NOTABLE AMERICANS REPORTED MISSING

VANDERBILT, FROHMAN, HUBBARD AND OTHER NOTED AMERICANS REPORTED TO HAVE PERISHED

Casualty List Will Exceed 1,500, Admiralty Office Reports—Many Die After Being Brought Ashore—United States Consul Accounts For Less Than Half of Americans on Passenger List.

London, May 8, (10 A. M.)—Fifteen hundred persons lost their lives, the British Admiralty estimates, when the Cunard line steamship Lusitania was torpedoed yesterday afternoon off Old Head, Kinsale on the Irish coast.

The known survivors number only 658 while there were 2,160 souls aboard the great liner when she was attacked. Of those who were saved, 595 were landed at Queenstown and 11 at Kinsale while 52 others were reported to be aboard a steamer.

All but one of the rescue fleet of torpedo boats, tugs and trawlers which went out from Queenstown have reported. There is a slender hope that fishing boats may have rescued a few more.

In addition to the living brought ashore the bodies of 45 who died of injuries or were drowned have been landed at Queenstown. Five more are at Kinsale and it has been reported that an armed trawler accompanied by two fishing boats has picked up others.

Work of compiling a list of those saved is progressing slowly because of the indescribable confusion at Queenstown but apparently few first cabin passengers are among the survivors. The United States consul at that port can account for only fiftyond Americans saved out of 188 who were aboard. His roll does not include the names of Alfred Gwynn Vanderbilt, Charles Frohman, Elbert Hubbard, Justus Miles Forman, the author, or Charles Klein, the playwright.

Of the Americans aboard, 106 were in the first cabin, 65 in the second cabin, 17 in the steerage.

The heavy loss of life among the first cabin passengers is believed to have been due to the calmness and self-possession they displayed in face of danger. Most of them were at luncheon when the steamer received her death blow and declined to join the rush for the boats and life belts. They believed the Cunarder would remain afloat until assistance could arrive.

NO WORD FROM LOCAL MAN ON LUSITANIA

ISAAC B. TRUMBULL

MORE THAN 1,600 NAMES MISSING IN LIST OF RESCUED

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:

Abramowitz, S.; Adams, Mrs. Henry, (Boston); Adams, William M.; Alles, N. M., (New York); Ayala, Julian De.

Balba, John J., (passenger list gives Baba); Ballantyne, Margaret; Bernard, C. P., (New York); Bernard, Oliver, (Boston); Birmingham, H. Edgar, (not on passenger list); Bohan, James, (Toronto); Bottomley, Frederick, (not on passenger list); Bowering, Charles W., (New York); Boyle, Nicholas P.; Brandell, Miss Josephine (New York); Bretherton, Mrs.; Brooks, J. H., (New York); (Bridgeport); Burgess, Henry G., (New York); Burnside, Mrs. (New York); Byington, A. J., (London); Byrne, Michael G., (New York).

Cairns, M., (not on passenger list); Cannon, Owen, (not on passenger list); Chambers, Guy; Charles, J. H., (Toronto); Charles, Miss Doris, (Toronto); Clark, A., (Toronto); Cliff, Patrick, (passenger list gives Horace Clift); Holbrook, H. G., (Toronto); Collis, Edwin M.; Connor, Miss Dorothy, (New York); Cowper, Ernest, (Toronto); Crosley, Cyrus; Crosley, Mrs. Cyrus; Cross, A. B.

Daley, H. M. (not given in passenger list); Davis, Emily, (passenger list gives Miss Annie Davis); Dawson, Woodward Walter; Dodd, Miss Dorothy; Doherty, Mrs. (and infant); Duckworth, Elizabeth; Duguid, Geo.; Dyer, Robert.

Ellis, John; Evans, T. J. M. (not on passenger list); Ewart, Robert T.; Fereresswich, John (not on passenger list); Fernandy, Edward (not on passenger list); Fish, Mrs. (and two children); Freeman, John.

Gardner, R.; Gautlett, F. J., New York; Ghiberdot, Herbert; Grabb, O. H. (not on passenger list); Gwyer, Rev. H. L.; Gwyer, Mrs. H. L.

