

## Fate of Leviathan To Be Decided Soon

Lasker, After Inspection, Says  
He'll Order Reconditioning  
Salvaging or Sale.

New York, July 16.—The giant liner Leviathan, which has been idle at her pier in Hoboken for two years, costing the taxpayers \$45,000 a month for upkeep, will be ordered reconditioned, salvaged or sold within the next month. This was announced today by Chairman Lasker of the Shipping Board, after he had spent several hours inspecting the former German liner Vaterland, which was seized during the war and converted into an American troopship.

If it is decided to refit the 54,000-ton steamer and put her on the seas again as a first-class passenger liner, the cost probably would be \$12,000,000, experts told Mr. Lasker. She would be converted into an oil burner and made ready for service by February, 1923. The cost of building and refitting a ship of the same size today would be in the neighborhood of \$30,000,000, it was estimated.

### Could Sail in Twenty-four Hours.

Mr. Lasker, who was accompanied on his trip of inspection by a number of Shipping Board and steamship officials, said the steamer was in good condition and moored in deep water. The machinery was in perfect order and, if necessary, she could be put to sea in twenty-four hours.

Mr. Lasker said the expense of more than half a million dollars a year for a crew of 100 and upkeep was necessary to keep the liner in good condition. It costs \$100,000 annually for fifty-seven fire guards to patrol the ship every hour of the day and night. Sixty draughtsmen are employed making plans for refitting, in order that time may be saved if it is decided to recondition the steamer.

P. A. S. Franklin, president of the International Merchant Marine, who was a member of the inspecting party, said his corporation had an agreement with the Shipping Board to operate the Leviathan for five years, if the government decided upon reconditioning her.

Asked if this meant that the steamer would fly the British flag, Mr. Franklin said: "It most emphatically does not. It means she will be under the American flag and the nucleus of a fast American mail service."

Mr. Lasker, when asked if the Shipping Board had a complete title to the vessel, said: "While we have not yet settled with Germany for her, I believe that is a matter easily overcome."

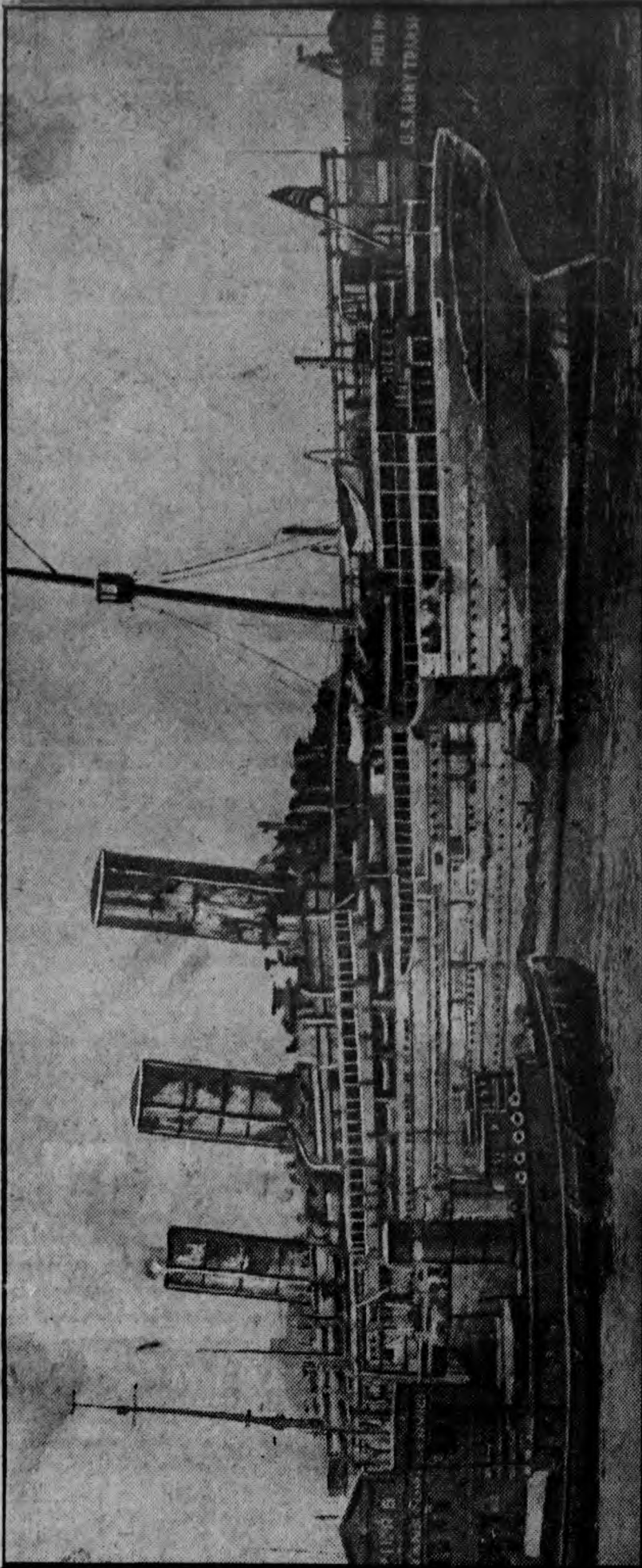
Discussing the shipping situation Mr. Lasker said:

"When we new men of the Shipping Board came in we inherited what is the greatest commercial wreck of all time."

"The Shipping Board has 'assets' which we find to be mostly liabilities. The chief among these are wooden ships costing the Government \$240,000,000 of the taxpayers' money, which have either to be sold, salvaged or sunk before October 1 of this year. If the worst comes to the worst they will make ideal airplane targets."

"Next on the list comes this Leviathan. A decision must be made in thirty days or sooner because of the necessity of starting work on the decorative plans."

# THE FATE OF THE LEVIATHAN



The Leviathan, property of the United States, once the proudest vessel in the world, is now a sorry spectacle sinking into a muddy grave at its Hoboken pier. (NEWS)

## SPECIFICATIONS FOR WORK ON LEVIATHAN

Specifications for reconditioning the Leviathan, now lying at the Hoboken piers are, it was announced this morning, to be worked out by experts representing the International Mercantile Marine Company and eastern shippers, so that bids for putting her back in shape for service may be opened at the Shipping Board some time before Christmas. The announcement was made in Washington by Joseph W. Powell, senior vice-president and general manager of the Emergency Fleet Corporation.

## LEVIATHAN IS TO BE RECONDITIONED

Washington, Sept. 23.—The United States Shipping Board, it is announced, has decided to recondition the Leviathan, formerly the German steamship Vaterland, which has been lying in the mud at her pier in Hoboken since she was last used as a transport by the United States Army.

When reconditioned the vessel will be put into active service again, but the character of the service and whether she will be run under charter or by the Government has not yet been decided.

Plans for the work on the vessel will be discussed to-day. A preliminary conference of Shipping Board officials and representatives of various ship building concerns will be held to receive estimates of putting the ship back into condition.

Unofficial estimates of the cost have varied widely. They have ranged from \$8,500,000 to \$20,000,000. The former estimate, made by the Government shipyards at Boston, is supposed to be approximately correct.

## LASKER PLANS TO REFIT LEVIATHAN

Albert D. Lasker, chairman of the United States Shipping Board, said yesterday in New York that the board probably never would recondition any of the former German ships with the exception of the Leviathan. Even the reconditioning of the Leviathan depends much upon the ability of the board to overcome the handicap of a small appropriation to the Shipping Board by Congress.

Mr. Lasker said the board was considering the disposition of the nine ships now under operation by the United States lines. It had not been determined whether these ships would be offered for sale singly or as a fleet, Mr. Lasker said. Hope that the Leviathan would be reconditioned immediately and put into service was somewhat dampened due to the cut in the appropriation made by Congress for the operation of the Shipping Board. Any surplus, he thought, might be devoted to the Leviathan.



Newark Call  
July 17/21

Daily News Feb 28/21 161

## Fate of Leviathan To Be Decided Soon

Lasker, After Inspection, Says  
He'll Order Reconditioning  
Salvaging or Sale.

New York, July 15.—The giant liner Leviathan, which has been idle at her pier in Hoboken for two years, costing the taxpayers \$45,000 a month for upkeep, will be ordered reconditioned, salvaged or sold within the next month. This was announced today by Chairman Lasker of the Shipping Board, after he had spent several hours inspecting the former German liner Vaterland, which was seized during the war and converted into an American troopship.

If it is decided to refit the 54,000-ton steamer and put her on the seas again as a first-class passenger liner, the cost probably would be \$12,000,000, experts told Mr. Lasker. She would be converted into an oil burner and made ready for service by February, 1923. The cost of building and refitting a ship of the same size today would be in the neighborhood of \$30,000,000, it was estimated.

### Could Sail in Twenty-four Hours.

Mr. Lasker, who was accompanied on his trip of inspection by a number of Shipping Board and steamship officials, said the steamer was in good condition and moored in deep water. The machinery was in perfect order and, if necessary, she could be put to sea in twenty-four hours.

Mr. Lasker said the expense of more than half a million dollars a year for a crew of 100 and upkeep was necessary to keep the liner in good condition. It costs \$100,000 annually for fifty-seven fire guards to patrol the ship every hour of the day and night. Sixty draughtsmen are employed making plans for refitting, in order that time may be saved if it is decided to recondition the steamer.

P. A. S. Franklin, president of the International Merchant Marine, who was a member of the inspecting party, said his corporation had an agreement with the Shipping Board to operate the Leviathan for five years, if the government decided upon reconditioning her.

Asked if this meant that the steamer would fly the British flag, Mr. Franklin said: "It most emphatically does not. It means she will be under the American flag and the nucleus of a fast American mail service."

Mr. Lasker, when asked if the Shipping Board had a complete title to the vessel, said: "While we have not yet settled with Germany for her, I believe that is a matter easily overcome."

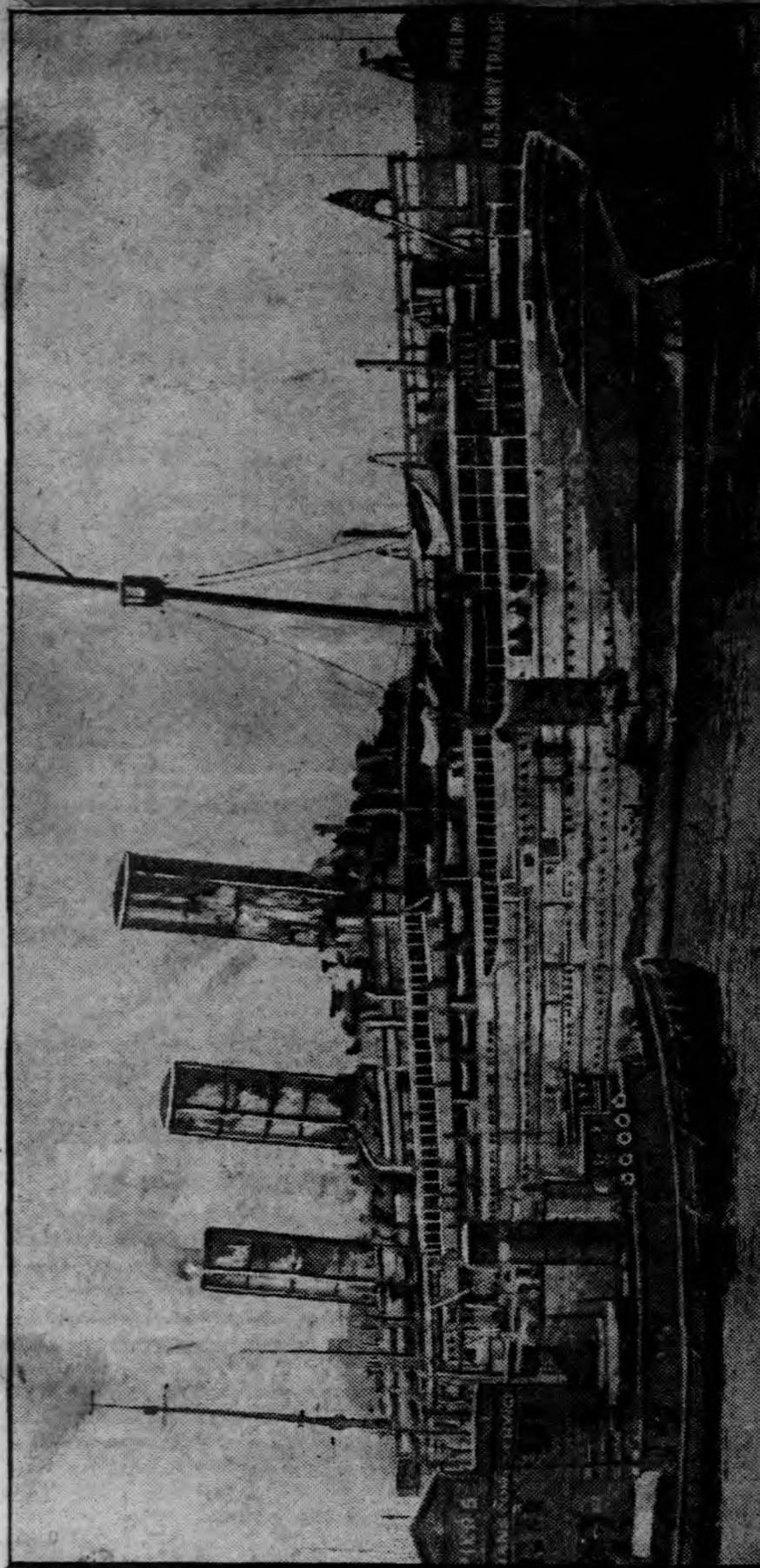
Discussing the shipping situation Mr. Lasker said:

"When we new men of the Shipping Board came in we inherited what is the greatest commercial wreck of all time.

"The Shipping Board has 'assets' which we find to be mostly liabilities. The chief among these are wooden ships costing the Government \$240,000,000 of the taxpayers' money, which have either to be sold, salvaged or sunk before October 1 of this year. If the worst comes to the worst they will make ideal airplane targets.

"Next on the list comes this Leviathan. A decision must be made in thirty days or sooner because of the necessity of starting work on the decorative plans."

# THE FATE OF THE LEVIATHAN



The Leviathan, property of the United States, once the proudest vessel in the world is now a sorry spectacle slumbering into a watery grave at the Hoboken pier. (NEWS SP)

Obs Sept 24/21, Obs Sept 23/21, Obs Sept 23/21



Dispatch  
Sept 23/21

# DECIDE TO REFIT THE LEVIATHAN

Shipping Board Practically  
Reaches Decision to Re-  
store Giant Liner to the  
North Atlantic Service—  
Hoboken Firm May Get  
Contract.

COST WILL AMOUNT  
TO TEN MILLION

Decision to recondition the liner Leviathan, at Hoboken, and to restore her to the north Atlantic service has practically been reached by the Shipping Board, it was learned last night. General Manager Powell will discuss the question in Washington today with representatives of six shipbuilding companies. Although Mr. Powell declared yesterday the conference was intended only as a "preliminary discussion," it was understood that it would be followed by an invitation to submit bids.

Estimates of the cost of reconditioning the Leviathan have ranged between eight and ten million dollars. It will be remembered that the Tietjen & Lang Company were the lowest bidders on the reconditioning of the Leviathan when bids were received for this job by the government two years ago, but the contract was never put through because the sale of the ship was held up by William R. Hearst.

The vessel is costing the government thousands of dollars a month for upkeep and maintenance while it lies in the mud at its pier in Hoboken.

That the Tietjen & Lang Company of the Todd Shipyards Company will be one of the closest bidders on the contract for the reconditioning of the giant liner is recognized in shipping circles. Incidentally it will mean a big boom for workers in this section, and Henry Dendel, superintendent at the Hoboken dry docks, wants a chance to put more men to work.

The employees of Tietjen & Lang and the officers of the organization are congratulating themselves on another record job in the handling and refitting of the Arabic of the White Star Line, one of the former German liners, which did considerable damage to British shipping before it was forced into the safety of an American port.

Although the work performed on the Arabic was nothing like that of the George Washington, in which the local docks make a record which is unlikely to be beaten, it was done in remarkably fast time, and the vessel is now at the I. M. M. piers in New York ready to sail for European ports.

Dispatch  
Sept 28/21

## Days of Leviathan-Sized Ships Gone, Says Heineken

Among the passengers who arrived in Hoboken yesterday on the George Washington, which had 1,537 passengers from Bremen, Plymouth and Cherbourg, was Philipp Heineken, chairman of the Board of Directors of the North German Lloyd Steamship Line. He has been mentioned as possible German ambassador to the United States.

Mr. Heineken said that while the North German Lloyd line is building new ships the days of vessels like the Leviathan is past and that the ships now building would be of the passenger and freight type, of between 25,000 and 30,000 tons.

Mr. Heineken said that Germany's shipping program will provide for the construction of 200,000 tons of shipping during the next five years, about one-fifth of Germany's pre-war tonnage.

Mr. Heineken stated he would confer with the United States Shipping Board as to the contract his line had with the United States Mail Steamship Company. The latter company ceased to operate when its nine passenger vessels were reclaimed by the Shipping Board. Mr. Heineken said he wanted to know who his partners were.

Possibility of the ships being assigned to a company now having a working contract with the Hamburg American Line, he asserted, was not disturbing, as the two German companies were working in harmony.

He said the present high price of tonnage was a serious drawback to resumption of a normal commerce. German firms, he added, were operating many ships chartered from Norwegian owners.

Quincy Journal  
Oct 1/21

## WANT LEVIATHAN AS A SHELTER FOR HOMELESS VETS

New York, Oct. 1.—Use of the giant liner Leviathan, for months idle at the army docks at Hoboken, as shelter and sleeping quarters for homeless and jobless ex-service men, is being sought of the Shipping Board by the American Legion.

Following the Shipping Board's announcement that the ship is going to be reconditioned and restored to service, the Legion likewise requests that as many unemployed service men as possible be hired for the extensive repair work. The minimum estimate of the cost of reconditioning the liner is \$8,000,000, and a large number of men could be employed throughout the winter.

"It would be most commendable on the part of the Shipping Board and would earn the everlasting gratitude of the ex-service men if immediately the unemployed could be put to work reconditioning this ship, or if, in the meantime, homeless ex-service men would be permitted to use it as their temporary headquarters," John T. Taylor, vice-chairman of the Legion's Legislative Committee at Washington has written A. D. Lasker, chairman of the Shipping Board. "Thousands of these men are walking the streets or sleeping in parks at night and permission to use the ship on which they once crossed the ocean would give them the feeling that our country has not forgotten them."

The Leviathan, formerly the German Vaterland, carried 4,500 American officers and 120,000 enlisted men to Europe before the Armistice. Her average capacity per trip was 14,000 men.

Dispatch  
Oct 1/21

## LEVIATHAN BIDS TO BE IN DEC. 25

Estimates for re-conditioning the liner Leviathan, it was announced in Washington last night, were called for by the Shipping Board yesterday, after a conference with representatives of Atlantic coast shipbuilders.

The bidders are to take up the specifications with the International Mercantile Marine, which has had the great liner in charge and will submit their estimates by December 25.

Although the International Mercantile Marine has the right by contract to operate the ship after her re-commissioning, provided it meets the top priced offer, the re-conditioning will be supervised by the shipping board.

It is understood that after overhauling the Leviathan will be put into service in the North Atlantic.

### New Officials Are Named.

Washington, Sept. 23.—Appointment of Harry Kimball, of New York City, to be financial vice president of the Shipping Board, was announced by chairman Lasker today. The appointment completes the list of six vice presidents, and combines the offices of treasurer, comptroller and auditor under one head.

The positions of comptroller and treasurer, vacated by the recent resignations of Alonzo Tweeddale and R. W. Bolling, will be filled within a week, Mr. Lasker said. Sidney Henry, of Baltimore, was made commercial manager of the board. He was formerly a naval constructor and vice president of the Baltimore Shipbuilding and Drydock Company. His duties will include the liquidation of the Hog Island shipyard and other discontinued projects.

Obs Oct 4/21

## FILE LEVIATHAN REPORT WITH CONFERENCE BOARD

The report of a committee of shipbuilders, dealing with the proposed reconditioning of the steamship Leviathan, went to Washington yesterday for consideration by the Emergency Fleet Corporation.

