



"Perfect for Jams and Jellies"

Buy in Original Packages

2 lb. and 5 lb. Sealed Cartons.
Also 10 lb., 20 lb. and 100 lb. Bags.

Look for the **Lantic Red Ball** on each package.

Lantic Sugar

Lantic Sugar

Atlantic Sugar Refineries Limited

MONTREAL, QUE.

ST. JOHN, N. B.

Continued from page 1

fit. Many of those taken ashore were seriously injured and more than a score died after they were removed to Cork and Queenstown hospitals.

A long line of steamer bearers marched from the piers as tugs and trawlers arrived.

The people of the Irish city opened their homes to those who had been saved and everything possible is being done for their comfort.

Probably no event of the war has caused such intense excitement in London as the sinking of the Lusitania. Enormous crowds surrounded offices of the Cunard Line all night, scanning anxiously the bulletins received from Queenstown. The company announced that an accurate list of survivors would be compiled as speedily as possible, but that the immediate needs of those saved were being given first attention.

The press of London expresses intense indignation at the tragedy.

Washington, D. C., May 8.—A despatch received at the State Department early from Consul Lauriat at Queenstown put the number of rescued of all nationalities from the Lusitania, disaster at 634. An earlier despatch from him said 700. The Consul's latest message added the names of four Americans saved to those mentioned in his previous despatch, making a total of 51 Americans saved. Few others were rescued, he said. Several unidentified bodies have been recovered, the Consul reported.

Queenstown, May 8.—(10 a. m.)—The bodies of victims from the S. S. Lusitania are arriving on every incoming boat. The Cunard line warehouse, which is being used as a temporary morgue already has been filled and 160 more bodies have been taken to the town hall.

Additional dead lie in the hotels and boarding houses, the victims of injuries and exhaustion. Still others are at the hospitals to which they were taken those whose condition appeared most serious. The two little children who were brought ashore clasped in each others arms have not yet been identified.

Mrs. Stanley Lines who was brought ashore in one of the ship's boats immediately started a search of the city to find her husband. She learned at 4 o'clock this morning that he was lying dead in one of the hotels. The women landing presented a pitiful appearance. Some of them covered only with blankets. Many children were without their parents. The funerals of most of the British victims will be held at Queenstown on Sunday.

Two stokers have confirmed the report that the steamer was struck

by two torpedoes. The first entered No. 1 stokehold and the second the engine room.

Queenstown, May 8.—Some of the Canadians saved were: Thomas Home, Mrs. Malcolm H. Gardiner, Toronto; Robt. Williams, Cochrane Olive, North Harman, Sask.; Mrs. Maud Tarpin, Victoria, B. C.; Bilbrough, Smith Falls; Mrs. Ed Middlemast, Regina, Sask. Joseph Levinson, Jr.

Montreal, May 8.—From cable advices to the Star and from personal messages to relatives, it was learned this morning that at least ten Montreal passengers on the Lusitania have been saved. They are: Lady Allan, F. Orr Lewis, Miss Dorothy Braithwait, Master Bob Holt, A. T. Matthews, R. L. Taylor, C. F. Sturdy, Philip Young, Joseph Levenson and Miss Ada Mandby. There is no word yet regarding the safety of the two Misses Allan, but it is hoped they have been landed at some place along the Irish coast. Other survivors are: Bohan, James, Toronto, Charles, J. H., Toronto; Charles, Miss Doris, Toronto; Clark, A., Toronto; Colebrook, H. G., Toronto; Cowper, Ernest, Toronto; Lockhart, R. B., Toronto; McMurray, L., Toronto; Mackworth, Lady, Cardiff, Wales; Morris, Rev. H. C. S.; Paynter, Mrs. Irene, Liverpool; Major F. Warren, New York.

New York, May 8.—Many persons not able in the business or social life of New York City were among those whose names were missing from the list of survivors of the Lusitania made public by the line here and at Queens town.