Hammond, Mrs., New York; Hardy, Miss E.; Harnwick, C. C., New York; Harriman, Cornelius (not on passenger list); Harris, D. C.; Henderson, Huntley; Henderson, Violet; Herris, John (not on passenger list); Hill, Mrs. C. T. (London); Holland, Miss; Holland, Mrs. Nina; Hooke, Elsie, (not on passenger list); Hooke, J. (passenger list gives George Hooke); Hotchkiss, Charles (not on passenger list); Houghton, J. H. (not on passenger list); Housnell, Edgar; Jeffery, A. M. (no ton passenger list); Jefferie, Charles (Chicago); Jenkins, Bertram (New York); Jenkins, Frances, (no ton passenger list; Jones, first officer, A. K.; Judson, Fred E.; Kaye, Robert; Kaye, Miss Katherine; Jessler, George (New York); Knox, S. M., Philadelphia.

Lane, A. B.; Lasetter, Mrs. S. B. (London); Lassetter, F. (London); Lauriat, Jr., Charles E. (Boston); Leary, James (New York); Levine, Thomas (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. B.; Lynnson, 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); MacWorth, Lady (Cardiff, Wales); Manley (not on passenger list); Marderud, H. (not on passenger list); Marichal, Joseph, wife and two daughters; Martin, Miss R.; Mathews, A. T. (Montreal); Mereline, Mrs. (not on passenger list); Meyers, W. G. E. (passenger list gives H. H. Meyers); Maycock, Miss May; Mess, Mrs. Thomas (not on passenger list); Moore, Daniel; Moore, John (possibly Manchester, Conn.); Morris, Rev. H. C. S.; Mosley, G. G. (New York); Murdock, Miss Jessie (not on passenger list).

Neath, H. P., (not on passenger list; North, Miss Oliver; O'Donnell, Patrick; Ostevan, Thomas.

Pappadopoulo, M. N., (Greece); Pappadopoulo, Mrs. M. N., (Greece); Parker, James (passenger list gives W. Parkes); Paynter, Mrs. Irene, (Liverpool); Pearl, Ardray; Pearl, Major F. Warren, (New York); Pearl, Mrs. F. Warren (and two children.)

Pearl, Stuart Duncan D., (New York); Perry, F. K. A. (probably Frederick J. Perry); Phillips, Thomas (passenger list gives William Phillips); Phillips, William B., (New York).

Rankin, Robert, (New York); Reiddy, G. (passenger list gives J. R. Readdie); Rowan, Frederick (list gives A. Rowen.)

Scott, J. (probably George Scott); Sharp, Samuel; Simpson, Rev. H. W.; Slidell, Thomas, (probably M. T. Slidell, of New York); Smith, J. Preston; Smith, Miss Jessie Taft, Braceville, O.; Steele, George; Stevens, E. Stockton, Robert (probably A. Stockton); Sullivan, Mrs. F.; Sweeney, John M.

Taylor, Richard Lionel, (Montreal); Thomas, C. A., (Cardiff); 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; Ward, Mrs. George; Webb, Mrs. Minnie; Williams, Edith; Winter, Miss T.; Witherbee, Mrs. A. F. (New York); Wolfenden, Mrs. John; Wright, Robert C.

Young, Philip (Montreal.)

Among additional survivors are: J. J. Battersby, Stockport, Eng., (recently in Danbury); Patrick J. McLoughlin, (probably Hartford); John Mazurick (steerage — may be Yban Mosiak, of Waterbury).

New York, May 8.—The Cunard offices to-day gave out a list of first cabin passenger survivors as received by it. Names on this list not included in list carried by The Associated Press from Queenstown included the following:

Lady Allen, Montreal; James Baker, England; H. Boulton, Jr., London; P. Bushwell, New York; Rev. Cowley Clarke, London; Dr. Howard Fisher, New York; Dean W. Hodges, Philadelphia; Miss Rita J. Olivet, Chicago; M. Kempson, Toronton; Mrs. Learoyd and maid, Sydney, Australia; Isaac Lehmann, Liverpool; Mrs. Loney, New York; Mrs. A. B. Osborne, Hamilton, Ont.; Mrs. F. Padley, Liverpool; William J. Pierpont, Liverpool; Miss Theodate Pope, Farmington, Conn.; E. D. Posen, Farmington, Conn.; N. A. Radcliff, New York; R. J. Timis, New York; F. E. O. Tootal, London.