The report was the result of conferences among representatives of five of the largest shipyards in this country—the New York Shipbuilding Corporation, Newport News Shipbuilding and Drydock Corporation, William Cramp & Sons Ship and Engine Building Company, Todd Shipbuilding Corporation.

The report dealt with four subjects: (1) installation of oil fuel; (2) joiner work, decorations of rooms, hangings and furniture; (3) plumbing; (4) electrical work.

J. W. Powell, vice-president of the Emergency Fleet Corporation, to whom the report was sent, is expected to call a meeting of the committee late this week.

Specifications for reconditioning the Leviathan are about completed. William F. Gibbs, chief constructor for the International Mercantile Marine, said yesterday the various shipbuilding corporations will require about two months to study these specifications and submit their bids.

He expects it will be about the middle of January before the work on the ship can be begun and that it will take fourteen months to put her in commission.



163 mald Oct 6/21

N. Y. Times Oct 9/21

## MEMBERS OF THE SHIPPING BOARD WHO INSPECTED THE LEVIATHAN YESTERDAY



FIVE MEMBERS OF THE SHIPPING BOARD ON THE LEVIATHAN YESTERDAY...  
Left to Right: Commissioners O'CONNOR, CHAMBERLAIN, PLUMMER,  
LISSNER and THOMPSON  
BY WORLD STAFF PHOTOGRAPHER.

## WOULD USE BIG SHIP AS AID TO HOUSING

Marine Engineers Suggest Converting the Leviathan Into Floating Apartment House.

COULD ACCOMMODATE 3,000

Tenants Occupying Suites Would Have More Space Than Persons in Crowded Buildings Ashore.

According to marine engineers who have spent several days in inspecting the interior of the former United States transport Leviathan in Hoboken, she could be converted into a floating apartment house to accommodate 3,000 persons comfortably within four months at a cost of \$2,000,000 to \$3,000,000.

The huge liner has never been stuck in the mud at her pier in Hoboken as reported, but on the contrary, according to Captain John J. Jamison, who is in charge, the vessel has at least two feet of water under her keel at all stages of the tide. The engineers assert that it would be easy to tow the Leviathan up the North River above Eightieth Street and moor her within convenient distance of the Manhattan shore.

The accommodation could be leased on the two-rooms and bath plan and the tenants could have the use of the various kitchens, which are in perfect working order, the engineers assert. The heating and lighting apparatus would be repaired so that there would always be plenty of hot water and steam. The ballroom could be used for dances, and the dining rooms are all clean and painted, ready for the fittings to be installed.

The tenants in the Leviathan floating apartment would have telephone connection with the shore with a switchboard like warships when in this harbor. They would have the use of six decks and have more space than persons who live in the best apartments in the city. The Roman bath on the lower deck and the swimming pool and Turkish bath are all in good working order.

In addition, the engineers point out, the tenants could have plenty of extra space for making tennis courts as the machinery would be removed. In summer it would be one of the coolest places in New York and warm and snug in winter.

There would be no howling from stray cats to annoy tenants at night, nor would there be any occasion for burglar scares.

Meals could be served the same as in a restaurant ashore on the community basis, and dances and entertainments provided in the same way during the winter.

If the United States Shipping Board does not decide to recondition the Leviathan for sea, which would cost \$12,000,000 and occupy eighteen months, the other alternative would be to scrap the ship. This, the engineers say, would be impracticable, because no one would buy the plates or machinery, which are too large for ordinary steamships. The only real offer that the Shipping Board received was from the International Mercantile Marine Company in January, 1920, of \$3,500,000, but the sale was stopped by a court injunction.

On July 10 Albert Lasker of the Shipping Board visited the Leviathan at her pier and said then that the vessel would be ordered reconditioned, scrapped or sold within thirty days. His chief object was to save money for the taxpayers. Nothing, however, has yet been done. The expense for the upkeep of the Leviathan still goes on and the ship occupies pier space which, it is estimated, would easily rent for \$200 a day.

## ENEMIES OF OUR MERCHANT MARINE HERE, LASKER HINTS

"Hostile Forces Within Sowing Seeds of Discord, He Tells the Advertising Club.

HIGHER COSTS HANDICAP THE AMERICAN OWNERS.

Difference Between Our and Foreign Standards Must Be Met Somehow, He Declares.

"Hostile forces from within and without, sowing seeds of discord and distrust, must be met and vanquished or America will perish from the oceans and be confined in carrying trade to within its own borders," Chairman Albert D. Lasker of the Shipping Board told members and guests of the Advertising Club of New York gathered at luncheon yesterday in the Hotel Commodore.

"Obviously we cannot gain trade on the seas without displacing the existing trade enjoyed by foreign ships," Mr. Lasker said. "And these foreigners are ever at work, silently but surely, in their own national interest, for which we cannot blame them, to undermine possibility of an American merchant marine."

"There are those who for myriad reasons do not wish the status quo changed. Unfortunately there are possibly American owners who, feeling secure in conditions as they exist and which have inured and can inure to the benefit only of a few, of whom they form a part, selfishly cannot see unbiasedly a greater American merchant marine and are loath to bring about any greatly changed conditions."

### Increase in Tonnage.

"When the tonnage of vessels now building throughout the world is completed, there will be an increase of nearly one-third as compared with the pre-war tonnage."

"Of our 1,500 steel steamers, we may say, in round figures, that one-third, comprising nearly one-half of the tonnage in deadweight, are excellent commercial vessels, one-third are fair, and the balance, for all practical purposes, are a total loss save for what salvage can be got out of them. Most of them are too uneconomical for ocean carriage to meet the competition of peace time trade."

"The best estimate available to-day shows that in tons of ocean freight, perhaps 60 per cent. as much is moving as in 1913."

Because of the excess of tonnage, values of bottoms have so dropped that time charters are one-eighth of the going rates in the third quarter of 1919. A 10,000-ton steamer can be had under charter hire for a little over \$11,000 per month as against \$100,000 when charter was at its height. In the face of these low rates the American owner finds himself confronted by the keenest of foreign competition, with the handicaps of higher wages, expensive victualing and severe legislative requirements. Who will question that American living standards should be maintained on the seas as on the land? But the difference between American and foreign standards must somehow be met.

"The Shipping Board has been trying up tonnage primarily to stop its own losses."

"These sixteen weeks of strenuous endeavor have accomplished only a mere beginning, but a real beginning. In June last, the overhead shore organization of the board and the Emergency Fleet Corporation consisted of some 8,800 people, at an annual salary expense of nearly \$16,000,000. With its new and, what is considered in some quarters, high-priced additions, the salary roll of nearly \$16,000,000 of June last has decreased to approximately \$12,000,000 and the number of employees to less than 6,000."

"We believe we have our losses checked and hope to require not more than \$5,000,000 a month for operations until the end of the fiscal year, June 30 next. Five million dollars a month is a huge sum, but small compared to keeping alive an organization with \$3,500,000,000 invested and operating and developing essential strategic trade routes, which must necessarily be run at a loss under present conditions of world trade."

After his address Chairman Lasker was asked if he referred to a subsidy when he said the difference in crew expense on American and foreign ships must be met.

"Take it as you want it," he answered.

### Inspected the Leviathan.

All members of the Shipping Board attended the luncheon. Afterward all except Chairman Lasker and Admiral Benson went to Hoboken and looked over the Leviathan. The Chairman went to the ball game.

President Franklin of the International Mercantile Marine Company, which probably will get the big ship, accompanied Commissioners Chamberlain, Thompson, Lissner, Plummer and O'Connor to her and studied the plans for reconditioning her made by the I. M. M. Company. It is expected the board will pay for the work, which will amount to \$3,000,000 or more.

Under the plans she will have accommodations for 3,425 passengers and carry a crew of 1,100, 200 fewer than she had, because of her conversion to oil fuel. As now mapped out she will carry 975 first cabin passengers, 550 second cabin and 1,900 divided in third and fourth classes, the former having rooms. This huge immigrant capacity may be materially cut down and the second cabin increased.



## REPAIR WORK ON LEVIATHAN MAY BE DONE AT PIER

Believed That Hoboken Firm  
Will Get Job of Recondition-  
ing the Giant Liner

### SHIPPING BOARD MEN INSPECT VESSEL

Marine men are of the opinion that regardless of which company is awarded the contract for reconditioning the Leviathan, the work will be done at Pier 4, Hoboken, where the giant transport has been tied up for many months.

Thousands of Hobokenites are interested directly or indirectly in having the former German liner renovated in Hoboken. The contract will doubtless run into several millions of dollars and work will be furnished for probably 2,000 men or more and it will mean considerable business to merchants along the waterfront who have had a particularly dull season.

Marine men believe some local or New York contractor will be awarded the job. They point out that there is only one firm in Newport News which could dock the Leviathan without dredging a deeper channel and that the vessel's present pier seems to experts to be one of the few places where the reconditioning could be done and probably the best place.

Tietjen & Lang were the lowest bidders on the contract let eighteen months ago, but the work was afterwards cancelled. They will bid again this time.

#### Preparing Specifications

A board of shipping board engineers has been at work on the vessel for the past two weeks, preparing specifications for the contract. It is understood that much of the elaborate trimmings and decorative work usual to a great liner will be eliminated in the plans.

No official statement has been made in respect to the decorative features, but it is understood that while the decoration will not be slighted, it will be in simple taste.

Several members of the shipping board paid a visit to the Leviathan at her pier yesterday. In the party were Commissioners Chamberlain, Lessner, Plummer, Thompson and O'Connor, President P. A. S. Franklin, of the International Mercantile Marine, and W. F. Gibbs, chief of construction for that company, escorted the shipping board commissioners over the vessel. Chairman Albert D. Lasker, of the shipping board, who attended a luncheon with the commissioners at the Commodore hotel in New York yesterday, had been over the vessel, so he went to the ball game while the other officials came to Hoboken.

## BOSTON'S ACTIONS IN ASKING WORK ON BIG LINER RAISES STORM

Hoboken Chamber of Com-  
merce and Other Bodies  
Promptly Write Lasker  
and Denby—Want Work  
on Leviathan Done Here.

### CITY PENALIZED ENOUGH ALREADY

A storm of protest has been aroused in the port of New York and New Jersey, particularly in Hoboken and vicinity, by the action of Mayor Peters of Boston, in appealing to Chairman Lasker of the Shipping Board and Secretary of the Navy Denby to give the Boston Navy Yard preference over other sections of the country in the work of reconditioning the giant liner Leviathan.

The appeal of the Boston Mayor is made on the grounds that Boston should be given special consideration in awarding the contract in order to help the unemployed of that city and that the Navy Yard at Charlestown can do the work at less cost than any other yard in the country.

The Hoboken Chamber of Commerce, through A. W. Coffin, manager, yesterday issued a statement refuting the contentions of Mayor Peters. Mr. Coffin also wrote to Chairman Lasker of the Shipping Board, Secretary Denby, the two United States Senators from New Jersey, Congressman Olpp, and chambers of commerce and other organizations in the port of New York and Northern New Jersey.

#### Not Based on Facts.

The letters and statement declare that the unemployment problem in Hoboken and New York ports is greater than in Boston, and that Mayor Peter's claim that the work can be done more cheaply in Boston is also not based upon facts.

Mayor Peter's statement that the work can be done more cheaply in Boston is based upon the estimate submitted by the Boston Navy Yard a year ago. This, he says, was "at a cost of \$8,939,000 or almost a million less than that of a shipyard corporation of the Pacific Coast."

Mr. Coffin's statement asserts that had the work been allotted at the time the actual cost to the government would have been a million more than the navy yard bid. In addition, he points out that no bid was submitted by any yard on the West Coast. "The impression Mayor Peters in his letters to the Navy Department and Shipping Board seems to be trying to convey," said Mr. Coffin, "is that the contract might go to the Pacific Coast. There never was any intention of this work being done on the Pacific Coast."

#### Will Make Strong Fight.

The Hoboken Chamber of Commerce and other organizations in the port of New York will put up a fight. Mr. Coffin said, to see that no section of the country receives the preference over any other. The Hoboken chamber in communications to the government agencies yesterday urges the elimination of any preferential treatment whatever and asks that the contract be awarded on a purely competitive basis.

Thousands of men now idle will be employed in refitting the great transport into a liner again. These men will spend several million dollars wherever the work is done and that will mean a tremendous boon to merchants.

The Tietjen & Lang Shipyard in Hoboken was the low bidder when estimates for refitting the Leviathan were called for a year ago. It was expected at the time that a private concern would be awarded the work and that that concern would be Tietjen & Lang, as Hoboken, according to marine men, is the logical place in which to do the work. In fact, the dock at which the liner has been standing idle for many months is one of the few in the country at which it is possible to do the work.

#### Refitted George Washington.

The Tietjen & Lang Company refitted the giant liner George Washington from a transport in record time, and it has been generally conceded that the refitting job on that vessel was one of the finest ever done.

Mr. Coffin pointed out that an estimate by the Navy Yard means nothing

in the matter of economy. If the Charlestown yard had secured the contract and cost had proved to be a million more than the contract, the deficit would have to be met by the government. In the case of a private contractor, he would have to stand the loss.

#### Coffin's Statement.

Mr. Coffin shows, however, that the Navy Yard bid, even if a million less would have been uneconomical. His statement said:

"While the Navy Yard bid was nearly a million dollars less, they required 166 more days in which to complete the work. Official estimates placed the earnings of the Leviathan at more than \$10,000 a day, which virtually added \$1,660,000 to the Navy Yard bid, making the proposal of the New York concern the lowest.

"What we have to consider at this time is not the relative bids of the two competitors then, but the fact that if any preference in awarding the contract should be shown by the Shipping Board now, it should be shown to the port of New York and not to Boston.

"The port of New York and particularly the Hoboken section of the port, has been harder hit as a result of the war activities than any other section of the country. In the first place, at the outbreak of the world war, 1914, all the piers of the North German Lloyd and the Hamburg lines, occupying half the waterfront of the city, were tied up and business suspended.

#### Tax Rate Goes Up.

"Until the United States entered the conflict the pier property paid to the City of Hoboken about \$280,000 in taxes annually. When the government took over the piers of the two German steamship companies and secured title, the payment of taxes to Hoboken was stopped. No taxes are paid on government property. As a result of this the tax in the city has jumped from \$23 per \$1,000 or ratables to \$42 this year and may jump to \$50 next year.

"The giant liner Leviathan has been at her pier in Hoboken idle since it was taken out of the transport service and placed with the U. S. Shipping Board. It has taken up the entire space of one of the most valuable piers in the country. Shipping has been denied to this property because of the Leviathan's presence. Conditions in the section have suffered correspondingly. Had there been a healthy condition of shipping at this pier, there would have been work for thousands of longshoremen and hundreds of other employees. Trade in the city would have immeasurably increased.

"Within the last two weeks, U. S. Senator Joseph Frelinghuysen of New Jersey, in referring to the conditions in the port of New York and particularly on the Hoboken side, said: "This municipality has already been penalized and made to suffer because of conditions for which it was not in any sense responsible. I speak very mildly when I say that Hoboken has been very harshly treated by the government and it is time that justice should be done."

#### Objects to Preference.

"The port of New York is not appealing for preferential treatment. It is objecting to preference being shown any locality and urges that the contract for this work be awarded on a strictly competitive basis."

On learning of the attempt being made by the Boston Mayor to divert this big job to the Charlestown Navy Yard, the Hoboken chamber of Commerce promptly got on the job and sent telegrams to Chairman Lasker of the U. S. Shipping Board and Secretary of the Navy Denby, advising them of the situation and urging the elimination of any preferential treatment.

The Hoboken Chamber of Commerce is co-operating with the following organizations, several of which have already made individual appeals to Washington: Merchants and Manufacturers Association of New York, New York Chamber of Commerce, Brooklyn and Queens Chamber of Commerce, Bayonne, Newark, Paterson, Passaic, and Jersey City Chambers of Commerce and the New Jersey State Chamber of Commerce.

Lewis Bryant Commissioner of Labor of New Jersey assured these organizations yesterday of his support. He intimated that he would proceed to Washington at once and take the matter up with Secretary of Commerce Herbert Hoover, who is directing the President's conference on unemployment.



## REPAIR WORK ON LEVIATHAN MAY BE DONE AT PIER

Believed That Hoboken Firm  
Will Get Job of Recondition-  
ing the Giant Liner

### SHIPPING BOARD MEN INSPECT VESSEL

Marine men are of the opinion that regardless of which company is awarded the contract for reconditioning the Leviathan, the work will be done at Pier 4, Hoboken, where the giant transport has been tied up for many months.

Thousands of Hobokenites are interested directly or indirectly in having the former German liner renovated in Hoboken. The contract will doubtless run into several millions of dollars and work will be furnished for probably 2,000 men or more and it will mean considerable business to merchants along the waterfront who have had a particularly dull season.

Marine men believe some local or New York contractor will be awarded the job. They point out that there is only one firm in Newport News which could dock the Leviathan without dredging a deeper channel and that the vessel's present pier seems to experts to be one of the few places where the reconditioning could be done and probably the best place.

Tietjen & Lang were the lowest bidders on the contract let eighteen months ago, but the work was afterwards cancelled. They will bid again this time.

#### Preparing Specifications

A board of shipping board engineers has been at work on the vessel for the past two weeks, preparing specifications for the contract. It is understood that much of the elaborate trimmings and decorative work usual to a great liner will be eliminated in the plans.

No official statement has been made in respect to the decorative features, but it is understood that while the decoration will not be slighted, it will be in simple taste.

Several members of the shipping board paid a visit to the Leviathan at her pier yesterday. In the party were Commissioners Chamberlain, Lessner, Plummer, Thompson and O'Connor, President P. A. S. Franklin, of the International Mercantile Marine, and W. F. Gibbs, chief of construction for that company, escorted the shipping board commissioners over the vessel. Chairman Albert D. Lasker, of the shipping board, who attended a luncheon with the commissioners at the Commodore hotel in New York yesterday, had been over the vessel, so he went to the ball game while the other officials came to Hoboken.

## BOSTON'S ACTIONS IN ASKING WORK ON BIG LINER RAISES STORM

Hoboken Chamber of Commerce and Other Bodies  
Promptly Write Lasker  
and Denby—Want Work  
on Leviathan Done Here.

### CITY PENALIZED ENOUGH ALREADY

A storm of protest has been aroused in the port of New York and New Jersey, particularly in Hoboken and vicinity, by the action of Mayor Peters of Boston, in appealing to Chairman Lasker of the Shipping Board and Secretary of the Navy Denby to give the Boston Navy Yard preference over other sections of the country in the work of reconditioning the giant liner Leviathan.

The appeal of the Boston Mayor is made on the grounds that Boston should be given special consideration in awarding the contract in order to help the unemployed of that city and that the Navy Yard at Charlestown can do the work at less cost than any other yard in the country.

The Hoboken Chamber of Commerce, through A. W. Coffin, manager, yesterday issued a statement refuting the contentions of Mayor Peters. Mr. Coffin also wrote to Chairman Lasker of the Shipping Board, Secretary Denby, the two United States Senators from New Jersey, Congressman Olpp and chambers of commerce and other organizations in the port of New York and Northern New Jersey.

#### Not Based on Facts.

The letters and statement declare that the unemployment problem in Hoboken and New York ports is greater than in Boston, and that Mayor Peter's claim that the work can be done more cheaply in Boston is also not based upon facts.

Mayor Peter's statement that the work can be done more cheaply in Boston is based upon the estimate submitted by the Boston Navy Yard a year ago. This, he says, was "at a cost of \$8,939,000 or almost a million less than that of a shipyard corporation of the Pacific Coast."

Mr. Coffin's statement asserts that had the work been allotted at the time the actual cost to the government would have been a million more than the navy yard bid. In addition, he points out that no bid was submitted by any yard on the West Coast. "The impression Mayor Peters in his letters to the Navy Department and Shipping Board seems to be trying to convey," said Mr. Coffin, "is that the contract might go to the Pacific Coast. There never was any intention of this work being done on the Pacific Coast."

