURDAY—\$1.50 shirts with pure tub silk front and cuffs
25c Silk Ties at 15c

Salkin's 428 Market Street

CUNARD LINER LUSITANIA TORPEDOED OFF IRELAND

[Continued from First Page.]

London, May 7.—The Cunard line steamer Lusitania from New York, May 1, for Liverpool with 1253 passengers on board, was torpedoed this afternoon at 2 o'clock at a point about ten miles off Old Head, Kinsale, Ireland, and later went down.

It is believed that her 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 she floated a reasonable length of time before going down it is possible that some of the rescuing ships got to her side. It is believed that the Lusitania's water-tight bulkhead would tend to keep her afloat.

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

The presence of German submarines in the trans-Atlantic lanes of travel has been indicated by the sinking during the past 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 her from possible attack on the part of German undersea boats.

The report received here says the liner was eight miles off the Irish coast when she went down.

When the Lusitania sailed she had aboard 1310 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 Germany and Great Britain and her 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 her 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 very full passenger list. Just before the steamer's departure a number of 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 G. Vanderbilt was one of the passengers who received such a message. He destroyed it without comment.

Charles P. Sumner, general agent of the Cunard line was at the pier and in a statement made then said that the voyage of the Lusitania would not be attended by any risk whatever as the liner had a speed of twenty-five and a half knots and was provided with unusual water-tight bulkheads.

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

The Lusitania was delayed for more than two and a half hours in sailing for Liverpool last Saturday on account of having to take over the 163 passengers from the Anchor Liner Cameronia, which was chartered at the last minute by the British Admiralty.

Charles T. Bowring, head of the firm of Bowring Brothers, and president of the St. George's Society, was one of the passengers who sailed on the Lusitania. He commented on the advertisement appearing in the German papers characterizing it as a silly performance and below the dignity of a diplomatic representative of any foreign government.

Alexander Campbell, general manager for John Dewar & Sons, London, who also sailed, referred to the advertisement as "tommy rot."

Other passengers on the Lusitania included Elbert Hubbard, publisher of the Philistine; D. A. Thomas, the wealthy Welsh coal operator and his daughter, Lady Mackworth, the English suffragette. All these persons took occasion to say that they saw nothing to worry at in the advertisement.

New York, May 7.—If the reports are true that the Lusitania was torpedoed at 2 o'clock this morning and that she did not go down until half-past two this afternoon, she was afloat for more than 12 hours, a period of time which undoubtedly gave opportunity for efforts at the removal of passengers.

It is not known just how far from shore the Lusitania was when she was struck.

A dispatch from London set forth that assistance was sent to her. The cablegram was preceded by the following messages:

"Liverpool, May 7.—Land's end wireless reports distress calls made by Lusitania as follows: 'Come at once. Big list. Position ten miles west Kinsale.' 'A third cable dispatch read as follows: 'Queenstown, May 7.—All available craft in harbor dispatched to assist.'"

U. S. Government Keenly Interested in Sinking of Big Cunard Steamship

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.

Submarines May Have Been Waiting For Ship

The presence of German submarines off the southern coast of Ireland and along the line of travel the Lusitania would follow in going to Liverpool, was made known in a dispatch from Glasgow last night which recited that the British steamer Cherbury had been torpedoed in the Atlantic ocean, off the Irish coast, this was on April 27. Two other vessels were sent to the bottom more recently, the Centurion and the Candidate. Just where these ships were attacked has not been made known but their destruction led to the belief that one or more German submarines have been operating in the lines of trans-Atlantic travel. It may be that they were waiting for the Lusitania and in the meanwhile attacked such other vessels as came within their range.

Lusitania Flew U. S. Flag on Trip in February

It was the steamer Lusitania whose flying of the American flag in the month of February on her way from Queenstown to Liverpool in order to protect her against possible attack by German submarines caused considerable astonishment on both sides of the ocean and resulted in the issuing of a statement by the British foreign office justifying the use of a neutral flag under circumstances such as these. The Lusitania was one of the largest of trans-Atlantic liners as well as one of the speediest. She was built in Glasgow in 1906. She was 785 feet long, 88 feet beam and 32,500 and deep. Her gross tonnage was 32,500 and her net tonnage 9,145. She was owned by the Cunard Steamship Company, Limited, of Liverpool. Her captain was W. T. Turner.

Kinsale Is Seaport 13 Miles From City of Cork

Kinsale, off of which the Lusitania was torpedoed, is a seaport of Ireland, 13 miles southwest of Cork. It lies near the entrance of St. George's channel, between Ireland and England, through which trans-Atlantic vessels pass on their way to Liverpool.

Lusitania One Time Held Record For Speed; Ship of Gigantic Size

The Lusitania was one of the largest ships afloat. She, like her sister ship, the Mauretania, was built at Glasgow by J. Brown & Co. Her keel was laid in 1907 and she was finished in 1908. She was 785 feet in length, 88 feet wide, had a tonnage of 32,500 and a depth of 60 feet 6 inches and had a capacity of 70,000 horsepower, generating a speed of 23.58 knots an hour. Her displacement was 45,000 tons. In 1908 she held the speed record of the world, doing the distance between New York and Queenstown in 4 days 15 hours. Her sister ship beat this by 4 hours 19 minutes. The Lusitania was a steamer of the Cunard Line and had accommodations for 1,310 passengers. She burned 1,000 tons of coal a day. She was one of the largest ships afloat.