add LIST SURVIVORS—1

J. J. Battersby, Stockport; William Lardner, of Toronto; D. V. Moore, of Gaukton, S. D.; Miss Christina McColum, of Ottawa; Lieut. H. F. Cammell, Michael Pulik (steerage); Osmond Bartle Wordsworth, Mrs. Arthur Candlish, Douglas Hertz (there is a K. C. Hertz in the second cabin passenger list), New York; Edward Barrie, Mrs. Thomas Broomlie, Mrs. Davey Plank, Harold Denis Boulton, Mr. and Mrs. H. W. Taylor, Mr. and Mrs. H. B. Bryce, of Syracuse, who were transferred from the Cameronia; David Dalry Rimple; Mrs. James A. Battee; Mrs. Stanley B. Lines, Edward Peacesok, Miss Helen Smith, James Sydney, Arlein, Henry E. Needham, George Thornley, Patrick J. McLoughlin, William G. Jones, William Spencer Hill, Andrew Cockburn, second Engineer of the Lusitania; Carl Elmer Foss, Jacob Shekraboff (steerage); John Mazurok, (steerage); Edgar Junchyk, Robert Helden, (steerage); Norman Stones, Frederick Webster, Master William Webster, Master H. Webster, Miss W. Campbell, Mrs. A. E. Adams, James Haldain, Guy R. Cockburn, H. R. Dreer, R. V. Gray, C. M. Griffiths, Mrs. D. Walandrew, John Gatlay, Alfred Stockton, Robert Flortis, Mary Bird (stewardess), Fannie Norecroft, (stewardess), Mrs. M. W. Elliott, William Murhead, (steerage).

The following survivors of the Lusitania have been reported in addition to those whose names were previously transmitted:

Webster M. McClintok, Elizabeth Hampshire, an unidentified child; Dewl Michael, Edward Webster, Mrs. Thos. Brownlie, Mrs. Edward Needlemarsh, George Williams, Belbrough McDonald, Cryril J. Wallace, Frank Baba, Robert Williams, Ada Mandy, Freda Neathly, Kate Wilks, George J. Battley, Mrs. Mary Delaney, Ola Uhonan, M. Kerceron, Thomas Stephaise, W. G. Shaikell, Martin S. Payne, Frederick Spudson, Peter Kharmian, Nora Tohen, Kate Spendley, Mrs. Ray Hawley, Agnes Crosbie, Robert Farrow.

A. Heskett, F. F. Lucks, Andrew Page, Michael Gannahar (steerage); John Allen, Thomas Handells, William Schrimbeause, Meta Moody, Vincent Egana, Annie Rowan, (steerage); Fannie Marshall, (steerage); Mrs. Genie Fife, Anna and Mena Campbell, Mrs. Samuel George, Annie Kilkenney, (steerage); Evelyn Will, Agness Will, Edward Tairy, Herbert Secchi (the second class list has name of Mrs. P. Secchi), Stewart Duncan, Pearl Andrews, Perth Grill, Miss Molly Mainman, Edward Mainman, Mrs. Elizabeth Mainman Sarah McLellan, a baby mainman, Edward Booth (the second cabin list carries name of Mrs H. Booth and infant), Miss Violet James (steerage), Francis Franklin, Mrs. E. Lohden, Miss Elsie Lohden, Mrs. Margaret Faulds, W. Jain Gardner, Mrs. C. McCalm, ——— Brook, Mrs. O. H. Lund, Chicago; W. R. Tigon, Aino Antella, Sin Carlo, Ruth Wordsworth, Mrs. Ed Middlemast, Regina, Saskatchewan; Arthur Sheppardson, Los Angeles; Soren Rosenson; Robert W. Waley, C. T. Knight, (quartermaster); William Egan, Robert Chisholm, (steward); Sydney Fourel, (steward); Edward J. Highway (crew); Michael Cusheon, Campbell McKeehen.