#### Will Make Strong Fight.

The Hoboken Chamber of Commerce and other organizations in the port of New York will put up a fight. Mr. Coffin said, to see that no section of the country receives the preference over any other. The Hoboken chamber in communications to the government agencies yesterday urges the elimination of any preferential treatment whatever and asks that the contract be awarded on a purely competitive basis.

Thousands of men now idle will be employed in refitting the great transport into a liner again. These men will spend several million dollars wherever the work is done and that will mean a tremendous boon to merchants.

The Tietjen & Lang Shipyard in Hoboken was the low bidder when estimates for refitting the Leviathan were called for a year ago. It was expected at the time that a private concern would be awarded the work and that that concern would be Tietjen & Lang, as Hoboken, according to marine men, is the logical place in which to do the work. In fact, the dock at which the liner has been standing idle for many months is one of the few in the country at which it is possible to do the work.

#### Refitted George Washington.

The Tietjen & Lang Company refitted the giant liner George Washington from a transport in record time, and it has been generally conceded that the refitting job on that vessel was one of the finest ever done.

Mr. Coffin pointed out that an estimate by the Navy Yard means nothing

in the matter of economy. If the Charlestown yard had secured the contract and cost had had proved to be a million more than the contract, the deficit would have to be met by the government. In the case of a private contractor, he would have to stand the loss.

#### Coffin's Statement.

Mr. Coffin shows, however, that the Navy Yard bid, even if a million less would have been uneconomical. His statement said:

"While the Navy Yard bid was nearly a million dollars less, they required 166 more days in which to complete the work. Official estimates placed the earnings of the Leviathan at more than \$10,000 a day, which virtually added \$1,660,000 to the Navy Yard bid, making the proposal of the New York concern the lowest.

"What we have to consider at this time is not the relative bids of the two competitors then, but the fact that if any preference in awarding the contract should be shown by the Shipping Board now, it should be shown to the port of New York and not to Boston.

"The port of New York and particularly the Hoboken section of the port, has been harder hit as a result of the war activities than any other section of the country. In the first place, at the outbreak of the world war, 1914, all the piers of the North German Lloyd and the Hamburg lines, occupying half

the waterfront of the city, were tied up and business suspended.

#### Tax Rate Goes Up.

"Until the United States entered the conflict the pier property paid to the City of Hoboken about \$280,000 in taxes annually. When the government took over the piers of the two German steamship companies and secured title, the payment of taxes to Hoboken was stopped. No taxes are paid on government property. As a result of this the tax in the city has jumped from \$22 per \$1,000 or ratables to \$42 this year and may jump to \$50 next year.

"The giant liner Leviathan has been at her pier in Hoboken idle since it was taken out of the transport service and placed with the U. S. Shipping Board. It has taken up the entire space of one of the most valuable piers in the country. Shipping has been denied to this property because of the Leviathan's presence. Conditions in the section have suffered correspondingly. Had there been a healthy condition of shipping at this pier, there would have been work for thousands of longshoremen and hundreds of employees. Trade in the city would have immeasurably increased.

"Within the last two weeks, U. S. Senator Joseph Frelinghuysen of New Jersey, in referring to the conditions in the port of New York and particularly on the Hoboken side, said: "This municipality has already been penalized and made to suffer because of conditions for which it was not in any sense responsible. I speak very mildly when I say that Hoboken has been very harshly treated by the government and it is time that justice should be done."

#### Objects to Preference.

"The port of New York is not appealing for preferential treatment. It is objecting to preference being shown any locality and urges that the contract for this work be awarded on a strictly competitive basis."

On learning of the attempt being made by the Boston Mayor to divert this big job to the Charlestown Navy Yard, the Hoboken chamber of Commerce promptly got on the job and sent telegrams to Chairman Lasker of the U. S. Shipping Board and Secretary of the Navy Denby, advising them of the situation and urging the elimination of any preferential treatment.

The Hoboken Chamber of Commerce is co-operating with the following organizations, several of which have already made individual appeals to Washington: Merchants and Manufacturers Association of New York, New York Chamber of Commerce, Brooklyn and Queens Chamber of Commerce, Bayonne, Newark, Paterson, Passaic, and Jersey City Chambers of Commerce and the New Jersey State Chamber of Commerce.

Lewis Bryant Commissioner of Labor of New Jersey assured these organizations yesterday of his support. He intimated that he would proceed to Washington at once and take the matter up with Secretary of Commerce Herbert Hoover, who is directing the President's conference on unemployment.

Dispatch Oct 6/21 Dispatch Oct 21/21 164



Observer Oct 21/21 165

# MOVE TO HAVE WORK ON LEVIATHAN DONE AT LOCAL SHIPYARD

Hoboken Chamber of Commerce Unites with Other Bodies of the Port of New York in Protests Against Transferring Liner to Boston Navy Yard for Reconditioning—Matter Yet in Abeyance—Would Mean Employment for Thousands—City Already Penalized Enough by Events It Could Not Help, Asserts Senator Frelinghuysen—Chance to Bid Asked, Not Any Preferential Treatment by Board.

Obs Oct 22/21

## WHY SHOULD THIS BIG STEAMER BE HAULED TO BOSTON?—LET WORK BE DONE IN HOBOKEN.

The protest raised against the proposal to recondition the Leviathan at the Boston Navy Yard is justified. If there is any special preference to be shown it should be for the Port of New York, and particularly for Hoboken. The latter has suffered greater loss than any other section, both during and since the war. There would be some recompense if at least a portion of the millions for restoring the giant liner were to be expended here.

Boston's Mayor sets forth that if the work was done there it would help the local unemployment situation, and that the Navy Yard would be able to do it cheaper than it could be done elsewhere. As to the former, the problem presented by lack of employment is as grave here as in the New England city. Concerning his second contention, the Hoboken Chamber of Commerce makes it plain that it is not borne out by previous bids. Besides, an estimate from a Navy Yard is of doubtful value, for if the work costs more the additional amount has to be met by the Government. A private bidder who received the contract would have to adhere to his terms.

Over a quarter of a million dollars has been lost annually through Government ownership of the local shore front. Then there is the matter of loss of shipping that runs into big figures. And, as to the Leviathan, it has occupied one of the finest piers, keeping out other vessels that would have made possible employment for large numbers as well as increased business. Is it not about time that some consideration was shown for these parts?

## COMMERCIAL BODIES ROUSED BY REQUEST OF MAYOR OF BOSTON

The act of the Mayor of Boston in appealing to Chairman Lasker of the Shipping Board and Secretary Denby of the Navy for special preference for the Boston Navy Yard on the reconditioning of the giant liner Leviathan has raised a storm of protest from the business men and Chamber of Commerce organizations in the Port of New York and Northern New Jersey.

It is estimated that the cost of reconditioning the largest vessel in the world will run into several millions. It will take about a year to complete the work. This will mean that thousands of men now unemployed will be able to get work, and the circulation of such an amount of money in the section in which the job is done will materially help business men in the neighborhood.

Mayor Peters, of Boston, has appealed to the Navy Department and the Shipping Board to give special consideration to the port of Boston in awarding the contract on the grounds that it will help the unemployed situation there and also claims that the navy yard will be able to do the work cheaper than any other yard in the country. He bases his claim on the statement that a year ago the Boston Navy Yard entered an estimate to recondition the Leviathan at a cost of \$8,939,000, or almost a million less than that of a shipyard corporation of the Pacific Coast.

A. W. Coffin, manager of the Hoboken Chamber of Commerce, declared to-day that Mayor Peters' claim is not based on fact. In a statement which he issued yesterday to other chamber of commerce organizations in the port of New York, he said that on the previous bids for the reconditioning of the Leviathan, the actual cost to the Government for the work, had the Boston Navy Yard obtained the contract, would have been half a million dollars more than the other bid.

In fact, an estimate from the navy yard meant nothing, because if the cost had been a million dollars more than the estimate the Government would have to pay the additional million. In the case of a private bidder the contractor would be compelled to stand by his figures.

"The impression that Mayor Peters in his letters to the Navy Department and Shipping Board seems to be trying to convey is that the contract might go to the Pacific Coast. There was never any bid submitted from any Pacific Coast yard, and furthermore there was never any intention of this work being done except on the Atlantic Coast. While the navy yard bid was nearly a million dollars less they required 166 more days in which to complete the work. Official estimates placed the earnings of the Leviathan at more than \$10,000 a day, which virtually added \$1,660,000 to the navy yard, making the proposal of the New York concern the lowest.

"What we have to consider at this time is not the relative bids of the two competitors then, but the fact that if any preference in awarding the contract should be shown by the Shipping Board now, it should be shown to the port of New York and not to Boston.

"The port of New York and particularly the Hoboken section of the port has been harder hit as a result of the war activities than any other

section of the country. In the first place, at the outbreak of the war, 1914, all the piers of the North German Lloyd and the Hamburg-American lines, occupying half the waterfront of the city, were tied up and business suspended.

"Until the United States entered the conflict the pier property paid to the city of Hoboken about \$280,000 in taxes annually. When the Government took over the piers of the two German steamship companies and secured title, the payment of taxes to Hoboken was stopped. No taxes are paid on Government property. As a result of this the tax rate in the city has jumped from \$23 per \$1,000 of ratables to \$42 this year and may jump to \$50 next year.

"The giant liner Leviathan has lain at her pier in Hoboken since it was taken out of the transport service and placed with the U. S. Shipping Board. It has taken up the entire space of one of the most valuable piers in the country. Shipping has been denied to this property because of the Leviathan's presence. Conditions in the section have suffered correspondingly. Had there been a healthy condition of shipping at this pier, there would have been work for thousands of longshoremen and hundreds of other employees. Trade in the city would have immeasurably increased.

"Within the last two weeks, U. S. Senator Joseph Frelinghuysen, of New Jersey, in referring to the conditions in the port of New York and particularly on the Hoboken side, said: 'This municipality has already been penalized and made to suffer because of conditions for which it was not in any sense responsible. I speak very mildly when I say that Hoboken has been very harshly treated by the Government, and it is time that justice should be done.'

On learning of the attempt made by the Boston Mayor the Hoboken Chamber of Commerce sent telegrams to Chairman Lasker of the Shipping Board, and Secretary of the Navy Denby, advising them of the situation and urging the elimination of any preferential treatment.

The Hoboken Chamber of Commerce is cooperating with the following organizations, several of which have already made individual appeals to Washington. Merchants and Manufacturers' Association of New York, New York Chamber of Commerce, Brooklyn and Queens Chambers of Commerce, Bayonne, Newark, Paterson, Passaic and Jersey City Chamber of Commerce, and the New Jersey State Chamber of Commerce.

Jersey Journal Oct 22/21

## REFITTING THE LEVIATHAN.

The Hoboken Chamber of Commerce makes out a good case in opposing the suggestion of Mayor Peters of Boston that the former German liner Leviathan be taken to the Navy Yard there to be reconditioned rather than having the work done in Hoboken.

The prize that both Boston and Hoboken are after is the employment that the job of putting the big ship back into proper shape will provide, an element that possesses special attraction at this particular time.

Boston's case is based on the fact that when bids on repairing the Leviathan were asked, a year ago, the estimate of the Navy Yard was nearly a million dollars lower than the next lowest bid. Hoboken's answer to this is that it would take the Boston Navy Yard 166 more days to complete the job than would be required in Hoboken and, figuring the ship's earning capacity at \$10,000 a day, this would add \$1,660,000 to the Boston bid.

Hoboken also has another reason why the work should be done, and it seems to be a perfectly legitimate one. This is that the city, having been a heavy loser in taxes and business during the period that her waterfront has been used by the Government, is entitled to the employment and trade the job will provide. This may appear like a sentimental reason, but, all other things being equal, it contemplates nothing more than a fair deal for the Mile-Square City.

The discussion of the matter that has been carried on so far has been predicated on the bids that were asked a year ago. It is understood, however, that it is the intention of the Shipping Board to ask for new estimates. Possibly, when this is done, Hoboken will be able to submit figures that will preclude any chance of her losing the job of restoring the Leviathan.



# LOCAL COMPANIES TO HAVE CONSIDERATION IN WORK ON LEVIATHAN

As the result of a campaign started in the port of New York by commercial and business men's organizations, protesting against any preferential treatment given to Boston in the reconditioning of the U. S. Shipping Board vessel Leviathan, J. W. Powell, president of the U. S. Shipping Board, Emergency Fleet Corporation, has assured C. M. Owens, president of the Hoboken Chamber of Commerce, that the contract will be awarded with the view of obtaining the quickest, cheapest and best results.

Mr. Powell's letter, received by the Hoboken Chamber of Commerce yesterday afternoon, is as follows:

"Replying to your telegram of the 20th, with reference to the reconditioning of the Leviathan, bids for this work will be called for next week, but proposals will not be submitted until late in December. The contract will be awarded only after full consideration of the price and with a view of obtaining the quickest, cheapest and best results. You may be sure that bids received from New York companies will have our most careful consideration."

## Senator Protests.

Senator Frelinghuysen of New Jersey has also notified the Hoboken Chamber of Commerce that he had lodged an emphatic protest with the Shipping Board against the transfer of the Leviathan from Hoboken to Boston. His letter to Chairman Lasker was as follows:

"Permit me to submit the accompanying night letter from the Chamber of Commerce of Hoboken, N. J., strongly protesting against the suggestion that the Leviathan be sent to Boston for reconditioning. If this is contemplated, I desire to lodge a very emphatic dissent. No community in

the United States has been harder hit by the war and its aftermath than Hoboken. The Leviathan should remain at her home port, that of New York, and the reconditioning should be done there, thus affording employment to hundreds of idle hands and about that section embracing New Jersey and New York.

"I hope to hear from you promptly that there is no foundation for this rumor."

## Boston Wants Work.

Mayor Peters, of Boston, two weeks ago went to Washington and in person handed to Chairman Lasker of the Shipping Board and Secretary Denby of the navy appeals to have the Leviathan diverted to Boston. He based his appeal on the grounds that a year ago the Boston navy yard submitted a bid for the reconditioning of the Leviathan which was nearly a million dollars less than the bid of "a shipyard corporation of the Pacific coast." It was pointed out by the Hoboken Chamber of Commerce that the navy bid called for five hundred days in which to complete the work while the bid of the New York concern stipulated three hundred and thirty-four days. The difference in time, had the navy yard bid been accepted, would have cost the government \$1,660,000 additional. Furthermore, no bid was received from any Pacific coast shipyard concern, and it never was the intention to send this work to the west coast.

"In fact, an estimate of the navy yard meant nothing, because if the cost had been a million dollars more than the estimate, the government would have to pay the additional million. In the case of a private bidder the contractor would be compelled to stand by his figures," it was pointed out by the Hoboken Chamber of Commerce to Chairman Lasker. President Powell, by his letter to the Chamber of Commerce, gives assurance that the contract for reconditioning the Leviathan will be awarded on a strictly competitive basis, which was the demand of the Chamber of Commerce organizations in the port of New York.

# TO RECEIVE BIDS FOR WORK ON BIG SHIP NEXT WEEK

## Emergency Fleet Head So Informs President of Chamber.

J. E. Powell, president of the U. S. Shipping Board Emergency Fleet Corporation, has assured C. M. Owens, president of the Hoboken Chamber of Commerce, that the contract for the reconditioning of the "Leviathan" will be awarded with the view of obtaining the quickest, cheapest and best results. This follows the campaign started by local interests against giving preferential treatment to Boston.

Mr. Powell's letter, received by the Hoboken Chamber of Commerce on Saturday afternoon, is as follows:

"Replying to your telegram of the twentieth, with reference to the reconditioning of the Leviathan, bids for this work will be called for next week, but proposals will not be submitted until late in December. The contract will be awarded only after full consideration of the price and with a view of obtaining the quickest, cheapest and best results. You may be sure that bids received from New York companies will have our most careful consideration."

Signed,

J. W. POWELL,

President.

Senator Frelinghuysen has also notified the Hoboken Chamber of Commerce that he had lodged an emphatic protest with the Shipping Board, against the transfer of the Leviathan from Hoboken to Boston. His letter to Chairman Lasker was as follows:

"Permit me to submit the accompanying night letter from the Cham-

ber of Commerce of Hoboken, New Jersey, strongly protesting against the suggestion that the 'Leviathan' be sent to Boston for reconditioning. If this is contemplated, I desire to lodge a very emphatic dissent. No community in the United States has been harder hit by the war and its aftermath than Hoboken. The 'Leviathan' should remain at her home port, that of New York, and the reconditioning should be done there, thus affording employment to hundreds of idle hands in and about that section, embracing New Jersey and New York.

I hope to hear from you promptly that there is no foundation for this rumor."

Signed,

J. S. FRELINGHUYSEN.

Mayor Peters, of Boston, went to Washington two weeks ago presented appeals to Chairman Lasker of the Shipping Board and Secretary Denby of the Navy, to have the Leviathan diverted to Boston. He based his appeal on the grounds that a year ago the Boston Navy Yard submitted a bid for the reconditioning of the Leviathan, which was nearly a million dollars less than the bid of "a shipyard corporation of the Pacific Coast."

The Hoboken Chamber of Commerce pointed out that the Navy bid called for 500 days in which to complete the work while the bid of the New York concern stipulated 334 days. The difference in time, had the Navy Yard bid been accepted would have cost the government \$1,660,000 additional. Furthermore, no bid was received from any Pacific Coast Shipyard concern and it never was the intention to send this work to the West Coast.

"In fact, an estimate of the Navy Yard meant nothing, because if the cost had been a million dollars more than the estimate, the government would have to pay the additional million. In the case of a private bidder the contractor would be compelled to stand by his figures," it was pointed out by the Hoboken Chamber of Commerce to Chairman Lasker.

President Powell, assures the Hoboken Chamber of Commerce, that the contract will be awarded on a strictly competitive basis. This was the demand of the Chamber of Commerce organization in the Port of New York.

# NEWARK PROTESTS LEVIATHAN TRANSFER

The Newark Chamber of Commerce is adding its protest to that of the Hoboken Chamber of Commerce, against the reconditioning of the steamship Leviathan taking place outside the port of New York. A. W. Coffin, manager of the Hoboken Chamber of Commerce, has been notified by E. W. Wollmuth, secretary of the Newark Chamber of Commerce, of letters sent by that organization to Senators, Congressmen and officials of the U. S. Shipping Board pointing out the absurdity of taking the mammoth ship to any other city to have the work done. In his letter to Mr. Coffin, the Newark secretary, said:

"The Boston claim to the big job does not seem justifiable under the circumstances and our directors did not hesitate in their action to lend the weight of influence of the Newark Chamber of Commerce for the recognition of the right to have the work done in the Port District of New York."

# LEVIATHAN IS NOT ROTTING AT PIER

Superintendent E. H. Dendel of the Tietjen and Lang Drydocks, one of the bidders for the contract of repairing the giant liner Leviathan, declared yesterday that the popular supposition that the vessel is rotting away at her Hoboken pier and is almost unseaworthy is entirely wrong. The extra-transport, he said, is in comparatively good condition and had it been necessary to move her into midstream at the recent pier fire, she could have made her way out under her own steam.

Mr. Dendel branded as absurd a story in a New York newspaper that facilities for drydocking the liner here were not adequate. The cost of repairing the ship here, he said, would be much less than the cost at Boston. Bids have been called for on the work, to be received on December 29.

Manager of the Hoboken Chamber of Commerce A. W. Coffin stated this morning that the Hoboken Chamber has received offers of cooperation in its efforts to have the reconditioning of the Leviathan done in the port of New York from the Chambers of Commerce of Newark, Paterson, Queens, Jersey City and Bayonne. This week the New York Chamber and the New York Merchants' Association are to take up the matter at their executive meetings.

# REPAIR WORK ON LEVIATHAN CAN BE DONE HERE

Idea of Taking Her to Boston  
Branded as Absurd by  
Dendel

## READY TO GO TO SEA NOW, HE SAYS

The idea that the Leviathan should be taken to Boston for reconditioning because the only available dry dock large enough to contain the huge ship, is situated there, which was expressed yesterday in a New York newspaper, was branded as absurd by E. Henry Dendel, superintendent of the Tietjen & Lang Dry Dock Company of Hoboken, when seen last evening at his office by a Dispatch reporter.

Mr. Dendel said there are many myth-like stories floating about concerning the Leviathan, some of them being that she is rotting and rusting away at her pier that she is stuck fast in the mud; that her bottom is unseaworthy because of her long rest in port, and stories in like vein.