Transylvania Will Sail From New York Dock at 5 O'clock This Afternoon

New York, May 7.—The sinking of the Lusitania will cause no change in the arrangements for the Cunard liner Transylvania to sail, the line announced. The Transylvania is due to sail from this port for Liverpool at 5 o'clock this afternoon. She will sail, it was announced, as scheduled.

TWENTY BOATS NEAR LUSITANIA

London, May 7, 6.43 P. M.—The Cunard Line gave out information this evening to the effect that there are about twenty boats in the vicinity of the spot where the Lusitania went down. Sixteen more boats, the line says, have been dispatched to the scene for rescue work.

Favorable Settlement in Far East Reported From Official Source

WASHINGTON, MAY 7.—INFORMATION FROM A HIGH OFFICIAL SOURCE LATE TO-DAY IS THAT THE FAR EASTERN CRISIS HAS BEEN AVERTED AND THAT A FAVORABLE SETTLEMENT BETWEEN JAPAN AND CHINA IS IN PROSPECT.

OWING to the exceptionally heavy stock in our Ladies' Department at this time of the season, and due to the fact that we do not carry over any out-of-season goods, we are going to dispose of our overburdened stocks at prices which will undersell any competitor in this city.

Commencing to-morrow we will offer the following:



Ladies' Suits

In all the approved shades, styles and materials, such as poplins, gabardines, serges, etc.

Over 150 garments to choose

\$14.85 from, in all sizes. Values up to \$25.00.



Ladies' Coats

All the popular models of the season. Extensive assortment to choose from. Coats that sold up to \$15.00, this sale \$6.85

The same price reductions will prevail proportionally in all other departments.

Our Men's Department is replete with all the predominating styles and materials of the season. The high standard of our clothes speaks for itself.

CASH or CREDIT || LIVINGSTON'S || ALTERING DONE FREE
9 South Market Square

Germans Issue Warning to Passengers Against Sailing on Lusitania

Just prior to the sailing of the Lusitania the German embassy had warned persons against going abroad, because of the dangers from submarines and the following advertisement was inserted in the New York newspapers:

J. J. Black, New York.
Thomas Bloomfield, New York.
James Bohan, Toronto, Canada.
E. B. Bowen, Boston.
Mr. Boulton, Jr., Chicago.
Miss Braithwaite, Morristown, N. J.
Miss Josephine Brandell, New York.
Allen Bredge and wife, New York.
C. T. Broderick, Boston.
W. Broderick-Cloete, San Antonio, Texas.
H. Brooks, New York.
Mrs. F. H. Brown, New York.

Loss of American Lives May Complicate Matters

Washington, May 7.—Officials do not believe there will be complications, unless American lives are lost. It was taken for granted by officials here that if there existed a plan in the German admiralty to torpedo the Lusitania every precaution had been suggested to the submarine commander to insure the safety of the passengers. The German embassy here 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.

Lifeboats Over Side Before Ship Went Down

Queenstown, May 7.—News received here from the steamer Lusitania at 3.25 p. m. said that before sinking her lifeboats were over her sides.

Lusitania Sent Out Her First Call at 2.15

Queenstown, May 7.—According to a report received here the first wireless S. O. S. call was sent by the Lusitania at 2.15. This read: "Want assistance" listing badly.

ASSISTANCE HURRIED TO SEA

Queenstown, May 7, 5.55 P. M.—Immediately the news of the torpedoing of the Lusitania was received here the admiral in command of the naval station dispatched to the scene all assistance available. The tugs Warrior, Stormcock and Julia, together with five trawlers and the local lifeboat in tow of a tug, were hurried to sea.

PAGE HAS LITTLE NEWS

Washington, D. C., May 7.—Ambassador Page, at London, cabled: "Lusitania torpedoed and sunk within thirty minutes. No news of passengers yet."

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."

LIST OF PASSENGERS ON LUSITANIA ANNOUNCED

[Continued from First Page.]