Guard At Door Of Bernstorff's Suite In Hotel

New York, May 8—Count Von Bernstorff, German ambassador to the United States, who reached this city last night, remained in seclusion today. At the hotel where he was staying it was said that he had gone to Washington. It is understood that he left orders not to be disturbed.

At the entrance of the suite, usually occupied by Count Von Bernstorff, a guard was stationed today.

"JUSTIFIABLE," SAYS DERNBURG

Cleveland, May 8—Dr. Bernard Dernburg, former German colonial secretary, who arrived here today from New York to address the City Club, holds the sinking of the Lusitania by a German submarine to be justifiable. He takes this position because the Lusitania carried contraband of war and also because the boat was classified as an auxiliary cruiser at the disposal of the British admiralty. Warnings given by the German embassy at Washington together with the note of Feb. 18 from Berlin declaring the existence of war zones relieve Germany from responsibility for loss of lives of Americans, he said.

Dr. Dernburg also characterized the torpedoing of the American tank liner Gulflight, carrying a cargo of oil from France to England, as justifiable.

COMMANDER STACKHOUSE IS REPORTED MISSING

New York, May 8—Commander J. Foster Stackhouse, the British explorer and head of the proposed British Antarctic expedition which contemplated a seven year trip to chart the southern seas, is reported missing. Commander Stackhouse came over here last summer to seek the assistance of Americans in the enterprise and purchased exploring ship Discovery for the purpose. The fruition of the expedition was delayed by the war.

Dr. Pearson, well known American engineer, also one of the Lusitania's passengers, was associated with Commander Stackhouse as one of the backers of the expedition. Dr. Pearson, who was accompanied by his wife, was well known in New York as a financial factor in Mexican railroad and electrical power enterprises.

TAFTVILLE GIRL SAVED

New Haven, May 8—Elizabeth Duckworth, who was saved, lived in Taftville, and was employed in the Ponemah mills. She was returning to her English home.

CONNECTICUT PEOPLE SAFE

New Haven, May 8—In list of survivors the Patrick J. McLoughlin is probably of Hartford; James H. Brooks, of New York, a resident of Bridgeport; John Mazurok, of Waterbury, where he was booked as Yban Mozwiaki J. J. Battersbee was a visitor in Danbury last week.

FEARS BROTHER IS LOST.

Waterbury, May 8—John Marendaz, of this city, fears that his brother may have gone down with the Lusitania. His brother is Edward Marendaz, a petty officer on the Lusitania and in the employ of the Cunard Line for the last 3 or 4 years.

Ladies of the G. A. R. To Strew Sound With Wreaths of Flowers

A beautiful custom will be inaugurated on the morning of Memorial day by the Ladies of the G. A. R. and the Woman's Relief Corps of the G. A. R. when they spread floral wreaths on the high tide of Long Island Sound in memory of the sailor dead. The pretty ceremony will be held from Point Lookout at Seaside park.

Great Britain's Peril Turns Poet Watson To Prose

WILLIAM WATSON

London, May 8—William Watson, the poet, has contributed a prose article to the Evening News in which he denounces the apathy of the British government and people in the following terms:

"It is high time that the masses o the people of this country had it driven and hammered into their somewhat slow minds (for no gentler mode of introducing it will suffice) that it is very doubtful indeed whether we are going to beat the Germans at all."

Criticising the "lulling assurance that all will ultimately be well," Mr. Watson praises the spirit of the Germans and declares "our allies and we ourselves are in imminent and grievous peril."

TRUMBULL WENT TO SELL CYCLE CARS TO THE BRITISH ARMY

At his beautiful residence, 440 Mill Hill avenue, the wife and thirteen year old daughter of Isaac B. Trumbull, treasurer of both the Connecticut Electric Mfg. Co., and the Trumbull Cycle Car Company of this city, a passenger on the torpedoed Lusitania waited last night and to-day in constant fear that word of his death might be announced.

Members of the Trumbull family had arranged to go to a performance of Robert Mantell with friends when despatches telling of the great marine disaster were received. Though the mother was greatly unnerved by the news it was not until late at night, and in the belief that all passengers had been saved, that the daughter was informed of the facts.