"The truth is," said Mr. Dendel "that the Leviathan is in good enough trim now to steam out to sea, and make port safely on the other side. If it had

been found necessary to move her at the time of the recent big fire to prevent her from being destroyed, all that would have been necessary would have been to cast off her lines and she could have backed into the stream under her own steam. But the powerful streams of water played along her side by the New York fire boats, made that precaution unnecessary."

## Work Costs Less Here.

He said that investigation as to the relative cost of refitting the famous old ex-transport at the navy yard in Boston, and in the port of New York would show that money would be saved by keeping the job here, and not only that but that the job would be better and more efficiently done here.

The beautiful reconstruction of the George Washington, making her one of the supreme queens of the sea, was pointed out as an example of the type of finished work put out at the Hoboken yards.

Mr. Dendel expressed his confidence that any political considerations that might make the powers at Washington consider Boston as a place to have the job done, would be cast aside in favor of the importance of having it done as well and as speedily as possible. He pointed out that after the Leviathan, then called the "Vaterland," a German ship had lain idle at her Hoboken pier for three years of war, it was not found necessary to put her into dry dock to recondition her. Before going into dry dock she made her first voyage with troops across the Atlantic, and entered dry dock on the other side at Liverpool, at that time the only dry dock large enough to hold the ship. He said that the ship is now even in less need of going into dry dock than then.

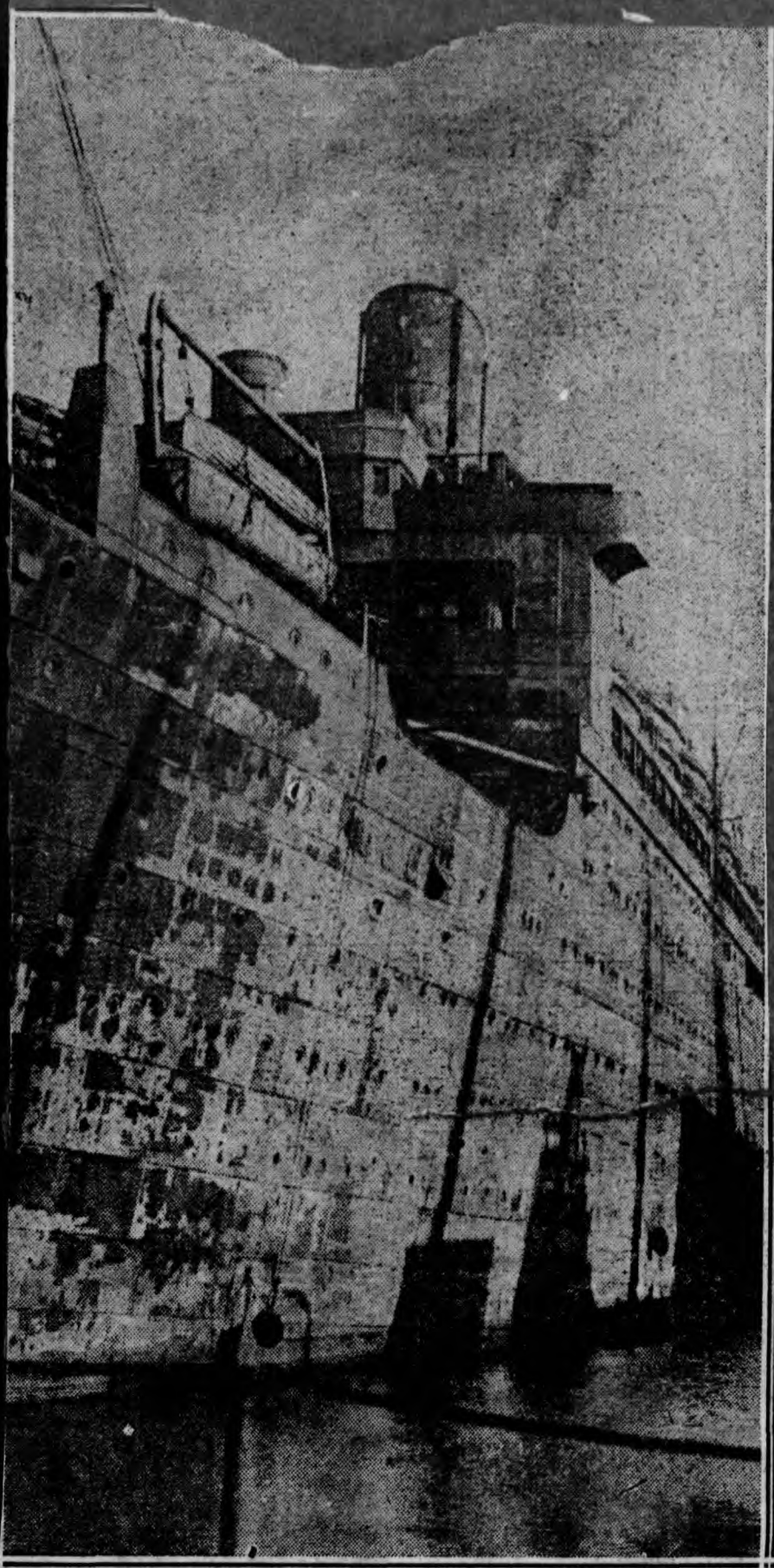


N.Y. American  
Dec 31/21

Obs Dec 1/21 167

Dispatch  
Nov 16/21

## Bids Opened for Refitting the Leviathan



SEA GIANT TO BE REFITTED—It will cost between \$5,000,000 and \$10,000,000 to refit the Leviathan (formerly Vaterland), long idle, for passenger service. Bids were opened yesterday.

## WANT WORK ON THE BIG SHIP DONE HERE

A meeting of local shipyard workers will be held tomorrow night at the home of John H. Sammons, 194 Hopkins avenue, Jersey City, for the purpose of making arrangements to bring to the attention of the public the necessity of having the repairs to the Leviathan done here.

"It will in all probability," said Sammons this morning, "take from 1,000 to 2,000 men to do this work. Hoboken is entitled to the job, as the yards in this city have done work on the Leviathan in the past and the workers here know the ship from stern to stern. It means a great deal to the government that the men doing the work be familiar with it."

"Furthermore, Hoboken has always been the home port of the great vessel. If the work is done in Hoboken it will relieve the unemployment situation. This will be to the benefit of the merchants and everyone else in Hudson County."

"I do not understand why the people are so quiet. In Boston they are making every effort to have the work done there. The people of Hoboken and Hudson County should wake up and help the shipyard workers get a job, now that there isn't a real chance of it."

Obs Dec 2/21

## THE LEVIATHAN AGAIN

The mighty Leviathan, the biggest ship afloat. That cost to build some millions without a thing aboard. Designing ships is easy by countries great and small. Not so the Leviathan, the king and queen of all.

The numerous combinations of all materials used in fitting all departments would make one man confused. So men with brains and training were working day and night. To harmonize the structure to bring all work out right.

By looking at the monster from keel to truck you see. There's nothing seems to be lacking, but perfect harmony. The war called for transports to take our troops away. So the transports were altered, of which I need not say.

And so the Leviathan was altered with speed by brainy men. The Tietjen-Lang & Company they supplied the men. But now comes some outsiders, with figures high and low. To bid for reconstruction of the Leviathan, so.

But it looks to me and others, and really don't you see. The job should go to Henry for the superintendency. For he knows every opening, from stern to stern, you see. Thus makes it so much easier for his superintendency.

For any other builder would need a dozen guides. To lead him port or starboard before he would be right. And now we look for justice, the Shipping Board decides. The man who gets the contract depends upon the price.

HUGH ROBERTS.

Obs Dec 12/21

## TO RECONDITION LEVIATHAN

New York, Dec. 12.—Indicating preparations for an early restoration to service of the steamship Leviathan—America's 54,000-ton passenger liner, bids were requested today on equipment of the stewards' department of the ship.

Representatives of the Shipping Board and of the International Mercantile Marine, her custodian, said these bids were called for as a part of the reconditioning program. Bids of shipbuilders for the work of restoring her cabins and passenger accommodations will be opened Dec. 29.

Recently the Leviathan was put on paper, a task that required more than a year's work on the part of a large staff of engineers.

## NUMEROUS FIRMS PROPOSE TO BID ON LEVIATHAN

Reconditioning of Liner Probably Will Be Done at Dock If Local Firm Wins

ANTICIPATE COST  
AT ABOUT \$5,000,000

Ship-building concerns in North Jersey, besides Tietjen & Lang, are likely to bid on the reconditioning of the Leviathan. The others are the W. & A. Fletcher company, Hoboken; New York Harbor Dry Dock and Repair company; the Submarine Boat Corporation at Port Newark, the Federal Shipbuilding Corporation of Kearny and the Standard Shipbuilding Company of Shooters Island. These concerns are among those which have obtained specifications with a view to bidding for the big job.

Officers of the corporations said there was a possibility of their companies bidding for the work, but that definite decision could not be made until the specifications, which are contained in a small library of twelve substantial volumes have been studied.

The work, if undertaken by one of these, or any other shipbuilding or repair yard in Port of New York territory, would be done at the pier in Hoboken, where the ship has lain since she finished her work as an army transport. There is no drydock capable of accommodating the Leviathan this side of the Boston Navy Yard.

Bids will be opened December 29 by the International Mercantile Marine, as agent for the Shipping Board, which owns the former German liner.

This is not the first time reconditioning the ship for her old use as a palatial passenger liner has been considered, but in the past the cost has proved so high that the board has put off doing the work.

The last time estimates were made, a year ago, the cost was figured at \$8,000,000, and before that it had been put at \$12,000,000 or more. Unofficial estimates, on the basis of reduced prices ruling today for ship labor and materials place the probable cost of the work at between \$4,000,000 and \$5,000,000.

The work to be done under the specifications, calls for refitting the vessel completely for return to ocean passenger service. In addition it will be necessary to drydock her and clean and paint her hull, which would be done where facilities for taking her from the water are available.

Obs Nov 19/21

## SHIPPING BOARD MEN INSPECT LEVIATHAN

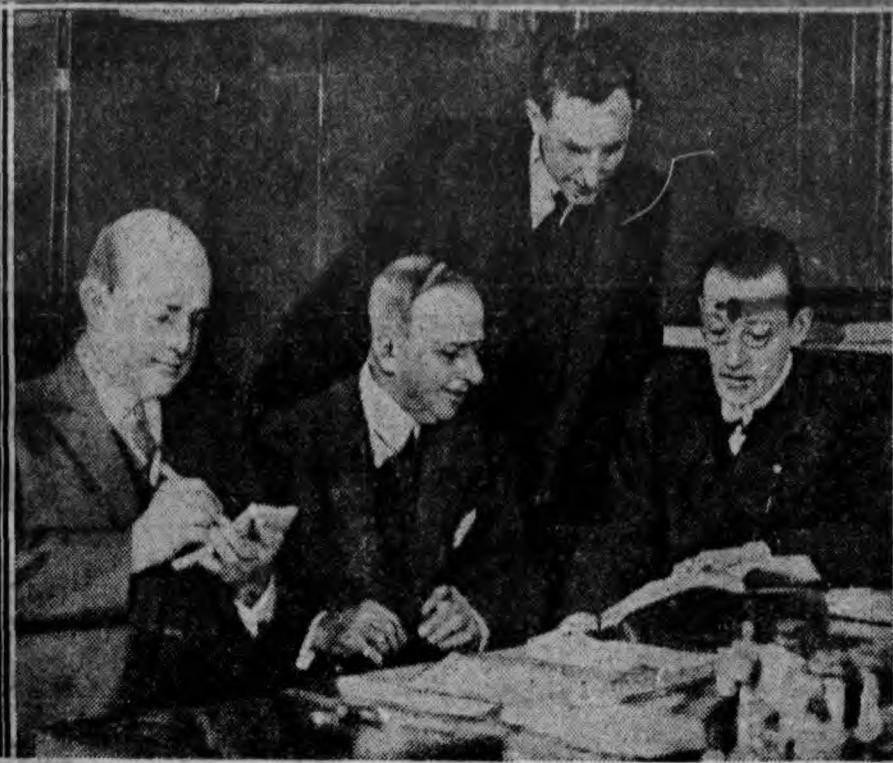
Representatives of the Shipping Board visited Hoboken this noon to inspect the Leviathan. It was stated that President Lasker, head of the U. S. Shipping Board, was to be among those inspecting the vessel.

Bids on the Leviathan are to be opened December 29. The International Mercantile Marine, as agent for the Emergency Fleet Corporation, will receive them. Bidders will be required to state a lump sum price and the right is reserved to reject any or all estimates. The specifications are available to all bidders on deposit of \$100 for each complete set.

Shipping men agree that the cost of reconditioning the vessel will run into millions. It will take about a year to complete the work. Thousands of men will be employed and business in the section where the work is done will receive substantial benefit. The Leviathan today is little more than a steel shell. As a result of the condition of the vessel the successful bidder faces task of practically rebuilding it.

The specifications and contract plans prepared for the bidders are described by mercantile marine engineers as the most complete and comprehensive ever compiled in the U. S. or abroad. The plans are contained in several bound volumes, each volume covering a particular subject.





OPENING THE BIDS for the Leviathan reconditioning contract. W. F. Gibbs is shown looking 'em over. (Left to right): James Plummer, W. H. Todd, W. F. Gibbs, T. W. Possbottom, standing.

## APPROPRIATION FOR LINER NOT TO BE CUT

Washington, Jan. 28.—The House refused yesterday to attach to the independent offices appropriation bill an amendment which would have prohibited the Shipping Board from proceeding with the reconditioning of the liner Leviathan without obtaining an appropriation from Congress for the purpose.

The amendment would have placed a \$1,000,000 limit on the amount the Shipping Board could expend for repairs on any one ship without Congressional authority. Refitting of the Leviathan, it was said, probably would cost at least \$8,000,000.

The proposal was rejected by a viva vote. During debate the Shipping Board was commended by Chairman Madden of the appropriations committee, who declared it was functioning satisfactorily.

## ANTI-LEVIATHAN REPAIR PROPOSAL BEATEN IN HOUSE

Washington, Jan. 27.—The House refused today to amend the "independent offices" appropriation bill so as to prohibit the Shipping Board from proceeding to recondition the Leviathan without obtaining an appropriation from Congress for the purpose.

Representative Graham, Republican, Illinois, offered the amendment, which would have limited to \$1,000,000 the cost for repairs on any one ship without Congressional authority. Refitting of the Leviathan, it was said, probably would cost at least \$8,000,000.

The German proposal was rejected viva voce after the House had adopted an amendment by Representative Dallinger, Republican, Massachusetts, which would give navy yards the right to submit estimates for the repair of Shipping Board vessels.

**\$6,697,303  
TO RESTORE  
LEVIATHAN**

Newport News Company  
Is Lowest Bidder on  
Making Repairs to Re-  
condition Liner — Fig-  
ures Regarded As Rea-  
sonable — Highest Bid  
Over \$10,000,000.

**NEW SHIP WOULD  
COST \$22,000,000**

It will cost \$6,697,303.20 to re-condition and put alongside the dock ready for passengers, America's 54,000-ton passenger steamship, the Leviathan, according to the low bids submitted by shipbuilders and opened by the United States Shipping Board in New York city, yesterday.

This total was computed by taking the sum total of the lowest bids submitted for the three classifications of the work called for by the specifications and are as follows:

Newport News Shipbuilding and Dry Dock Company; for general repairs, \$5,595,000; the same company for engine repairs, \$515,000; John Wanamaker, stewards' supplies and movable equipment, \$587,303.20.

Shipping Board Commissioner Joseph W. Powell, vice-president of the Emergency Fleet Corporation, said after the bids were opened, that they were entirely satisfactory. Plans for financing the work will be immediately set under way, but it was added it was

possible a special appropriation will be requested.

### Sixteen Proposals Sent In.

The call for bids brought forth eight proposals to do the work for the major contract, and an equal number for each of the other divisions of the plans and specifications.

According to William F. Gibbs, chief of construction for the International Mercantile Marine Co., and officials of the Shipping Board, the bids were very

reasonable, the highest for the general repairs being \$10,350,000.

To build a new ship like the Leviathan, Mr. Gibbs said, would now entail an expenditure of approximately \$22,000,000 and the Leviathan when she was constructed according to information in the hands of the Shipping Board cost the Hamburg-American Line slightly in excess of \$12,000,000.

The ship, if she is rebuilt in accordance with the plans on which the bids were submitted, Mr. Gibbs declared, will be equal to any ship that was ever set afloat. She will have a speed of approximately 24 knots an hour and will be in a condition that could not be excelled if she were built entirely new from the keel up.

### Greatest Job of Its Kind.

The object of asking for bids from practical shipbuilders at this time, it was stated, was to give the board a positive basis of cost on which plans for financing the project could be based. The bids submitted were all bona fide and accompanied by bonds or certified checks evidencing the sincerity of the bidder.

The task of reconditioning the Leviathan is the largest that American merchant shipbuilders have ever been called upon to perform. In foreign countries it is seldom that more than three or four firms will respond to a call of like magnitude and the fact that eight firms asked the privilege of rebuilding the great liner was considered exceptional.

The specifications stated that the work was to be performed in time to have the ship ready for the spring travel of 1923. Each of the bidders, by agreement with the board, named March 15 of that year as the time of delivery.

### Hull and Engines in Good Shape

Replacement of her present coal burning equipment with that for use of fuel oil is included in the general repair work. The engine and her hull have been pronounced in excellent shape, but in the engines there will be some changes of construction and operation in order that she may be efficiently handled by a merchant crew.

Ripping out the cabins, staterooms and saloons to make her a troop carrier in war days necessitates the rebuilding. Much of her former magnificent furnishings and movable equipment have been worn out, lost or destroyed.

## Senate Debates The Leviathan Repairs

**Lodge Fights for Navy Yard Work—Successful Bid-der Said to Be Willing to Cancel Contract.**

Washington, Feb. 11.—A protracted debate was participated in the Senate yesterday when Senator Lodge, Republican, Massachusetts, renewed his amendment to the independent bureau's appropriation bill, to enable the Shipping Board to obtain from Government navy yards bids for reconditioning the giant liner Leviathan before the awarding of a contract for such work in a private shipyard.

Opposition to the amendment was led by Senator Jones, Republican, Washington, chairman of the Commerce Committee, who praised the "splendid" work now being done by the Shipping Board. Such rapid work, he contended, was not strictly governmental and if awarded to a navy yard would not be given precedence over the repair of naval vessels.

Senator Jones insisted that the

Secretary of the Navy last November had stated that the navy yards did not wish to undertake the repair of the Leviathan. The great ship, he explained, should be ready for the spring trade of 1923, otherwise the Government would lose a large sum of money.

Senator Norris, Republican, of Nebraska, urged that the navy yard be given an opportunity to bid, but Senator Jones replied that there was need for haste because the present contract for the repair of the vessel at a cost of \$8,200,000 was to take effect February 15, and he feared that if an opportunity was offered it would be canceled by the firm making it, as sub-bidders were finding that the cost of materials was advancing.

Senator Lenroot, Republican, of Wisconsin, said it was costing the Government \$700,000 a year to keep the vessel tied up.

Preparations of the new plans brought about blue print details of every part of her hull, cabins and accommodations even to the pictured placing of every piece of furniture.

The lowest bid for stewards' supplies was by Gimbel Brothers of New York, \$589,066.63 on all except books for the library. The Newport News Shipbuilding and Dry Dock Company was fourth with \$677,000 for all stewards' supplies.



Dispatch  
Mar 25/22

## LEVIATHAN MAY LEAVE HOBOKEN NEXT WEDNESDAY

Giant Liner Now Being Made  
Ready for Her Voyage  
South

Indications of the impending departure of the steamship, "Leviathan" from her berth at Hoboken where she has slumbered so long, for Newport News, Virginia, where she will be completely overhauled and refitted for passenger service, are becoming more manifest daily.

Although the exact time of her departure has not yet been officially announced, there is a persistent rumor going the rounds in Hoboken that she will leave on the high tide next Wednesday. A prominent official of the Tietjen & Lang Dry Dock Company, however, who keeps in close touch with shipping activities, said that he had heard, although unofficially, that the huge vessel will leave for the southern shipyard sometime between April 3 and 11.

