

OVER A THOUSAND LIVES LOST IN THE LUSITANIA

German Pirates Take Heavy Toll Of World's Neutrals. Two Torpedoes Hit Her, And She Floated Only Half An Hour.

More than one thousand lives were lost when the Cunard liner Lusitania was torpedoed without warning off Old Head of Kinsale, Ireland, by a German submarine Friday afternoon, sinking within 35 minutes.

Out of a total number of 2,104 persons aboard, passengers and crew, with over 200 Canadians and 189 United States citizens, between 800 and 900 are reported ashore at Queenstown, Kinsale, Galley Head and Clonakilly, but a late bulletin received by the Cunard Company in New York from a chief steward expressed his belief that no more than 500 or 600 were saved.

Among the survivors, it is reported, are many wounded, who have been taken to the naval hospital at Queenstown, thus establishing that the explosion must have been terrific, or there was a second interior explosion.

LOSS OF LIFE ENORMOUS. London, Saturday, May 8 (2 a. m.)—The impression is growing hourly stronger that the loss of life by the destruction of the Lusitania was enormous.

The very latest bulletins received enumerate so few survivors that it is feared that more than 1,000 may have perished. It is impossible to give any list of survivors to-night, as neither the British Admiralty nor the Cunard Company has been able to get one.

Out of the 2,104 passengers and crew aboard the ship, 1,254 passengers and 850 crew, there is definite information concerning less than 1,000 of them, and even the unconfirmed reports of rescues at various ports add very few more to the list.

The latest bulletin comes from Queenstown by way of Liverpool through the Cunard Company. It reads: "Queenstown wires that the Stormcock is landing about 160 passengers and crew. It is reported by the Admiralty that the trawlers Dock and Indian Empire have about 200; the tub Flying Fish 100; three torpedo boats have 45 living and four dead.

OTHER POINTS TO HEAR FROM. This is the first definite statement of the survivors. There are other reports that 700 have been landed at Clonakilly, about nine miles to the west and south of the scene, and 11 persons at Kinsale, but whether the number have been twice counted is not known.

Two Explosions. Although information from Ireland, allowed to be made public, has been entirely fragmentary, little by little it is becoming known that either by an external or internal explosion, perhaps by both, the giant ship was blown almost apart this afternoon off Old Head of Kinsale.

Then the observer made out the small boats on the spot left when the big ship vanished.

There are 20 of them, he reported. A little later, "Other boats, including a big Greek steamship, are around there. They are picking up the small boats." Then came a procession of bulletins from all points.

The Admiralty received a bulletin from Galley Head: "Several boats, apparently survivors, southeast nine miles from here; a Greek steamer is proceeding to assist."

Other ports sent word of the twenty small boats which could carry perhaps 800 persons in a very calm sea. But no one could tell how many were in them or how many had been picked up by the rescuing ships.

The Lusitania was sunk by a submarine at 2.32 this afternoon, eight miles south by west of Old Head of Kinsale.

The Lusitania was the third big trans-Atlantic liner lost since the war started. The others were the White Star liner Oceanic, wrecked off the North coast of Scotland Sept. 3 last, and the North German Lloyd steamer Kaiser Wilhelm der Grosse, converted into a German auxiliary cruiser and sunk by the British cruiser Highflyer Aug. 27.

THE FIRST FOREBODING. The Admiralty threw the first note of foreboding, so far as human life was concerned, early last evening. Their official messages had precedence over all others.

Efforts to use the telephone were of no letter use than the telegraph. The word was to come out, as the censor wanted it to come, and that is all London had last night or has this morning.

It is fair to say, however, that the British Government, as well as the Cunard Company, is making every effort to get the exact facts. They may not make any statement for some hours, but when it comes it will be as comprehensive as it can be made.

NEW YORK, May 1.—The first news of the torpedoing and sinking of the Cunard liner Lusitania came shortly after 1 p. m. to-day through an announcement from the local offices of the Cunard Line.

form of an advertisement, did not result in the cancellation of a single passage, nor did anonymous notes of warning, said to have been received by some passengers just before the big liner left her pier, deter anyone from sailing.

Reports from Washington that it was privately known in official quarters that the Lusitania was to be torpedoed at the first opportunity gave color to the opinion expressed in shipping circles to-night that the Embassy's warning was intended to apply particularly to the Lusitanians.

WELL-KNOWN PEOPLE ABOARD. Among the well-known passengers on the Lusitania are Alfred Gwynne Vanderbilt, Charles T. Bowring, of New York, head of the firm of Bowring Brothers; Alexander Campbell, general manager for John Dewar & Sons, London; Elbert Hubbard, publisher of the "Philistia"; D. A. Thomas, the wealthy Welsh coal operator, and his daughter, Lady Mack Worth, an English suffragette, and Rev. Basil W. Maturin, Oxford, England.

HAD \$750,000 CARGO. The Lusitania's cargo was valued at about three-quarters of a million dollars, and contained a large quantity of war supplies. Her manifest included 230,000 pounds of brass and copper wire, \$66,000 worth of military goods, and 5,471 cases of ammunition valued at \$209,024, all of which was contraband of war.

The news created perhaps the greatest consternation in exporting circles where the question arose as to the probable course of the steamship companies in maintaining their schedules in the future.

There were no cancellations announced to-day, and despite the fate of the Lusitania, the Cunard Line permitted the Anchor Line Transylvania to sail this evening for Liverpool. Out of her 879 passengers only 12 cancelled their passage.

WAS IN THE WAR ZONE. The Lusitania is the twenty-ninth vessel, counting trawlers, to be sunk or damaged in the first week of May in the German war zone about 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 mines or submarines.