Alexander H. Trumbull, president of both concerns, and his brother Frank S. Trumbull, vice president of the company both eagerly sought late news of the disaster that they might comfort Mrs. Isaac Trumbull, who stayed in her home last night.

Isaac had hurriedly decided to go abroad in the interests of the Trumbull Cycle Car Co., which had received inquiries about cycle-car chassis to be used in the British army for transportation of filter tanks in the field.

While the Trumbull company has been shipping on the average of 25 cars a day to England, Frank S. Trumbull last night asserted that the destination of every car was known and that up to the present date not one had been put to war purpose.

The question of pure drinking water in the fields and trenches had recently arisen, and the army officers had about decided upon using the Anglo-Indian method of purifying and cooling water taken from streams and ditches. This was done by means of porous clay filters in the form of inverted conical jars, into which the water was poured and through which it slowly percolated.

The government was planning to purchase small chassis for field use to such an extent that Isaac Trumbull decided to go abroad. Though his family and others attempted to deter him, he made application for passports. He left early Saturday morning, having just time to catch the boat. It was asserted by his brothers that he had received no warning to postpone his sailing as had other prominent Americans who sailed in company with him.

Isaac B. Trumbull is but 32 years of age. He was born in Windsor, Conn., of an old Connecticut and New England family. Early in life he learned the electrical business and some years ago began the manufacture of electrical specialties in Bantam, Conn. As his business grew he enlarged his plant until he had all the available help in Bantam under contract. Finding that his capacity was limited by the number of hands he could procure from Bantam and adjoining towns, he decided three years ago to come to Bridgeport. Through the Board of Trade a site was found and the factories in Connecticut avenue were built. The business has grown with rapid strides.

Recently the original English and American patents on the "cycle-car" were purchased from parties who had attempted the manufacture of such cars in St. Louis and Detroit. The parts were brought here and through Bridgeport ingenuity were greatly improved. Then began a campaign to educate the American public into using the small, light and fast cars. The greatest market, however, was found in Europe, South America and Australia where the concern does large business.

Most shipments during the past year have been by way of Boston, as the freight rates from that port have been less than at New York where until a few weeks ago it has been almost impossible to get space. The company is shipping about 8 carloads of cars daily from this city.

GUNFIGHTER IS FREED TO CARE FOR ILL MOTHER

Joseph Daminico, one of the two "gunfighters" who gave desperate battle to police officers the night of April 16, has been liberated from the Fairfield county jail on an order signed by Judge Thomas C. Coughlin of the city court.

On charges of breach of the peace, carying concealed weapons and resistance, he was sentenced to several terms, aggregating about seven months.

Judge Coughlin in discussing the release today said that it was done primarily because of both Daminico's health and that of his mother who recently submitted to the amputation of a leg and her recovery to a great measure depended upon her mind being cleared from the worry attendant upon her son's imprisonment. That she also needs his help is asserted.

Richard D. Olney, of Boston, former Secretary of State, was named by Secretary Bryan as the American member of the commission under the peace treaty with France.

WEATHER FORECAST

New Haven, May 8.—Forecast: Generally fair tonight and Sunday; cooler Sunday night.

Connecticut: Partly cloudy tonight and Sunday, moderate to fresh west winds.

The lake disturbance has moved but little during the last 24 hours, but the pressure in front of it has decreased and it will probably pass out the St. Lawrence valley late tonight. It has caused general rain during the last 24 hours from the Mississippi river eastward to the coast. The rain was very heavy on the east gulf and South Atlantic coasts. The greatest amount reported was 5.16 inches at Pensacola, Fla. The temperature continues mild in the eastern districts but is low between the Mississippi rived and the Rocky Mountains. Frosts were reported from North Dakota southward to Kansas.

At the annual meeting of the Allis-Chalmers Co., at Wilimington, Del., retiring directors were re-elected.

Ten members of the crew of the Cunader Carpathia claiming to represent 110 other members of the crew called at the Cunard Line offices and demanded their pay, refusing to sail today on the ship, fearing that she would be torpedoed.

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