The increasing activity on the ship during the day is unmistakable. On clear sunny days, the ship's flags of many hues and shapes are flown from the masts. Workmen are seen busily going back and forth on the decks of the great hulk, and there is an increasing amount of smoke and steam issuing from her stacks and exhaust pipes.

The deep throated siren of the ship was blown yesterday for the first time since she went out of commission and caused excitement in the lower part of Hoboken. The hoarse blast, so long silent, went booming across the city, in a way that reminded people of the days when as a transport, she carried thousands of soldiers to France on every voyage, and tried out her whistle before pulling into the stream.

Thinking that something was wrong on the ship, people ran through the streets to positions where they could see her. But they were soon reassured by the calm movements of those aboard her that everything was as it should be.

169 Dispatch Feb 15/22

## LEVIATHAN CONTRACT FOR SOUTH

Chairman Lasker Decides to  
Send Giant Liner to New-  
port News Yard

NUCLEUS OF NEW  
AMERICAN FLEET

Washington, Feb. 14.—Chairman Lasker of the Shipping Board, has decided to award the contract for reconditioning the liner Leviathan to the Newport News Shipbuilding & Drydock Co., tomorrow, it was said today on high authority, and the board will meet at 9 o'clock tomorrow morning to ratify this decision. The Newport News company was the lowest bidder for the repair work.

Mr. Lasker's intention became known late today after it had been said at the White House that the administration's attitude in the matter of the Leviathan was that the contract for reconditioning it should go to the company which made the lowest bid under the award called for some time ago by the Shipping Board. Newport News company's bid was \$8,200,000 and all the bids as called for will expire at midnight tomorrow if not previously acted upon.

The Administration took this view, it was stated, notwithstanding the efforts of New England people to obtain the work for the Boston Navy Yard and the adoption by the Senate of the amendment to the independent offices' appropriation bill providing that unless otherwise directed by the President the Shipping Board should obtain navy yard estimates for all repair work in excess of \$5,000 before letting contracts to private bidders.

The view of President Harding, Sec-

retary Denby, Chairman Lasker and Fleet Corporation was said to be that President Powell of the Emergency there should be nothing to justify the government in throwing out the bids already made on the Leviathan and in asking new offers. The bids, it was declared had been made in good faith, and the government had nothing to do with favoring one community at the expense of another in awarding such contracts. Furthermore, it was added, the government was not attempting to take on any more business ventures, but was trying to get out of business.

In discussing the proposed New American Trans-Atlantic Steamship Service today, Shipping Board officials said that among those who had expressed a desire to bid for the fleet of four vessels, to which may be added four new ships of the 535 class, were the Roosevelt Steamship Line, the Moore and McCormick of the Brady interests and the Harriman Steamship Line. There was also a possibility, it was stated, that the International Mercantile Marine Co., might bid.

The International Mercantile, it was said, at the Shipping Board today, has released the board from the contract which it maintains it has to recondition and operate the Leviathan and has left the "Shipping Board a free agent." This contract was made when John Barton Payne was chairman of the board, but Chairman Lasker has never recognized its validity.

Chairman Lasker, however, it was said, induced President Franklin, of the International Mercantile Marine Co., to waive its claim in order that the giant liner might be placed again in service and so that the Shipping Board might be unhampered, according to Shipping Board officials, in forming the nucleus of a merchant marine which would "put the American flag back on the ocean."

Under a ship subsidy plan which is now in the hands of President Harding and probably will be transmitted to Congress by the end of next week, it was said the Leviathan and other former German trans-Atlantic liners, the George Washington, America and Princess Matoika will be sold to one of three or four recently organized American steamship companies which have already expressed a willingness to bid for the ships, to provide a trans-Atlantic steamship service under the American flag comparable with that given by some of the foreign companies now in the trans-Atlantic passenger trade.

Several attempts were made by influential Hoboken business men to obtain the contract of reconditioning the Leviathan for the local shipyards.

## LEVIATHAN SOON TO SAIL FROM HOBOKEN

The Leviathan is slated to leave Hoboken at 5 o'clock next Monday morning for Newport News, Va., where the work of reconditioning her will begin. In preparation for her the James River has been dredged to 35 feet, which is barely enough to permit the passage of the 54,000-ton liner under favorable tidal conditions.

The important matter of her insurance on the trip and while at the repair shop is now being disposed of. For this risk a policy of \$4,000,000 has been desired by the Shipping Board. This will be distributed among different insurance companies. The rate, it is considered, will be 1-4 of 1 per cent., which is considered favorable to the owner.

W. F. Gibbs, of Gibbs Brothers, in charge of the work on the Leviathan, has also been asked by the Shipping Board to prepare specifications for the reconditioning of the Agamemnon, formerly the Kaiser Wilhelm II, and the Mount Vernon, formerly the Kronprinzessin Cecilie. If the cost of reconditioning is not prohibitive the ships may be placed in the North Atlantic passenger service with the Leviathan.

It is reported that the Shipping Board decided to rename all its larger vessels, known as the "state" ships, after American presidents. It is likely that the Leviathan will be named after President Harding, another after President Woodrow Wilson, one for President Taft and others will carry the names of deceased presidents.

## The Leviathan Will Leave Hoboken Soon

Vessel is Ready Now for the Trip, But Awaits Dredging  
of Channel to Dry Dock Which Will Be  
Completed Within a Few Days.

The Leviathan, after extensive repairs and testings of her engines and boilers, is virtually ready to proceed from Hoboken to Newport News, Va., where she is to be reconditioned for passenger service at a cost of \$8,200,000. Dredging the channel to the yard of the Newport News Shipbuilding and Drydock Company will be completed within two or three weeks.

W. F. Gibbs, formerly chief of construction for the International

Mercantile Marine Company, who is supervising the reconditioning on behalf of the Shipping Board, said that as the trip down the coast will be made under the ship's own steam she has had to be as thoroughly prepared as for a transatlantic crossing.

The sub-contract for refurnishing and refitting the vessel has been awarded to Gimbel Brothers of New York, it was definitely announced from Washington yesterday.

Obs Feb 17/22

## NO INFORMATION ON BIG SHIP'S DEPARTURE

No further information was available this morning relative to the leaving of the U. S. S. Leviathan for Newport News, where she is to be reconditioned in about three weeks and will go to Newport News for her own service.



Dispatch  
Mar 25/22

## LEVIATHAN MAY LEAVE HOBOKEN NEXT WEDNESDAY

Giant Liner Now Being Made  
Ready for Her Voyage  
South

Indications of the impending departure of the steamship, "Leviathan" from her berth at Hoboken where she has slumbered so long, for Newport News, Virginia, where she will be completely overhauled and refitted for passenger service, are becoming more manifest daily.

Although the exact time of her departure has not yet been officially announced, there is a persistent rumor going the rounds in Hoboken that she will leave on the high tide next Wednesday. A prominent official of the Tietjen & Lang Dry Dock Company, however, who keeps in close touch with shipping activities, said that he had heard, although unofficially, that the huge vessel will leave for the southern shipyard sometime between April 3 and 11.

The increasing activity on the ship day is unmistakable. On clear sunny days, the ship's flags of many hues and shapes are flown from the masts. Workmen are seen busily going back and forth on the decks of the great hulk, and there is an increasing amount of smoke and steam issuing from her stacks and exhaust pipes.

The deep throated siren of the ship was blown yesterday for the first time since she went out of commission and caused excitement in the lower part of Hoboken. The hoarse blast, so long silent, went booming across the city, in a way that reminded people of the days when as a transport, she carried thousands of soldiers to France on every voyage, and tried out her whistle before pulling into the stream.

Thinking that something was wrong on the ship, people ran through the streets to positions where they could see her. But they were soon reassured by the calm movements of those aboard her that everything was as it should be.

169 Dispatch Feb 15/22

## LEVIATHAN CONTRACT FOR SOUTH

Chairman Lasker Decides to  
Send Giant Liner to New-  
port News Yard

### NUCLEUS OF NEW AMERICAN FLEET

Washington, Feb. 14.—Chairman Lasker of the Shipping Board, has decided to award the contract for reconditioning the liner Leviathan to the Newport News Shipbuilding & Drydock Co., tomorrow, it was said today on high authority, and the board will meet at 9 o'clock tomorrow morning to ratify this decision. The Newport News company was the lowest bidder for the repair work.

Mr. Lasker's intention became known late today after it had been said at the White House that the administration's attitude in the matter of the Leviathan was that the contract for reconditioning it should go to the company which made the lowest bid under the award called for some time ago by the Shipping Board. Newport News company's bid was \$8,200,000 and all the bids as called for will expire at midnight tomorrow if not previously acted upon.

The Administration took this view, it was stated, notwithstanding the efforts of New England people to obtain the work for the Boston Navy Yard and the adoption by the Senate of the amendment to the independent offices' appropriation bill providing that unless otherwise directed by the President the Shipping Board should obtain navy yard estimates for all repair work in excess of \$5,000 before letting contracts to private bidders.

The view of President Harding, Sec-

retary Denby, Chairman Lasker and Fleet Corporation was said to be that President Powell of the Emergency there should be nothing to justify the government in throwing out the bids already made on the Leviathan and in asking new offers. The bids, it was declared had been made in good faith, and the government had nothing to do with favoring one community at the expense of another in awarding such contracts. Furthermore, it was added, the government was not attempting to take on any more business ventures, but was trying to get out of business.

In discussing the proposed New American Trans-Atlantic Steamship Service today, Shipping Board officials said that among those who had expressed a desire to bid for the fleet of four vessels, to which may be added four new ships of the 535 class, were the Roosevelt Steamship Line, the Moore and McCormick of the Brady interests and the Harriman Steamship Line. There was also a possibility, it was stated, that the International Mercantile Marine Co., might bid.

The International Mercantile, it was said, at the Shipping Board today, has released the board from the contract which it maintains it has to recondition and operate the Leviathan and has left the "Shipping Board a free agent." This contract was made when John Barton Payne was chairman of the board, but Chairman Lasker has never recognized its validity.

Chairman Lasker, however, it was said, induced President Franklin, of the International Mercantile Marine Co., to waive its claim in order that the giant liner might be placed again in service and so that the Shipping Board might be unhampered, according to Shipping Board officials, in forming the nucleus of a merchant marine which would "put the American flag back on the ocean."

Under a ship subsidy plan which is now in the hands of President Harding and probably will be transmitted to Congress by the end of next week, it was said the Leviathan and other former German trans-Atlantic liners, the George Washington, America and Princess Matoika will be sold to one of three or four recently organized American steamship companies which have already expressed a willingness to bid for the ships, to provide a trans-Atlantic steamship service under the American flag comparable with that given by some of the foreign companies now in the trans-Atlantic passenger trade.

Several attempts were made by influential Hoboken business men to obtain the contract of reconditioning the Leviathan for the local shipyards.

Obs Apr 4/22

## LEVIATHAN SOON TO SAIL FROM HOBOKEN

The Leviathan is slated to leave Hoboken at 5 o'clock next Monday morning for Newport News, Va., where the work of reconditioning her will begin. In preparation for her the James River has been dredged to 25 feet, which is barely enough to permit the passage of the 54,000-ton liner under favorable tidal conditions.

The important matter of her insurance on the trip and while at the repair shop is now being disposed of. For this risk a policy of \$4,000,000 has been desired by the Shipping Board. This will be distributed among different insurance companies. The rate, it is considered, will be 1-4 of 1 per cent, which is considered favorable to the owner.

W. F. Gibbs, of Gibbs Brothers, in charge of the work on the Leviathan, has also been asked by the Shipping Board to prepare specifications for the reconditioning of the Agamemnon, formerly the Kaiser Wilhelm II, and the Mount Vernon, formerly the Kronprinzessin Cecilie. If the cost of reconditioning is not prohibitive the ships may be placed in the North Atlantic passenger service with the Leviathan.

It is reported that the Shipping Board decided to rename all its larger vessels, known as the "state" ships, after American presidents. It is likely that the Leviathan will be named after President Harding, another after President Woodrow Wilson, one for President Taft and others will carry the names of deceased presidents.

Obs Mar 4/22

## The Leviathan Will Leave Hoboken Soon

Vessel is Ready Now for the Trip, But Awaits Dredging  
of Channel to Dry Dock Which Will Be  
Completed Within a Few Days.

The Leviathan, after extensive repairs and testings of her engines and boilers, is virtually ready to proceed from Hoboken to Newport News, Va., where she is to be reconditioned for passenger service at a cost of \$8,200,000. Dredging the channel to the yard of the Newport News Shipbuilding and Drydock Company will be completed within two or three weeks.

W. F. Gibbs, formerly chief of construction for the International

Mercantile Marine Company, who is supervising the reconditioning on behalf of the Shipping Board, said that as the trip down the coast will be made under the ship's own steam she has had to be as thoroughly prepared as for a transatlantic crossing.

The sub-contract for refurnishing and refitting the vessel has been awarded to Gimbel Brothers of New York. It was definitely announced from Washington yesterday.

Obs Feb 17/22

### NO INFORMATION ON BIG SHIP'S DEPARTURE

No further information was available this morning relative to the leaving of the U. S. S. Leviathan for Newport News, where she is to be reconditioned in about three weeks and will go to Newport News for her own service.



Obs Feb 28/22 170

## LEVIATHAN ALL READY TO LEAVE LOCAL PIER; DATE STILL UNCERTAIN

Big Vessel Thoroughly Tested Preliminary to Trip to Newport News, Where She Is to Be Reconditioned.

### MUCH DIFFICULTY IN SECURING CREW

The huge transport Leviathan lies to-day at her Hoboken pier all in readiness for the signal to cast off lines for her trip to Newport News, Va. There she will be reconditioned for use as a passenger and freight carrier for transatlantic service. Her engines and all other vital parts have been tested and her engineers are confident that the trip will be made without mishap. Capt. H. C. Fish, in charge, states that the date of departure is still uncertain. It is expected, however, that the ship will leave early in April.

The liner would have gone earlier but for the difficulty experienced in recruiting a crew. This, it is said, was due to the refusal of Government authorities to pay railroad expenses for her crew back from Newport News. The matter has finally been straightened out, however, and the vessel is now ready to go. Her great sirens blew at intervals all morning.

When the big steamboat casts off her lines and slowly moves away from Pier 4, where she has been lying since her last voyage as an American transport in 1919, she will be manned by a crew of 675—within twenty of the largest merchant crews which has ever shipped under the American flag—and will have sufficient provisions aboard for a trip three-quarters of the way across the Atlantic.

Normally, the trip to Newport News is only one of about twenty-four hours, but those in charge of the great ship are taking no chances. The Leviathan will be fully prepared to meet a driving storm which might carry her far out of her course, or a fog

which would necessitate her lying outside of the harbor for several days.

Thirty-five hundred tons of coal are being put aboard, as well as a like quantity of fresh water. Enough food will be carried to feed the crew a month, and charts not only of waters through which she is scheduled to sail, but of other regions into which she might be swept by storm, are to be provided. New life preservers for the entire crew have been bought.

Every precaution has been taken to guard against one of the greatest dangers of the sea—fire. The entire force of guards patrolled the ship while she has been lying at the dock, and the same routine of punching clocks will be maintained on the trip south. In all, there are ninety clock stations on the ship, each one of which is passed by a guard every hour, many of them more often. During the time that the ship has been at Hoboken this patrolling has been done so effectively that the number of errors per month has averaged less than ten.

One month there was but one single error in the 62,100 impressions.

New fire hose has been placed throughout the ship, and fifty streams as large as those of the city fire department can be brought into action at one time if the necessity should arise. All the boilers have been inspected to meet the requirements of the steamboat inspection laws.

The big turbines have been started and tested out. In order that the ship may not tear herself away from the dock for the tests, the port turbines are run forward while the starboard ones are reversed, the two thus neutralizing each other.

In speaking of the preparations for the trip, F. W. Gibbs, president of Gibbs Brothers, who have the contract to supervise the reconditioning, said:

"We are taking every possible precaution. The boat belongs to the people of the United States, and we are doing everything in our power to see that no harm befalls her. The trip is strictly a business one. There will be no guests, and no one who is not actually working on the boat will be aboard."

When the ship is reconditioned she will be able to carry 4,505 persons. She will be equipped for 973 first-class passengers, 552 second-class, 944 third-class and 934 fourth-class. It will take a crew of 1,102 to operate the vessel.

Obs Apr 6/22

## LEVIATHAN READY FOR TRIP SOUTH STARTING SUNDAY

Many Precautions Taken to Insure Safety of Giant Liner at Sea

The steamship Leviathan which is to be reconditioned for commercial service for the Emergency Fleet Corporation of the United States Shipping Board will leave Pier 4, Hoboken, if weather conditions are good, between 5 and 6 o'clock Sunday morning next for Newport News. The ship is to be repaired at the Newport News Shipbuilding and Dry Dock Company.

William Francis Gibbs, president of Gibbs Brothers, Inc., agent for the vessel in behalf of the Shipping Board, announcement that all precautions will be taken for the safety of the ship which has been lying unused at the pier since she finished transport service.

Mr. Gibbs made an inspection of the ship today.

The preparations to insure the safety of the ship have been passed on by Admiral W. S. Benson, commissioner of the United States Shipping Board; the naval committee appointed by the Secretary of the Navy; the United States Steamboat Inspection Service and the United States Salvage Association and the London Salvage Association.

As a part of these preparations, the condition of Thimble Shoals and the Newport News channels were inspected by General Beach, chief of army engineers. The Newport News Shipbuilding and Dry Dock Company dredged a suitable berth for the Leviathan with an ample entrance from the Fairway. Passage through the Newport News channel will be attempted only under the most favorable tide and weather conditions. A full service crew was provided for the ship for the trip to Newport News, with Captain W. J. Bernard in command. He is the marine superintendent of the Army Transport Service, and during the war handled all the transports in New York harbor for both army and navy.

All other regular precautions were taken, including fire guards and fire alarm with fire hose and equipment, wireless equipment, watertight doors, lifeboat equipment and insurance.

The Leviathan is 929 feet long at the water line, and 950 feet long over all. It is 118 feet deep from bridge to keel, and its height from the top of the stacks to the water line is 144 feet. Its gross tonnage is 54,282. A total of 11,069 staterooms is proposed for the ship.

Obs Apr 8/22

## LEVIATHAN TO SAIL ON SUNDAY

The giant liner Leviathan will leave its pier at Hoboken under its own power next Sunday for the plant of the Newport News Shipbuilding and Dry Dock Company for reconditioning, it was said by Captain McQuillan, of the liner yesterday.

He said the work of reconditioning would occupy about a year and would cost in excess of \$8,200,000. The work will be supervised by Captain W. F. Gibbs, of Gibbs Brothers.

## Leviathan To Sail Tomorrow Morning

That is Providing Weather is Fair—Due to Make Start for Newport News at Five o'Clock—Extra Supply of Stores Laid in—Crew Complete.

Another chapter in the remarkable history of the U. S. S. Leviathan, formerly the German steamship Vaterland, will be started to-morrow morning when, providing the weather is fair, she will leave her Hoboken pier and start for Newport News. There she is to be transformed into the most up-to-date and luxurious liner in the world.

All arrangements for the sailing of the vessel have been completed, and she is due to make the start at 5 o'clock to-morrow morning. During yesterday and again this morning the

engines and boilers were given a further testing. Great quantities of coal and provisions have been placed on board. As a protection against possible emergencies extra supplies have been laid in in all departments.

According to statements made this morning nothing short of a storm will prevent the sailing of the vessel to-morrow morning. The crew of 750 men is complete. Captain W. J. Bernard is in command, with Captain H. C. Fish as staff captain, A. P. Linder, a civilian, navigator, and J. J. Moran, a civilian, executive officer.



## RENAME LEVIATHAN PRESIDENT HARDING

The steamer Leviathan, which left Hoboken last Sunday for Newport News, where it will be reconditioned for passenger service, has been renamed "President Harding." This was announced by Chairman Lasker yesterday. There is a destroyer called the "Harding," but that is not considered a conflict.