Of those not reported as being saved, Alfred G. Vanderbilt is one of the most widely known. Inheriting the bulk of the estate of his father, estimated at \$70,000,000 to \$100,000,000, he is one of the most wealthy men of New York. Mrs. Vanderbilt, at her home was trying today to obtain any news that might show that her husband was saved.

Elbert B. Hubbard, editor of the Philistine, author of essays and publisher at East Aurora, N. Y., is known throughout the country as "erra Elbertus." He intended to conduct an investigation in the war and was accompanied by Mrs. Hubbard.

Charles Frohman, theatrical manager and producer, whose name had not been included among the survivors, was another passenger. He was accompanied by Justus Myles Forman, playwright and author, Charles Klein, one of the best known playwrights, also accompanied Mr. Frohman.

Among others whose names had not been included in the list of survivors were:

Commander J. Foster Stackhouse,

U. S. N., retired, who started for Europe in connection with his work for the Belgian Relief Commission.

A. L. Hopkins, President of the Newport News Shipbuilding Drydock Company, who was said to have gone abroad on a business trip in connection with shipbuilding.

Dr. F. S. Pearson, President of the Pearson Engineering Co., who sailed with his wife for a visit to England. Dr. Pearson was interested largely in Mexican railways.

Herbert Stuart Stone, elder son of the general manager of the Associated Press, is another American passenger not accounted for. Young Mr. Stone was well known as the one time head of the book publishing firm of H. S. Stone & Co., and the founder and editor of the Chap Book and the House Beautiful, two successful magazines.

New York, May 8.—General denunciation of the sinking of the Lusitania appears in the newspapers of the United States. The act is repeatedly stamped as piracy. "A great nation running amuck and calling it military necessity" a phrase in the editorial of the New York World typifies the majority of the comments. That the effect upon public opinion in this country will more than counteract the success of the undertaking is asserted by most of these newspapers.

The German newspapers justify the deed and declare that the passengers were given fair warning by the German Embassy in the widely circulated advertisements published just before the liner sailed. They regret the loss of life, but they say that Germany is fighting for her existence; that Great Britain is trying to starve her out, that international law has ceased to exist, and now only one's interest is to be recognized.

The World says: "The circumstances and the consequences of the destruction of the Lusitania by a German submarine call for all the self-restraint and self-possession that the American people can command. How many American lives have been snuffed out in the loss of the Lusitania we do not yet know. But it is no fault of the German government that anybody escaped from the ship. It is no fault of the German government that every American on board the Lusitania is not lying at the bottom of the sea. What military advantage was gained by such a procedure comparable to the moral revulsion against Germany that it is certain to produce? Modern history affords no other such example of a great nation running amuck and calling it military necessity. Now what Germany expects to gain by her policy is something we cannot guess. What advantage will it be to her to be without a friend or a well wisher in the world? The war cannot last forever. Peace will eventually come, if only through exhaustion. What will be the attitude of the other nations toward Germany when the conflict is finished? How many decades must pass before Germany can live down the criminal record that she is writing for herself in the annals of history?"

The Herald says: "Henceforth is international anarchy to be the controlling factor in marine warfare? Henceforth is piracy on the high seas to be recognized and go unpunished and unpunished? Henceforth is the

wanton murder of neutrals and non-combatant passengers to be treated as regrettable incidents and go at that?

It is for the neutral countries, and above all, for the United States, to answer these questions. It is a time of gravity in American history unmatched since the Civil War. This cold blooded, premeditated outrage on a colossal scale will cause such a blinding white light of indignation throughout the neutral portion of the world, unhappily growing smaller and smaller, that there cannot conceivably be in Washington any thought of turning back from the note to Germany sent February 10th."

The Tribune says: "From this tragedy we shall now turn to Washington. More than a century ago, when this nation was weak and its people were lacking in all the resources of a great power, it made answer to the pirates of the Barbary coast who asserted a prerogative less intolerable than that which is now asserted in Berlin and executed upon the high seas. No voice will be raised, no effort will be made to force the hand, to hasten the action of the President of the United States, but neither he nor any other official in our government can mistake the temper in which their fellow citizens will wait. The nation which remembered the sailors of the Maine will not forget the civilians of the Lusitania."