- Mr. and Mrs. Paul Crompton, Stephentown, N. Y.
- John and Alberta Compton and infant and nurse all of Philadelphia.
- A. B. Cross,
- R. E. Dearbergh, New York.
- Justin M. Forman, New York.
- Mr. and Mrs. Charles F. Fowles, New York.
- Edwin W. Friend, Farmington, Conn.
- Charles Frohman and valet, New York.
- Fred J. Gauntlett, New York.
- Edward Gorer, New York.
- Mr. and Mrs. Montague Grant, Chicago.
- Mr. and Mrs. Fred Hammond, Toronto.
- Mr. and Mrs. O. H. Hammond, New York.
- C. C. Harwick, New York.
- T. Hill, London.
- Mr. and Mrs. William S. Hodges and children, W. S. Jr., and Dean W., Philadelphia.
- L. Hopkins, New York.
- Mr. and Mrs. Elbert Hubbard, East Aurora, N. Y.
- Miss P. Hutchinson, Orange, N. J.
- C. T. Jeffrey, Chicago.
- Miss Jones, New York.
- Herman A. Myers, New York.
- F. G. Nauman, New York.
- G. H. Page, New York.
- Frank Partridge, New York.
- Dr. and Mrs. F. H. Pearson, New York.
- Major and Mrs. F. Warren Pearl, infant and maid, New York.
- Misses Amy W. and Susan W. Pearl and maid, New York.
- Master Stuard Duncan D. Pearl, New York.
- Edwin Perking, New York.
- Frederick P. Perry, Buffalo, N. Y.
- Henry Pollard, New York.
- Miss Theodate Pope and maid, Farmington, Conn.
- George J. Powell, New York.
- Frances C. Kellett, New York.
- Mrs. Hickson Kenny, New York.
- Miss Kathryn Kennedy, New York.
- Mr. and Mrs. Harry J. Keser, Philadelphia.
- William W. Ketchum, New York.
- Mr. and Mrs. H. C. Kimball, New York.
- T. B. King, New York.
- Charles Klein, New York.
- C. R. Kward Knight, Baltimore.
- Miss Elaine H. Knight, Baltimore.
- S. M. Knox, Philadelphia.
- Sir Hugh Lane, England.
- Charles E. Laurin, Jr., Boston.
- James Seary, New York.
- Gerald Letts, New York.
- Mrs. Perham, New York.
- Mr. and Mrs. Loney, Miss Loney and maid, New York.
- Mrs. A. C. Luck and two children, Worcester, Mass.
- John W. McConnell, Memphis, Tenn.
- William McLean, New York.
- Fred A. McMurty, New York.
- E. E. MacLennan, New York.
- Mrs. Henry D. MacCona, New York.
- Mr. and Mrs. Stewart, Mason, Boston.
- M. B. Medbury, New York.
- H. H. Meyers, New York.
- C. B. Mills, New York.
- James B. Mitchell, Philadelphia.
- R. T. Moodie, New York.
- G. G. Mestay, New York.
- Herman A. Myers, New York.
- George A. Powell, New York.
- Robert Rankin, New York.
- Dr. Owen Renan, New York.
- Leon M. Schwabacher, Baltimore.
- August W. Schwartz, New York.
- Max M. Schwartz, New York.
- Percy Secomb, Boston.
- Miss Elizabeth Ecombe, Boston.
- Mr. and Mrs. Victor E. Shields, Cincinnati.
- R. D. Shymer, New York.
- M. T. Shidwell, New York.
- Miss Jessie Taft Smith, Braceville, Ohio.
- H. B. Sonneborn, Baltimore.
- Herbert S. Stone, New York.
- Mr. and Mrs. E. Bligh Thompson, Indiana.

George Tiberghien, New York.
H. J. Timmons, New York.
Miss Mabel Twinlow, New York.
A. G. Vanderbilt and valet, New York.
Mrs. A. T. Wakefield, New York.
D. Walker, New York.
Mrs. Catherine E. Willey, Lake Forest, Illinois.
T. H. Williams, New York.
C. F. Williamson, New York.
Mrs. A. F. Witherby, New York.
Master A. T. Witherby, New York.
Lathrop Withington, Boston.
Arthur Wood, New York.

PASSENGERS' FATE IS NOT YET ESTABLISHED

[Continued from First Page.]

where Lusitania sank. About fifteen other boats are making for spot to render assistance.

The third cablegram was dated Liverpool and read: "Following rescue by admiral: Galley Head, 4.25 P. M.—Several boats, apparently survivors, southeast nine miles. Greek steamer proceeding to assist."

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.

No definite news as to the fate of the passengers had 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. The period of intense excitement followed. Prices in war specialties broke 15 to 30 points within an hour. Stable issues dropped 5 to 10 points.

Late to-day 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.

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.

Message Says It Is Apparent Ship Was Sunk Without Warning

(By International News Service) Liverpool, May 7.—S. J. Lister, general manager of the Cunard Steamship Company at Liverpool, gave the following statement to the press at 6:20 o'clock this evening:

"We have received information that the Lusitania was torpedoed at 2:33 o'clock to-day when ten miles south of Old Kinsale Head.

"Just previously the Lusitania had sent out a wireless call, 'Come at once. We have been hit.' That was the last heard from her.

"The Lusitania had 1,318 souls aboard, including 665 of the crew and 1,253 passengers.

"It is apparent that the Lusitania was sunk without any warning."

Mr. Lister added that if any passengers were saved, as he hoped there would be, they would be landed on the Irish coast and brought home.

Reported to Have Been in Difficulty at Noon

Queenstown, May 7.—The Lusitania was seen from the signal station at Kinsale to be in difficulties at noon. She had completely sunk at 2.33 p. m. This indicates that the liner floated two hours and a half after being torpedoed. The beginning of her trouble.