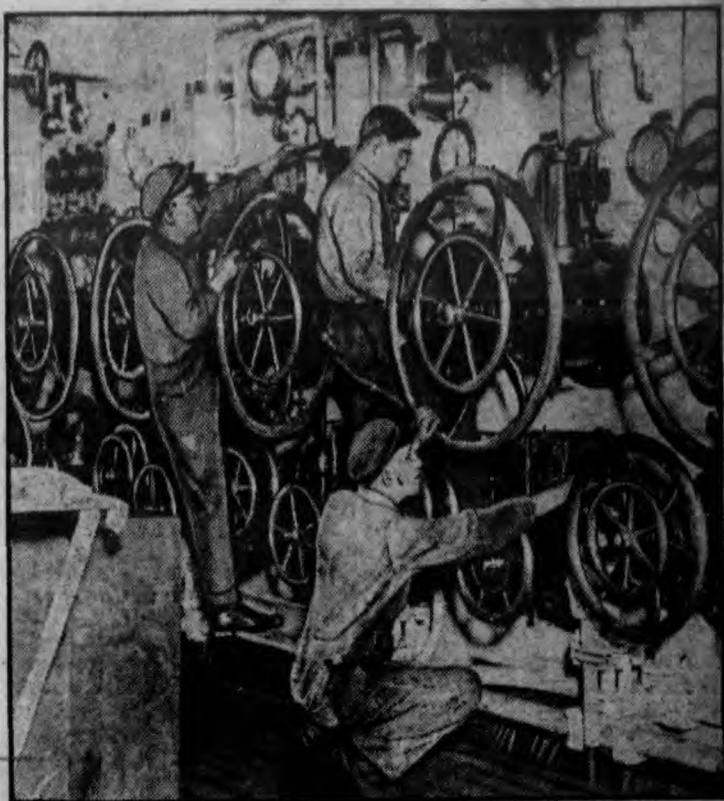
All the big passenger boats flying American colors will be named after American presidents. The next largest boat will possibly be named the "President Wilson," and then a boat will be named "President Taft." Then the boats will be named after deceased presidents in their order.

The name "President Harding" was selected, Mr. Lasker said, at the request of Commissioners Thompson and Chamberlain, Democratic members of the board, who said the Leviathan, the queen of the seas, should be named after the one "who done more than any other one man" to upbuild the American merchant marine.



Capt. H. C. Fish

## The Leviathan Moves Again Today



(NEWS photos)

### The Leviathan's Engine-room Control

MUCH ACTIVITY was displayed at Hoboken aboard the Leviathan yesterday in the final rush to get her ready to start today under Capt. Fish for Newport News for reconditioning. The great ship, whose transport of American troops to France made her name historic, is to be put in the passenger service by the Shipping Board.

## Leviathan Will Sail Out in Regular Trim

"A Serious Occasion," William F. Gibbs Calls  
The Great Ship's Second Launching, on  
The Way to Newport News

By Marian Storm

WHEN the sun rises on Sunday morning he will have a surprise. The Leviathan, quite awake after her years at the dock and equipped as if for one of her old North Atlantic voyages, will be steaming out of New York harbor, manned by a crack crew of 700 men, probably the largest merchant crew that ever shipped. Every inch of the 950 feet that she measures over all, of the 184 feet that is her stature from the top of the stacks to the keel, is ready for this first sally from her long anchorage. Although the run from Sandy Hook to Cape Henry should not take more than eighteen hours at a speed of fifteen knots the ship is prepared for four days at sea.

"If the weather should hold her back from entering the Newport News channel, she can wait her chance very comfortably," said William F. Gibbs, who has been a guardian of the Leviathan ever since she was laid up and whose firm arranged all the plans for moving and reconditioning her. "She has an oceangoing supply of fuel, water, and food, and every man of the crew has been drilled until he understands perfectly the duties of his post. When the steamer leaves it will be organized as completely as if it were entering on regular commercial business on the Atlantic."

No guests, no movie men, no outsiders at all will assist at the Leviathan's departure or go along for the ride. "It seemed to us too serious an occasion to permit such distractions. This ship belongs to the people, and our responsibility is very great," Mr. Gibbs explained. "However, we have gone over every point so carefully and have asked such a variety of expert opinion that we have no apprehensions. If anything befalls the Leviathan it will be no mishap that could possibly have been foreseen."

It is not generally known that a special committee appointed by the Navy Department, at the invitation of the Shipping Board, passed on the preparations made for moving the giant ship. The Secretary of the Navy appointed two officers to consult with the civilian experts—Capt. Edward Durell, in command of her during the war, and Commander Woodward, her wartime engineer. Moreover, Admiral Benson, now one of the commissioners of the Shipping Board, has approved of all the plans. The Leviathan has been inspected by the United States Steamboat Inspection Service; and the United States Salvage Association and the London Salvage Association, representing the insurance

underwriters of this country and England, have issued trip insurance at an unusually favorable rate.

"But as an indication of the great difficulty of navigating the channel, which certainly exists," said Mr. Gibbs, "I might mention that a rider attached to the policies excludes expenses or damage resulting from shoal water in the dock here or in the channels at Newport News."

### A Dress Rehearsal

The other day the Leviathan had her rehearsal—a dock trial. Two propellers were worked astern and two ahead. She did not move, therefore, but it proved that the machinery was in perfect condition.

It should be, for the vessel's magnificent and enormous engine room has been continuously under expert care. The same crew that watched over the ship while idle will be included among those who now take her to sea. They have had a long vigil. Nobody was sure just what was going to become of the Leviathan during the dull months that they kept her engines shining and alive, her forty-eight boilers in shape. "They have even made some improvements in the machinery since she came in to dock," Mr. Gibbs declared.

Capt. W. J. Bernard, who will command the Leviathan, is marine superintendent of the Army Transport Service. During the war he was in charge of all the transports in New

York harbor. Here he has docked and undocked the ship forty-two times. She will have her old pilot here, too—Capt. W. S. McLaughlin. The same fire guards the vallant sixty who saved her life last August, when she was damaged by the Hoboken dock fire, will watch over her still. The ship has a wonderful fire alarm system. There are ninety watchmen's clock stations, and every compartment of the vessel is visited at least once an hour by a fire guard. This involves the registering of the guards' positions more than 2,000 times a day. The fire hose totals 3,250 feet in length.

Many of the engineers and other ratings have been aboard the Leviathan for at least the past six months. All of the engineers hold licenses above their ratings. The crew's well-being will be attended to by eighty-eight stewards.

### New Wireless

The Leviathan's wireless has been put in first class shape, and a new aerial has been provided, giving the set a range of 400 miles or more in daylight. Two expert operators will be on board.

Apparently the crew should be able to take all their dunnage along, in case it becomes necessary to abandon ship, for besides sixteen life-boats which are ready, accommodating 850 people, there are life-rafts with a capacity of 800, not to mention 850 new life preservers.

### In preparation for the Leviathan's

first voyage, Capt. Bernard has made five trips to Newport News and has thoroughly gone over the channel by steamer. The New York and Newport News pilots have spent a week together, consulting about the Leviathan's entry. The Captain of the Port of Norfolk has arranged to patrol the channel and give the incoming giant the right of way.

At Hampton Roads a permanent mooring, of exactly the same sort as she made fast to at Brest, has been provided, for experience has shown that the Leviathan's anchors will not hold her with the wind blowing. So she will find awaiting her sixteen anchors, weighing from 14,000 to 17,000 tons each, and eight sixty-fathom chains. From this mooring she will be allowed to swing in a circle of a diameter of 4,000 feet, all in deep water. Fenders and fender spars exactly duplicating those in New York, where she has been handled successfully so many times, have been prepared for docking the ship at Newport News. In fact, everybody seems eager to humor the Leviathan—to make her feel at home once more on the seas, where she belongs.



N.Y. Post April 15/22

172



The giant Shipping Board liner Leviathan, formerly the German Vaterland, moving out of the pier at Hoboken where she had been tied up for two and a half years, at sunrise Sunday morning, on her way to Newport News, where she was dry-docked for reconditioning, for passenger service.



N. Y. Post April 15/22

172



The giant Shipping Board liner Leviathan, formerly the German Vaterland, moving out of the pier at Hoboken where she had been tied up for two and a half years, at sunrise Sunday morning, on her way to Newport News, where she was dry-docked for reconditioning, for passenger service.



N. Y. Tribune Apr 16/22

**Right—THE LEVIATHAN SLIPS AWAY AT DAWN.** The long exiled mistress of the seas, like the gray ghost of some mastodon, quietly slipped down the Hudson at sunrise last Sunday, after nearly three years of rustication at her Hoboken pier—en route to Newport News, where her 54,000 tons bulk will be reconditioned and put in service as the queen of the American merchant marine.

Levick



173  
6/1



N. Y. Tribune Apr 16/22

**Right—THE LEVIATHAN SLIPS AWAY AT DAWN.** The long exiled mistress of the seas, like the gray ghost of some mastodon, quietly slipped down the Hudson at sunrise last Sunday, after nearly three years of rustication at her Hoboken pier—en route to Newport News, where her 54,000 tons bulk will be reconditioned and put in service as the queen of the American merchant marine.

Levick



1193



Obs apr 8/22 174 Jersey Journal apr 12/22

# Leviathan To Sail Tomorrow Morning

That is Providing Weather is Fair—Due to Make Start for Newport News at Five o'Clock—Extra Supply of Stores Laid in—Crew Complete.

Another chapter in the remarkable history of the U. S. S. Leviathan, formerly the German steamship Vaterland, will be started to-morrow morning when, providing the weather is fair, she will leave her Hoboken pier and start for Newport News. There she is to be transformed into the most up-to-date and luxurious liner in the world.

All arrangements for the sailing of the vessel have been completed, and she is due to make the start at 5 o'clock to-morrow morning. During yesterday and again this morning the

engines and boilers were given a further testing. Great quantities of coal and provisions have been placed on board. As a protection against possible emergencies extra supplies have been laid in in all departments.

According to statements made this morning nothing short of a storm will prevent the sailing of the vessel to-morrow morning. The crew of 750 men is complete. Captain W. J. Bernard is in command, with Captain H. C. Fish as staff captain, A. P. Linder, a civilian, navigator, and J. J. Moran, a civilian, executive officer.

## LEVIATHAN IS RENAMED THE PRES. HARDING

Other U. S. S. B. Vessels to be Named for Presidents.

Washington, April 12.—The steamer Leviathan, now being reconditioned at the Newport News Shipbuilding and Dry Dock plant, has been renamed the President Harding, Chairman Lasker announced yesterday.

This name was selected among the Presidents, Mr. Lasker said, at the suggestion of Commissioners Thompson and Chamberlain, Democratic members of the board, who said the Leviathan, the queen of the seas, should be named after the one "who had done more than any other man" to upbuild the American merchant marine.

Tentative selections of American Presidents' names for the rest of the passenger fleet has been made, Mr. Lasker said, but the names are now being checked up with the navy and Lloyd's register to see if there is any conflict. There is a destroyer called the Harding, he added, but that is not a conflict.

N. Y. Post apr 10/22

## Leviathan Comes As a Life-Saver To Newport News

By Russell R. Clevenger

THE Leviathan sailing into Hampton Roads means more to the people of Newport News than they acknowledge.

The conditions which have been precipitated by the naval limitation programme can only be fully understood in a community where general prosperity is vitally connected with shipbuilding. Work in the Government yards at Boston is said to be at a standstill, but the city is little affected. In the harbor of Newport News shipbuilding is the one major industry.

It is a little seaport town at the lower end of Virginia, normally inhabited by about 20,000 persons, to whom the impetus of shipbuilding added about as many more during the war period. At the time of the census of 1920 the population still totalled 35,596. Business was still thriving, encouraged by the large naval appropriations for the building of battleships. The Newport News Shipbuilding and Dry Dock Company, one of the largest privately-owned yards in the world, was employing 13,500 men. Under the stimulation of the Government naval programme the shipyard investment had run up to \$35,000,000. Then came the slump which naturally followed the cessation of foreign commerce. There was no building going on at the shipyards. There was no repair work for them.

At the shipyards the men living in barracks, who constituted the floating population added during the war, were let go as the work gradually let down. However, the yard was still employing 10,000 men. Then the Senate cut off the naval appropriation, and in August and September 6,000 more men were laid off. This brought the number of employees down to the pre-war figure and with part of them doing part-time work.

### "5-5-3" Was a Blow

When the opening day of the arms conference indicated the possible scrapping of the four Government ships which were then under construction in the shipways, a leading merchant of Newport News said: "Five-five-three to us meant five vacant houses to every three that were occupied."

The winter brought hard times to Newport News. Estimates were made by the Central Labor Union, the City Manager, and the secretary of the Red Cross, that there were nearly 5,000 men out of employment.

The leading men of the town got together. Something had to be done. They were slightly encouraged by the report that the Government meant to complete the West Virginia, then under way there. But after the West Virginia—what then?

When the Administration asked for bids on the reconditioning of the Leviathan, H. M. Ferguson, president of the Newport News yard, determined to get the ship and did so by figuring very low for the sake of the community.

### Looking Into Other Industries

This was a piece of good fortune, and helped to stave off complete business depression. Meanwhile the Chamber of Commerce has awakened to the fact that Newport News is a one-industry town. Local optimists are looking forward to an American trade revival following an economic conference. This would mean repair work at once and might mean new commercial ships for the ways in the next five years. Meantime, if contracts could be secured, shops and foundries at least could be diverted to the manufacture of steel products. The yard at Newport News has a blast furnace. The car repair work now going on suggests car-building as a line which might help to replace shipbuilding. The manufacture of metal furniture for ships is an activity which the yard is seriously considering.

But while the Leviathan is being reconditioned prosperity will abide with Newport News.

## LEVIATHAN ARRIVES AT NORFOLK; MUCH SHIPPING ACTIVITY AT LOCAL PORT

Giant Liner Departed From Hoboken Yesterday Morning—Huron and Ryndam Arrive at Hoboken—Rotterdam and Granite State Sail.

### SEVERAL HOBOKEN BOYS ON BIG SHIP

The giant liner Leviathan, which sailed from Hoboken yesterday, arrived at Norfolk, Va., shortly after 9 o'clock this morning, according to word received from Captain W. J. Bernard by officials at the South Brooklyn army base to-day. No details of the arrival were given by Captain Bernard. The Leviathan is being taken to Newport News to be reconditioned and converted into a passenger liner.

Shipping activities in Hoboken over the week-end were the busiest, it is believed, since the war, when transport after transport had landed at the Hoboken port to load or unload soldiers. Eclipsing all other activities the sailing of the giant liner Leviathan took place yesterday morning. The big ship began its 271 mile journey for Newport News where she will undergo repairs and renovations at the Newport News Shipbuilding and Dry Dock Company's plant.

### SHIPS ARRIVE.

Among the boat arrivals is the S. S. Huron from Brazil and other Pan-

American ports and the S. S. Ryndam of the Holland-American Line. The outgoing boats were the steamship Rotterdam, of the Holland-American Line, which sailed from Fifth street, Hoboken, for Boulogne and Plymouth, carrying 640 passengers, among them Sir Robert Borden, former premier of Canada, and the S. S. Granite State, of the United States Lines, which left Hoboken on her maiden voyage for Queenstown and Bremen. General and Mrs. W. P. Biddle were among the passengers.

Among the passengers on the Huron from South America was Dr. W. A. Waddell, president of the MacKenzie College at Sao Paulo, Brazil, one of the largest universities in South America. He is an ardent prohibitionist and believes that Brazil, if not the entire South America, would soon be "dry."

Among the passengers on the Ryndam was Professor G. F. Rochat, professor of optomology in the University of Groninger, Holland. He is a delegate from the Dutch government to the International Congress of Optomologists in Washington on April 28. Dr. C. O. Roelof, of Amsterdam, and his wife also arrived and will give several lectures in this country. Dr. Roelof and his wife are specialists in children's diseases.

### THE LEVIATHAN.

At 5:30 o'clock yesterday morning the Leviathan, to the accompaniment of the crashes of thunder caused by an electrical storm over the river, slipped from her Hoboken pier where she had lain for over two years on her way to Newport News, Va.

Tears were shed by a number of the onlookers as the big ship glided out into the river. On board of the vessel were five Hoboken boys, Robert Garrick, son of Police Matron Garrick; John Foley, Joseph Cavanagh, Joseph Wullum and William Russell. They had signed up as members of the engineer department and have been promised steady employment on the vessel.

On the bridge of the vessel was Captain W. J. Barnard, marine superintendent of the United States Army Transport Service, who has charge of the vessel on the trip to Newport News. On her way down the river the big steamship was saluted by many of the passing river craft. A slight fog hung over the water. Not the slightest hitch took place in the program for the vessel's sailing, everything moving with the regularity of clockwork.

On board the vessel also were W. F. Gibbs, who has been in charge of the plans for converting the vessel, and his brother, F. H. Gibbs, acting as his assistant.



## HARDING RESTORES LEVIATHAN'S NAME

Washington, May 17.—President Harding has refused to permit the former transport Leviathan, which carried so many thousand troops to and from France in the World War, to be named after himself.

In a letter to Chairman Lasker of the Shipping Board, written Monday and made public yesterday, the President declines to accept the suggestion of the board that the Leviathan be renamed the President Harding. The President desires the Leviathan to stand as named and the Shipping Board today so ordered. The declination on the part of the President enforced the changing of the name of the steamer Hawkeye State from the President Cleveland to the President Harding. It also resulted in changing the name of the steamer Golden State from the President Taylor to the President Cleveland.

Here is the text of the President's letter to Chairman Lasker.

The White House,  
Washington, May 15, 1922.

I have given careful consideration to your letter in which you advise me concerning the action of the Shipping Board respecting the re-naming of the steamship Leviathan and calling it the President Harding.

As I understand it, the board has decided to change the names of twenty-two vessels and name them after Presidents of the Republic. Let me express to the board my hearty concurrence to the action, except as it relates to one ship.

It was very considerate on the part of the board to propose naming the reconditioned Leviathan after me; it is a fine compliment, and I admit finding the thought most agreeable. But mature judgment confirms the reaction I had when you first mentioned the matter to me.

At that time, you will recall, I stated to you that, while I did not want to seem insensible to the proffered compliment, I did feel that the board made a mistake in changing the name of the Leviathan—a name that has an overpowering national sentiment, a sentiment that symbolizes the participation of this great vessel in the World War and during that time in which she was engaged in returning our forces from European battlefields. In deference, however, to your wishes and

the kindly action of the board in passing its resolution after my conversation with you, I felt I owed it to you and your associates to give the matter maturer deliberation before finally letting you hear from me.

It would be insensible to the spirit of the board if I did not make acknowledgment of the very grateful response in me to their action, which, as you write me, is in recognition by the board of my great interest in the merchant marine. The board is correct in their measure of that interest, and because of that very interest I must ask the board understandingly to sympathize with my declination of the proffered honor and request that the name of the Leviathan remain unchanged.

The Leviathan stands, in name and in fact, not only as a national sentiment but a national symbol. And so, with all gratitude to you and your associates for the compliment you pay me, let me ask you to turn that compliment into an acceptance of my suggestion to let the Leviathan remain the Leviathan.

Cordially yours,

WARREN G. HARDING.

## Leviathan Will Sail Today After Two Years Slumber

Giant Liner Snorting Steam at Her Hoboken Dock,  
Ready for Trip to Newport News to Be Re-  
stored to Luxurious Passenger Ship.

Hoboken, April 8. (By Associated Press).—Roused from her slumber of more than two years—begun after she had brought General Pershing and her last 12,000 of America's victorious soldiers home from France—the giant liner Leviathan tonight snorted steam and belched smoke from her three great funnels, ready to start her last cruise in the guise of a grimy troop transport.

Dawn of Sunday promised to see her big hawsers cast off from her dock here, and her towering hulk nosed out into the North river by a flock of tugs for a run to Newport News, Va., where the erstwhile German queen of the seas will be restored to all her grandeur and beauty as a trans-Atlantic liner.

She will emerge a swift oil burner, equipped with every convenience and luxury the most fastidious could demand—a veritable floating city.

### Take Unusual Precautions.

Washington, April 8.—Unusual precautions have been taken to assure the safety of the Leviathan on the trip from Hoboken to Newport News to be reconditioned at the plant of the Newport News Shipbuilding and Drydock Company. William Francis Gibbs, who will supervise the job for the Shipping Board, announced today.