Syracuse, N. Y., May 7.—Theodore Roosevelt, former President of the United States, after learning details of the sinking of the Lusitania, late to-night, made this statement:—

"This represents not merely piracy, but piracy on a vaster scale of murder than any old time pirate ever practised. This is the warfare which destroyed Louvain and Dinant, and hundreds of men, women and children in Belgium. It is warfare against innocent men, women and children, traveling on the ocean, and to our own fellow countrymen and countrywomen, who are among the sufferers. It seems inconceivable that we can refrain from taking action in this matter, for we owe it not only to humanity, but to our own national self-respect."

WASHINGTON, May 8.—The U. S. government will to-day direct Ambassador Gerard to make enquiry of the German government for its report of the facts concerning the sinking of the Lusitania. This became known after conferences between high officials.

LONDON, May 8.—The Exchange Telegraph Company has received to-day the following from Copenhagen:

"Berlin newspapers print the news of the sinking of the Lusitania in colossal type and hail the successful torpedoing of the ship as a new triumph for Germany's naval policy. The general impression is that England has got what she deserves."

LONDON, May 8, 10.32 a. m.—A number of survivors have been landed by fishing boats on a Sovereign Island in the vicinity of Galley. Many are in a serious condition and it is feared that some will not survive.

LONDON, May 8.—Fortyfive more survivors have been landed at Queenstown.

LONDON, May 8, 2.15 p. m.—The Press Bureau is informed by the Admiralty that no more reports regarding the Lusitania have been received and that

the numbers of survivors already given, may be regarded as approximately correct.

"Inquiries are being made along the coast, but there is little hope of news of further survivors."

This statement was given out by the Admiralty today.

An Admiralty statement given out in London shortly before 6 o'clock this morning placed the number of Lusitania survivors at 658. There was received in London a report from Ireland to the effect that 45 more survivors had been brought into Queenstown. If these 45 persons were not included in the total of 658 announced by the Admiralty, the total of recorded survivors up to the present time is therefore 704.

The best available information sets forth the Lusitania had on board 1,251 passengers and a crew of 816. This gives a total of 2,067 souls on board the liner when she was torpedoed. The known survivors being 703, the list of dead would consequently reach the total of 1,364.

Pay Tribute To Tompkins

Congregation Of Methodist Church Give Him Surprise On Birthday

Wishing to show their appreciation of his services to the Methodist church, the members of the congregation last evening gave a surprise reception to J. H. Tompkins on the fiftieth anniversary of his birthday.

On the pretext that he desired help to get a ladder out of the church basement, Rev. O'sen led Mr. Tompkins to the basement where the electric lights were turned on, and Mr. Tompkins beheld nearly a hundred friends and members of the church who had gathered to pay a tribute to him. The ruse proved successful.

Mr. Tompkins came to Minot twenty four years ago when he was twenty-six years old, and during that time has worked continuously, patiently and effectively in the interests of the church with which he is affiliated. No task has been so great nor has any obstacle been so threatening as to destroy his patience or shake his confidence in the future growth and ultimate success of the work in which he was interested. There is something to be admired in a man who under all circumstances, in stress and storm, in times of spiritual indifference and religious activity, always strives, but never yields.

F. B. Lambert expressed the appreciation of those present of what Mr. Tompkins had done for the church and the highest interests of the community. Mr. Lambert's address was followed by a musical program, consisting of a vocal solo by Mrs. Flattery, a duet by Messrs Porter and Wells, an instrumental duet by Messdames Hancock and Flatland and an address by Rev. Olson, which accompanied the presentation of a handsome leather rocker to Mr. Tompkins. After a response by Mr. Tompkins, coffee, sandwiches and cake were served by the ladies of the church. —Minot Daily optic-reporter May 5th. Mr. Tompkins was born in Grafton, N. B.

Printed Butter Wrappers
FOR SALE
AT
"The Dispatch Office"