During the last fortnight German submarines have carried on the most active campaign of any time since the war began. Sixteen of the 29 vessels were British trawlers. There were four British and one French merchantmen in the list. The others were vessels of neutral nations.

INSURANCE OVER \$5,000,000. New York, May 7.—The tremendous financial loss incurred by the sinking of the Lusitania, it is generally believed, will fall on the Cunard Company and the British Government.

KNOWN SURVIVORS OF LUSITANIA DISASTER

List Compiled From Cables to New York and Washington. Sent By U. S. Consul at Queenstown, Ireland.

New York, May 8.—The following list of Lusitania survivors has been compiled from cable despatches received in New York, and from the list sent by the American Consul at Queenstown to the State Department, and sent out from Washington.

Kay, Robert. Kaye, Miss Katherine. Kessler, George (New York). Knox, H. M. (Philadelphia). Lane, G. B. Lasseter, Mrs. H. B. (London). Lasseter, F. (London). Lauriat, Jr. Charles E. (Boston). Leary, James (New York). Levin, Thomas D. (not on passenger list). Levinson, Joseph (not on passenger list). Lewis, third officer J. F. Light, Herbert. Lines, Stanley L. B. Lines, Mrs. Stanley L. Linson, Jr. J. Livermore, Vernar. Lockhart, R. R. (Toronto). Loney, Miss (New York). Lund, Mrs. C. H. Lurdon, Mrs. Andrew (and infant). McConnell, John W. (Memphis, Tenn.). McMurray, L. (Toronto). Mack Worth, Lady (Cardiff, Wales). Manley, A. (not on passenger list). Marquand, Uno (not on passenger list). Maricha, Joseph (wife and two daughters). Martin, Miss E. Mathews, A. T. (Montreal). Mercine, Mrs. (not on passenger list). Meyers, W. G. E. (passenger list gives H. H. Meyers). Mayo, Miss May. Mesh, Mrs. Thomas (not on passenger list). Moers, Daniel. Moore, John. Morris, Rev. H. C. S. Mosley, G. G. (New York). Murdoch, Miss Jessie (not on passenger list). Neath, H. (not on passenger list). North, Miss Olive. O'Donnell, Patrick. O'Stevan, Thomas. Pappadonio, M. N. (Greece). Pappadonio, Mrs. M. N. (Greece). Parker, James (passenger list gives W. Parkes). Paynter, Mrs. Irene (Liverpool). Pearl, Arday. Pearl, Major F. Warren (New York). Pearl, Mrs. F. Warren and two children (New York). Pearl, Stuart Duncan D. (New York). Perr, F. K. A. (probably Frederick Phillips, Thomas (passenger list gives William Phillips). Phillips, Wallace E. (New York). Rankin, Robert (New York). Reddy, G. (passenger list gives J. R. Reddie). Rowan, Frederick (list gives A. Rowan). Scott, P. (probably George Scott). Sharp, Samuel. Simpson, Rev. H. W. Siddell, Thomas (probably M. T. Siddell, of New York). Smith, J. Preston. Smith, Miss Jessie Taft (Braceville, Ohio). Steele, George. Stockton, Robert (probably A. Stockton). Sullivan, Mrs. F. Sweeney, John M. Taylor, Richard Lionel (Montreal). Thomas, D. A. (Cardiff, Wales). Tierney, Michael (probably James Tierney, of Pittsburgh). Turner, Captain W. F. (of Lusitania). Vassar, W. A. F. (London). Walker, Annie (probably Mary Walker). Ward, Charles. Ward, Mrs. Charles. Ward, George. Webb, Miss Minnie. Williams, Edith. Winter, Miss T. Witherbee, Mrs. A. F. (New York). Wolfenden, Mrs. John Wright, Robert C. Young, Philip (Montreal).

CARRIED LITTLE MAIL. Washington, May 7.—The Lusitania carried a very small quantity of mail, according to the Post-Office Department. There were forty bags for England and 42 for other European countries. These, it is said, contained mail that was specially addressed to 20 by the Lusitania, the New York, of the American line, sailed from New York within a few hours of the Lusitania on Saturday, and she carried 2,700 bags of mail for England and the continent.

THE TRANSYLVANIA SAILS. New York, May 7.—The British steamer Transylvania, of the Anchor Line, sailed to-day for Liverpool, a few hours after the news of the Lusitania's sinking had been received. The Transylvania's cabins were crowded

her agents said. There were 879 passengers aboard and others who wanted to go, according to the line, could not be accommodated for lack of room.

Captain John Black, who was recently transferred to the Transylvania from the British auxiliary cruiser Columbia, commanded the ship.

"I have been hunting for a submarine ever since this war began," was his comment on this trip and "I only hope I see one on this trip and that she comes close enough for me to ram her." All precautions, however, Captain Black said, would be observed when the Transylvania reached the war zone.

Of the Transylvania's passengers, 117 were in the first cabin, 310 in the second, and 452 in the steerage. Almost half the passengers were from Canada, it was said. There was little nervousness apparent among the passengers, all of whom had heard of the Lusitania's fate. Twelve last-minute cancellations were recorded. This, it was said, was not an unusual number. Four of those who cancelled their passage, officials said, did so because of illness. The reason why the others cancelled was not disclosed. The Transylvania, due to sail at 5 o'clock in the afternoon, was an hour late in getting away.

When a fellow removes the cigars from his waistcoat pocket before embracing his sweetheart she may be justified in her suspicions that she is not the only girl he has ever loved.