A suitable berth at the Newport News plant has been dredged and a special examination has been made of the Thimble Shoals and Newport News channels through which the Leviathan will have to pass. One survey was made by army engineers and in addition an independent investigation was made by the ship contracting company by means of sweeping with a suspended bar.

After consultation with the pilot and captain who handled the Leviathan in New York harbor during the war after each of her forty-two successful trips as an army transport, it was decided that passage through the channel at Newport News should only be attempted under the most favorable conditions of tide and water. In case the giant is compelled to anchor outside, the Navy Department, therefore, has provided sixteen anchors weighing from 14,000 to 17,000 pounds each and a special mooring sufficiently strong to permit a swing in a diameter of 4,000 feet.

### Has Full Service Crew.

A full service crew of 676 men will be carried under Captain W. J. Bernard, marine superintendent of the army transport service, and the ship will be piloted by the crack pilots of New York and Newport News.

The trip is to begin at dawn tomorrow with flood tide. The ship is expected to make the 271 miles from Sandy Hook to Cape Henry in eighteen hours at a speed of fifteen knots.

The Leviathan's engines and boilers have been inspected and re-inspected. Her old compasses and other navigating instruments have been replaced by new.

Her wireless has been re-tuned and new aerials strung. Even her hawsers are new, and her bunkers are yawning with 3,200 tons of the best steam coal obtainable.

"Human endeavor could do no more," said Mr. Gibbs, who has been her guardian since she was tied up at Hoboken in September, 1919. "If any accident happens now it can truly be classed as an act of Providence. In her present condition she could proceed to Liverpool as well as Newport News."

There is one ship in the world that is larger than the Leviathan—the British liner Majestic—but when the Newport News Shipbuilding Com-

pany is done with her, early in 1923, there will not be anywhere afloat a vessel that excels her in magnificence and modernity of appointments, according to her United States Shipping Board sponsors.

### Luxuries to Be Restored.

In reconditioning the great liner luxurious cabins will be replaced, stately dining salons and libraries, and cozy smoking rooms will be restored; a tile and marble plunge bath will be installed, flanked by the latest in Turkish, electric and other fancy baths; rich carpets will go down. Fresh paint and gilding will be applied, and the Leviathan will emerge once more in all the glory she wore as Vaterland, queen of the German merchant marine.

Completed in Hamburg in 1914, the Vaterland was hailed as the most magnificent ship afloat.

She was all that human ingenuity and shipbuilding skill could devise in the way of speed, luxury and safety.

Her great bulk—927 feet long and more than 100 feet in breadth, towering as high above the waterline as a five-story building—embraces quarters for more than 5,000 persons.

These accommodations ranged from the ordinary three and four bunk rooms for steerage passengers to the luxurious "Imperial Suites," fitted up with a thought to the comfort of the then Emperor William.

Many of her original fittings have been preserved and will be reinstalled. But those that bore the Imperial crest of the Hohenzollerns will be absent when Leviathan steams forth from Hampton Roads in 1923. Her decorations, like the flag at her dock rail, will be American.

### Tied at Dock Nearly Six Years.

Leviathan is 8 years old, but nearly three-fourths of her life has been spent tied up at a pier in New York harbor.

Three and a half voyages encompass her experience as a passenger liner. The outbreak of the war in 1914 found her in New York port, and here she lay for nearly three years trapped by French and British warships in a neutral harbor.

Then America entered the war, and with other ships she was seized. In an effort to balk her new enemies' plans to use her against the fatherland, her German engineers hacked, sawed and burned their way into vital parts of the machinery and went away to internment camps exulting that she never would be of use to the Allied cause.

But American engineers, working without the aid even of blue prints, repaired the damage in a few weeks, and in mid-January of 1918, alien enemies, looking out of their barred windows at Ellis Island, were surprised to see her heading for France with her first contingent of American troops.

### Nineteen Round Trips in War.

Nineteen round trips she made between New York and French ports, carrying a total of 184,263 soldiers, besides thousands of nurses and civilian army passengers.

She landed her last contingent on American soil on September 8, 1919, and was tied up at her pier in Hoboken with a skeleton crew.

Once she caught fire, but was saved with slight damage, thanks to the elaborate patrol system that was maintained on her. Again she narrowly escaped destruction when fire swept a half dozen Hoboken piers near the point where she was tied up.

Charges were made that she was permitted to rust into uselessness at her pier, but these were refuted by Shipping Board officials, who declared she was in as good condition as when she was tied up.

## Liner Leviathan to Keep Its Name, Harding Decides

By Universal Service.

WASHINGTON, May 16,

**ENDEARED** in the memory of thousands of American doughboys whom she carried safely through the perilous submarine zone, the Leviathan will always remain the Leviathan.

President Harding so decided today, in replying to the suggestion of Chairman Lasker of the Shipping Board that the great ship be named for the President.

In a letter to Chairman Lasker, the President said:

"The Leviathan stands, in name and fact, not only as a national sentiment, but a national symbol. And so, with all gratitude to you and your associates for the compliment you pay me, let me ask you to turn that compliment into an acceptance of my suggestion to let the Leviathan remain the Leviathan."

As May 17/22.

Newark Call Apr 17/22

175

NY of American  
May 17/22



## THE LEVIATHAN

In requesting the shipping board not to change the name of the Leviathan to his own, President Harding has acted both with good taste and an appreciation of the eternal fitness of things. The present name, as he truly says, has an overpowering national sentiment, because it was so intimately associated in the popular mind with the record performances of the mighty vessel in carrying the troops of the American expeditionary force to and from the battlefields of Europe.

It is the services she rendered in the hour of need, when the spirit and mettle of the nation were being tested, that will always be gratefully remembered by the American people. It is because of these services and the enterprise and efficiency which they represented that the ship herself and her name are so dear to the citizens and stand, indeed, as a national emblem.

## THE RECONDITIONING OF THE LEVIATHAN SHOULD BE DONE HERE.

The Chamber of Commerce instituted a vigorous campaign against propaganda emanating from Boston by which an effort is being made to divert the giant liner "Leviathan" from the Port of New York to the Charleston Navy Yard, Boston, for reconditioning. Mayor Peter Boston, has made a personal appeal to Secretary Denby of the Navy and Chairman Lasker of the Shipping Board to have the contract turned over to the Navy Yard. The position being taken up by the Directors of the Hoboken Chamber of Commerce is that no preferential treatment should be shown to any particular locality in the awarding of this contract, but that it should be awarded on a strictly competitive basis. The Hoboken Chamber, by telegram and letter, has sent a strong appeal to New Jersey representatives in the U. S. Senate and to the Congressmen in this district and also to Chairman Lasker and Secretary Denby, informing them of the prevailing conditions. Apparently an effort is being made in Boston to make it appear that a year ago the bid of the Boston Navy Yard was a million dollars less than that of the Todd Shipyards Corporation. As a matter of fact, the difference in time required to do the work by the Boston Yard would have cost the Government half a million dollars more than the bid of the other concern. In addition, the Hoboken Chamber points out that the Navy Yard only submitted an estimate and had the cost been a million dollars or more in excess of the estimate the Government would have required to foot the bill, whereas a private contractor must stand by his bid.

If any preferential treatment should be given, it should be to the Port of New York, is the belief of the Hoboken Chamber, and in this action Chamber of Commerce organizations in New York and Northern New Jersey are giving their support. The unemployment situation here demands that the Leviathan be reconditioned in her home port.

## TO REMAIN LEVIATHAN

Most Americans and especially those service men who sailed to war on it will note with satisfaction that the name of the giant steamship Leviathan will not be changed. The idea of changing a name that will forever mean much to American war memories was idiotic.

When the United States took over the German ship, it was the Vaterland. Obviously a change in christening was desirable there. Because of its huge bulk the appellation, Leviathan, seemed most appropriate. Under that name the big boat carried tens of thousands of American lads to the firing line and became associated indelibly with their war experience. The boat's magnificent performances during those trying days when the allies were calling for men and still more men has fixed the name Leviathan securely in the hearts and minds of all Americans.

It would have been not only bad taste but injustice to blot out a name which has meant and will continue to mean so much.

The Leviathan it was and the Leviathan it will be until its rusting plates and rotting timbers find a haven in some hospitable shipyard.

## DARING NAVIGATOR VERY MUCH ALIVE



Capt. Paul Koenig

Captain Paul Koenig, commander of the huge German commercial submarine Deutschland, which twice ran the blockade and entered American ports before America entered the World War, is soon to command the North German Lloyd liner Columbus, a sister ship of the Homeric. It was reported that the British had captured Captain Koenig on his return trip from Baltimore to Germany and that he was imprisoned. Another report was that the daring captain was drowned. That he is very much alive is attested by the fact that he will be in command of the new German liner, which will soon land in Hoboken.

## STEAMSHIP LEVIATHAN.

Editor Jersey Journal.

Kindly answer through the columns of your newspaper the correct gross tonnage of the U. S. S. Leviathan, formerly the Vaterland, and oblige.

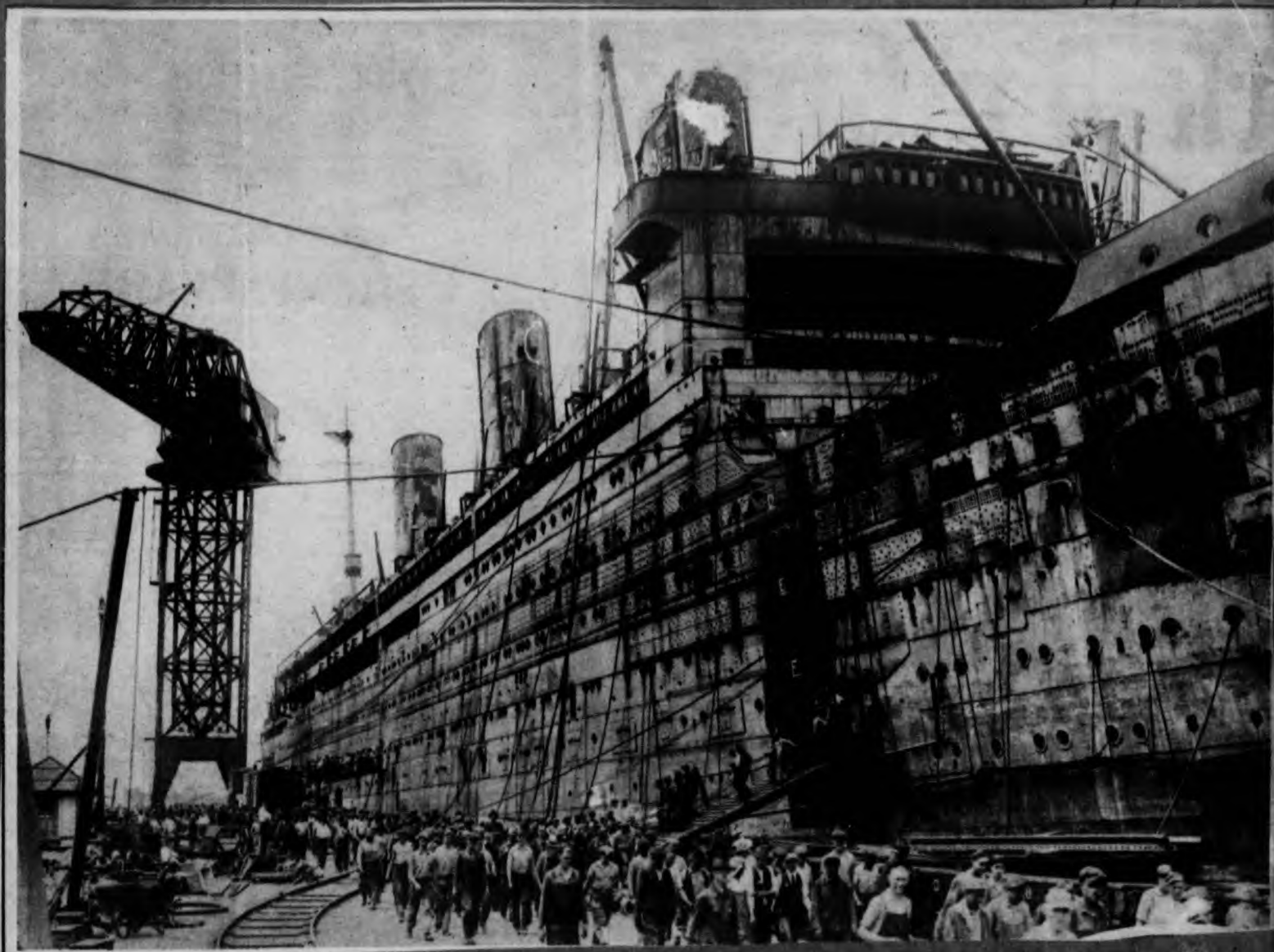
A Reader.

Bayonne, July 30, 1919.

Length, 750 feet; breadth, 100 feet; displacement, 65,000 tons; speed, 24 knots.



N. Y. Tribune June 25/22  
177



**RECONDITIONING THE LEVIATHAN.** The noon-day whistle has just blown at the Newport News shipyards and thousands of workmen are seen pouring out of the monster ship, which is being returned to the state she enjoyed before the war at a cost of about \$10,000,000. When the famous vessel again enters the transatlantic trade this greatest craft of the Shipping Board will be surpassed by no other ship in luxuriousness, not even by the new Majestic.

Obs Oct 16/22

## **Hoboken Remains the Leviathan's Home Port**

**Largest Pier in the United States to Be Constructed  
Here and Facilities Added to Ship for  
Handling Foreign Mails.**

Hoboken is to be the home port of the Leviathan. No matter whether the giant of the seas is finally assigned to a South American run, as was recently intimated, or continues in the European trade with a German or English port as her terminus on the eastern side of the Atlantic, she will continue to make Hoboken her port when in American waters.

This much was made certain today when Chairman Lasker, of the U. S. Shipping Board, announced that Pier 5, which was partially destroyed by fire a year ago, is to be removed and that the entire area between Piers 4 and 6 is to provide an entirely new pier for the Leviathan, which will be reconditioned by spring. The announcement added that upon completion of the work the great vessel will dock at Hoboken and will be put back into commission at the earliest possible date.

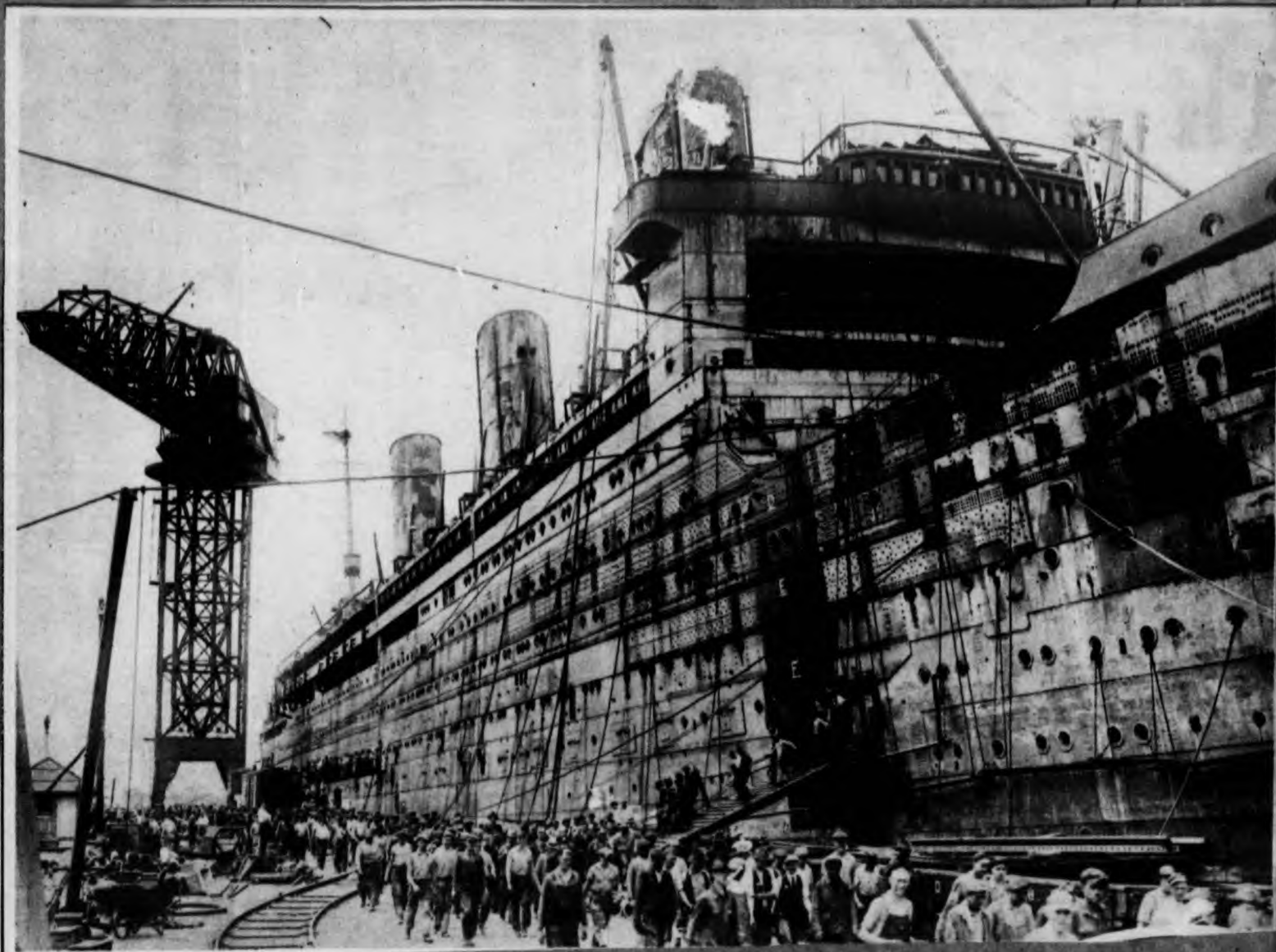
When the Leviathan goes into service it will carry U. S. seapost.

Arrangements are being made by the Post Office Department for the remodeling of the rooms formerly devoted to the German seapost. Foreign mails will be received direct on the Leviathan and postal clerks will sort it for shipment from the ports at which the liner docks.

Bids for the reconstruction of the Hoboken piers will be opened at the offices of the Emergency Fleet Corporation in New York at noon on November 10. The new berth for the Leviathan will be 42 feet in depth at low tide and 500 feet wide. When completed this will be the largest pier in the United States.



N. Y. Tribune June 25/22  
177



**RECONDITIONING THE LEVIATHAN.** The noon-day whistle has just blown at the Newport News shipyards and thousands of workmen are seen pouring out of the monster ship, which is being returned to the state she enjoyed before the war at a cost of about \$10,000,000. When the famous vessel again enters the transatlantic trade this greatest craft of the Shipping Board will be surpassed by no other ship in luxuriousness, not even by the new Majestic.

Obs Oct 16/22

## ***Hoboken Remains the Leviathan's Home Port***

**Largest Pier in the United States to Be Constructed  
Here and Facilities Added to Ship for  
Handling Foreign Mails.**

Hoboken is to be the home port of the Leviathan. No matter whether the giant of the seas is finally assigned to a South American run, as was recently intimated, or continues in the European trade with a German or English port as her terminus on the eastern side of the Atlantic, she will continue to make Hoboken her port when in American waters.

This much was made certain today when Chairman Lasker, of the U. S. Shipping Board, announced that Pier 5, which was partially destroyed by fire a year ago, is to be removed and that the entire area between Piers 4 and 6 is to provide an entirely new pier for the Leviathan, which will be reconditioned by spring. The announcement added that upon completion of the work the great vessel will dock at Hoboken and will be put back into commission at the earliest possible date. When the Leviathan goes into service it will carry U. S. seapost.

Arrangements are being made by the Post Office Department for the remodeling of the rooms formerly devoted to the German seapost. Foreign mails will be received direct on the Leviathan and postal clerks will sort it for shipment from the ports at which the liner docks.

Bids for the reconstruction of the Hoboken piers will be opened at the offices of the Emergency Fleet Corporation in New York at noon on November 10. The new berth for the Leviathan will be 42 feet in depth at low tide and 500 feet wide. When completed this will be the largest pier in the United States.



Oct

POPULAR MECHANICS

1922 591

178

Obs Jan 30/23



This Model of the "Leviathan," Built before the War by Expert Workmen Sent Over from Germany, was Held by the Alien-Property Custodian until Just Recently, When It was Turned Over to the United States Shipping Board and Now Stands in Its Offices at Washington

### MODEL OF "LEVIATHAN" PASSES TO SHIPPING BOARD

At the time when the "Leviathan," then the "Vaterland," belonged to the Hamburg-American line, expert workmen were sent over from Germany to build a model of the famous ship. The model, 18 feet 6 inches long, 1 foot 11½ inches beam, and 1 foot 5½ inches in depth, was held by the alien-property custodian during the war, but has now been turned over to the United States Shipping Board and stands in the main hall of its offices at Washington. The model cost \$25,000 to build.

### GETTING LEVIATHAN INTO SHAPE AGAIN



The Leviathan and New Lifeboats

Huge drafts of men are rapidly reconditioning the monster liner Leviathan (formerly the Deutschland), which is undergoing \$8,000,000 worth of work in the Newport News (Virginia) Drydock & Shipbuilding Co. yard, under the direction of Alex. Rossell, chief constructor for Gibbs Brothers. The liner is shown in drydock, together with the large new lifeboats that have been installed on her.



### LEVIATHAN NOT TO DOCK AT HOBOKEN

It has been definitely decided by the United States Shipping Board that the giant steamship Leviathan, to be operated by the United States Line, will, when ready for service, dock on the New York side of the North River, instead of the New Jersey side, it was learned yesterday. The Shipping Board has already made application to the city for docking facilities on the New York side of the river. It has requested accommodation be afforded the line either at Pier 86 or Pier 84, at the foot of West Forty-fourth street and Forty-sixth street, respectively.

Pier 86 is leased at present by the United American Line, while Pier 84 is not occupied at this time for the reason that it is undergoing reconstruction. The city is spending \$800,000 on the improvement of this pier. It is lengthening it to 1,000 feet and also widening it.

The depth of water at either pier would be enough to take care of the Leviathan, which draws about thirty or thirty-five feet of water, and if necessary the city would provide a greater depth by dredging. The piers are about 1,000 feet long.

### WILL PUT LEVIATHAN ON SOUTHAMPTON RUN

The assignment of the liner Leviathan, largest under the American flag and second largest in the world, to the United States Lines for transatlantic passenger operation was announced yesterday by William J. Love, general manager of the Emergency Fleet Corporation and Eastern district manager of the Shipping Board. He said he hoped the big ship, now reconditioning at Newport News, Va., would be ready for her first trip from New York between June 1 and June 15.

The Leviathan, unlike the other first class Shipping Board vessels operated by the United States Lines, will not touch at German ports, but will call at Cherbourg and berth at Southampton. Mr. Love was in receipt of a cable yesterday announcing the favorable conclusion of negotiations with the London & Southwestern Railway for pier facilities at the British port.

This will bring the American liner into direct competition with the giant passenger ships of the British marine, including the Majestic, world's largest ship, and Berengaria, third largest. All three vessels were built by the Hamburg-American Line, the Leviathan as the Vaterland, the Majestic as the Bismarck and the Berengaria as the Imperator. Originally designed for the German trade, all now make Southampton their European terminal port.

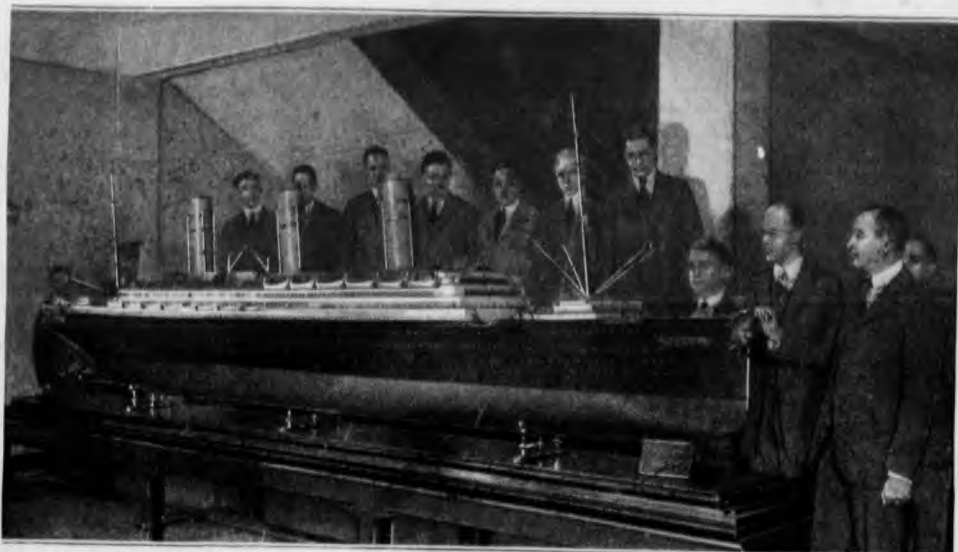
Obs Jan 27/23



Oct

178

Obs Jan 30/23



This Model of the "Leviathan," Built before the War by Expert Workmen Sent Over from Germany, was Held by the Alien-Property Custodian until Just Recently, When It was Turned Over to the United States Shipping Board and Now Stands in Its Offices at Washington

### MODEL OF "LEVIATHAN" PASSES TO SHIPPING BOARD

At the time when the "Leviathan," then the "Vaterland," belonged to the Hamburg-American line, expert workmen were sent over from Germany to build a model of the famous ship. The model, 18 feet 6 inches long, 1 foot 11½ inches beam, and 1 foot 5½ inches in depth, was held by the alien-property custodian during the war, but has now been turned over to the United States Shipping Board and stands in the main hall of its offices at Washington. The model cost \$25,000 to build.

Obs Jan 19/23

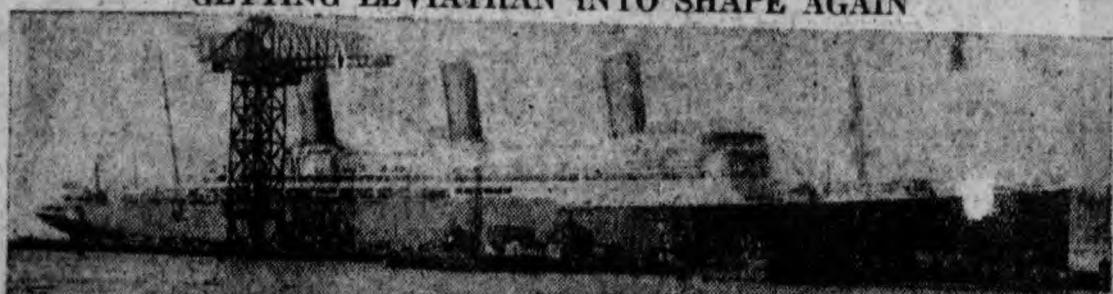
### LEVIATHAN NOT TO DOCK AT HOBOKEN

It has been definitely decided by the United States Shipping Board that the giant steamship Leviathan, to be operated by the United States Line, will, when ready for service, dock on the New York side of the North River, instead of the New Jersey side, it was learned yesterday. The Shipping Board has already made application to the city for docking facilities on the New York side of the river. It has requested accommodation be afforded the line either at Pier 86 or Pier 84, at the foot of West Forty-fourth street and Forty-sixth street, respectively.

Pier 86 is leased at present by the United American Line, while Pier 84 is not occupied at this time for the reason that it is undergoing reconstruction. The city is spending \$800,000 on the improvement of this pier. It is lengthening it to 1,000 feet and also widening it.

The depth of water at either pier would be enough to take care of the Leviathan, which draws about thirty or thirty-five feet of water, and if necessary the city would provide a greater depth by dredging. The piers are about 1,000 feet long.

### GETTING LEVIATHAN INTO SHAPE AGAIN



Obs Jan 27/23

The Leviathan and New Lifeboats.

Huge drafts of men are rapidly reconditioning the monster liner Leviathan (formerly the Deutschland), which is undergoing \$8,000,000 worth of work in the Newport News (Virginia) Drydock & Shipbuilding Co. yard, under the direction of Alex. Rossell, chief constructor for Gibbs Brothers. The liner is shown in drydock, together with the large new lifeboats that have been installed on her.



### WILL PUT LEVIATHAN ON SOUTHAMPTON RUN

The assignment of the liner Leviathan, largest under the American flag and second largest in the world, to the United States Lines for transatlantic passenger operation was announced yesterday by William J. Love, general manager of the Emergency Fleet Corporation and Eastern district manager of the Shipping Board. He said he hoped the big ship, now reconditioning at Newport News, Va., would be ready for her first trip from New York between June 1 and June 15.

The Leviathan, unlike the other first class Shipping Board vessels operated by the United States Lines, will not touch at German ports, but will call at Cherbourg and berth at Southampton. Mr. Love was in receipt of a cable yesterday announcing the favorable conclusion of negotiations with the London & Southwestern Railway for pier facilities at the British port.

This will bring the American liner into direct competition with the giant passenger ships of the British marine, including the Majestic, world's largest ship, and Berengaria, third largest. All three vessels were built by the Hamburg-American Line, the Leviathan as the Vaterland, the Majestic as the Bismarck and the Berengaria as the Imperator. Originally designed for the German trade, all now make Southampton their European terminal port.



Dispatch  
Mar 9/23

Obs Mar 3/23

Obs Jan 3/23  
179 23

## U. S. LEVIATHAN TRANSFORMED TO QUEEN OF SEAS

Most Luxurious Vessel in  
Trans-Atlantic Service to  
Be Ready June 15

Like a convalescent patient after a major operation, the Leviathan, hero ship of the World War, lies in dry dock at Newport News, its German-made interior replaced by the handiwork of American craftsmanship and the scars sustained during its war service almost completely covered over with the luxurious cosmetics of twentieth century liners.

The stormy career that carried the pride of German shipyards out into a world suddenly thrown into war that took it out of its original owners' hands and gave it to the allies to be used as one of their greatest weapons, that converted it from a thing of beauty into an unsightly transport and left it at the end of the war to accumulate rust and dirt at a Hoboken pier, will end on June 15, when the U. S. S. Leviathan enters the transatlantic service flying the American flag and typifying the American idea of ships.

She will be the most luxurious, the most complete, and the safest vessel in the world, according to Admiral W. E. Benson, chairman of the United States Shipping Board, and will be surpassed in size only by the White Star Liner, Majestic, like the Leviathan, of German make, but given to Great Britain by the terms of the armistice. Whether the ship will prove a paying proposition or not, it will at least have proved that American shipbuilders, designers and workmen are capable of carrying out the most intricate plan devised by the most ingenious minds. Benson declared after the formal inspection of the ship last week, when officials of the Shipping Board, representatives of the companies carrying the reconditioning of the liner, newspaper men and photographers, traversed the Leviathan from the lowest deck to the bridge, and from bow to stern.

### War Scars Removed.

Other than the steering gear, there is little left today of the old Leviathan of war days. The thousands of soldiers who sailed away on their great adventure aboard the ship and to whom the Leviathan will always be something more than just "the big boat" would hardly recognize in the remodeled interior with its artistic furnishings, the floating "flopp-house" where they experienced their first wave of seasickness.

Only two instances in which workmen have so far respected the memory of the war passenger lists were noted. Far down in one end of the stateroom there still remains a door on which is printed in black letters, "Sick Call, 11:30," and farther forward scrawled in chalk on a blackboard under the heading "Destination" are the words "Rotterdam, Germany."

The old staterooms have been junked; the thousands of initials carved in the woodwork of staterooms and decks have been covered with paint and veneer, and the officers' smoking room is now the Ritz-Carlton restaurant. The camouflaged sides of the ship whose futuristic lines grew faint while the Leviathan was left to rot and rust at Hoboken, are now gleaming under Virginia suns from heavy coats of jet-black paint. Its American name is now inscribed in large gold letters on the stern, flanked by the coats-of-arms of the United States and the U. S. shipping lines.

Of its original German fittings, there is still less left in the rejuvenated Leviathan than there is of the troop ship. In the first-class smoking room, the four carved figures of fat German merchants at which soldiers and sailors in war time let loose their epithets for the whole German nation, still remain as ornaments to the room. The several marine paintings by Alquist which were originally hung in the room have been left there as well as the German dome decorations in the first-class dining salon. The coats-of-arms of the German states that were placed around the sides of the smoking room have been replaced with coats-of-arms of the thirteen colonies.

## NEW LEVIATHAN TO BE A SPEED MARVEL

Newport News, Va., March 3.—The Leviathan, the second largest ship afloat and the largest flying the American flag, which has been reconditioned at a cost of \$8,500,000, will sail from the shipyard of the Newport News Shipbuilding and Dry Dock Company here about May 1 as the fastest, safest and most luxurious steamer in the world. This statement was made yesterday by Rear Admiral W. S. Benson, retired, Shipping Board Commissioner, after an official inspection of the vessel arranged for officials of the Emergency Fleet Corporation, the special board and the press.

"The Leviathan was originally designed as a 25-knot boat," Admiral Benson said. "We have improved on that speed. I confidently expect she will beat anything afloat. Whether we will attempt to utilize her speed in attempting to break the record now held by the Mauretania has not been decided upon. At any rate, the Leviathan will outspeed the Majestic."

"The only criticism that I have is that possibly we have gone too far in making her, without question, the most luxurious steamer on the seas. She is 50 per cent safer, as a result of changes and improvements that have been put into effect, than when we turned her over for reconditioning."

Obs Mar 2/23

## NAME DARK HORSE AS LEVIATHAN'S CAPTAIN

Captain Herbert Hartley, master of the steamship Mongolia of the American Line—which is part of the International Mercantile Company, a British controlled organization—yesterday was named Commander of the United States Line Steamship Leviathan, which is expected to leave this port in June as the finest liner on the Atlantic. The announcement was made by William J. Love, Vice President and General Manager of the United States Shipping Board.

Captain Hartley gained fame in 1917 when he commanded the S. S. St. Louis, the first armed passenger vessel to defy the German Admiralty and sail through the barred submarine zone.

Captain Hartley's appointment caused surprise in shipping circles, as he was a "dark horse" contender for the honor of commanding the second largest vessel in the world, and the largest under the American flag.

Capt. Hartley, who is fifty-eight years old, is a native of Oswego Falls, N. Y. He entered the American Line service in 1895 and in his career has seen service on the Kroonland, Finland, St. Louis, Manchuria and Mongolia liners. He is a favorite of transatlantic travelers, being one of the "old school" skipper "who knows every rope."

Captain Hartley will depart at once for Newport News, where the Leviathan is being reconditioned.

## WORK ON LEVIATHAN IS FAR IN ARREARS

New York, Jan. 26.—The work of reconditioning the Leviathan for transatlantic passenger service is about two months behind schedule. The big ship, instead of being delivered for operation April 15, the date set when the contract for reconditioning was let, will remain in the hands of the shipyard until early summer. A representative of the Newport News Shipbuilding and Dry Dock Company, 237 Broadway, admitted yesterday that work on the liner has been delayed. He said the delay will be "less than sixty days."

Inquiries of Shipping Board officials as to plans for operation of the ship and the probable date of her maiden voyage as an American passenger carrier have been met with silence. She has not been assigned for operation and no steamship line has been authorized to book passengers.

Bookings for the summer season normally are made months ahead. The big vessels with which the Leviathan must compete, including the Majestic, Olympic, Berengaria and Aquitania, already have heavy lists of reservations made in anticipation of the annual rush of tourists to Europe. It appears that the cream of the summer business will have been skimmed before the American liner becomes a factor.

Joseph E. Sheedy, operating vice-president of the Emergency Fleet Corporation, made a trip to Newport News about ten days ago to inspect the progress of work on the Leviathan, and it was said semi-officially that on his return an announcement would be made that would be made that would clear up the questions that have been agitating the passenger shipping trade for several weeks. He has been back a week, and still no word has been forthcoming.

William J. Love, general manager of the Emergency Fleet Corporation and supervisor of passenger services for the board, and T. H. Rosbottom, general manager of the United States Lines, generally regarded as certain to operate the Leviathan, were reported to be in Washington yesterday for a conference with Chairman Lasker.

Shipping board officials realize the tremendous operating problem presented by the big ship. When she sails from New York at the height of the travel season she will have to have an experienced personnel of about 1,500. So far as known not even the master and chief engineer have been selected. Doubt as to what agency will operate the liner has interfered with the customary practice of placing aboard a ship being built or reconditioned the captain and chief engineer, who thus are enabled to familiarize themselves with the structure and machinery and the changes made therein.

Obs Mar 2/23

## LEVIATHAN OFFERS OFFICIALS FREE TRIP

Washington, March 2.—The first rumblings of a great exodus of government officials, Congressmen, politicians and lobbyists from the nation's capital were heard to-day.

The Leviathan, America's greatest liner, will inaugurate its return to active service with a free trip to Europe for government officials and Congressmen. This probably will be in April.

Obs Mar 2/23



# NEW COMMANDER OF LEVIATHAN VISITS HOBOKEN

Captain Hartley Still Young  
Man and Has Had Notable  
Career

Captain Herbert Hartley, who has just received notification of his appointment to command the magnificently refitted "Leviathan," paid a visit to the steamship "Pan-American" of the Munson Line, at Pier 1, Hoboken, yesterday afternoon. After posing for the movies on the bridge of the vessel, he talked with a Dispatch reporter.

Captain Hartley is 48 years old and looks younger, a slender well-set up man, with a clean cut, sea-going looking face, and with much the manner of being thoroughly at home with a heaving deck beneath his feet. His career has been one typical of so many American youths who have worked their way up to commanding positions. He received his training on the old sailing frigate, "Saratoga" at Philadelphia, and after that was completed started as a cadet with the American Line, a humble position. In twenty-eight years he has reached the command of the most splendidly appointed ship in the world as well as the next to the largest.

Hoboken is going to be the home port of the Leviathan, Captain Hartley told the reporter, thereby setting at rest persistent rumors that she would dock on the New York side of the river. This will be welcome news to hundreds of men in Hoboken who make their living on the water front, as well as to many others who will be benefitted in different ways through the huge vessel docking here.

## Goes to Take Command.

He said he was going down to Newport News, Virginia, tomorrow to

take command of his new ship. She is fast nearing completion, and has been converted into an oil burner. So when next the old "Levi" appears at Hoboken she will be a vastly different looking craft than the battle scarred looking hulk which left Hoboken early one morning months ago. Of course, there will be no difference in her lines, but inside she will be completely new and she will glisten with new paint where the drab wartime gray was before, and her smoke stacks will be ringed gayly with the national colors.

Before being brought to Hoboken the Leviathan will sail to Boston the last week in May to go into the dry dock there, which is the only dry dock on the coast capable of containing so large a vessel.

The Leviathan will dock at Pier 4, where she was laid up for so many months after the war, and will dock there regularly until the new pier which will replace old Piers Nos. 5 and 6, is completed. She will sail between Hoboken and Cherbourg, France, and Southampton, England. She will make her first voyage from Hoboken as a United States Shipping Board vessel, June 15th.

Captain Hartley is not new to Hoboken. He commanded the U. S. Navy transport, "Louisville," during the war. The "Louisville" had a thirty-five minute fight with a German submarine, and although the "sub," which was running on the surface, fired torpedoes and also her forward gun, not a hit was made.

## Fight At Sea.

"She shot under us, in front of us, over us and behind us, the shells even shot spray over our decks, but not a hit was made. All that time we were shooting back with our after guns. We were retreating from her too fast to be able to use our forward guns. We had troops aboard."

Previous to the war Captain Hartley was in command of the same vessel, known then as the "St. Louis" of the American Line. The St. Louis was the first American ship to sail armed to Europe. Guns were placed on her decks after the German ultimatum which ordered our ships to follow a prescribed route and be painted with certain stripes.

He was decorated with the Navy Cross on the recommendation of Admiral Gleaves of the Transport Service, and also has in his possession a letter from Newton D. Baker, at that time Secretary of War, commending him for his service in conveying safely so many thousands of American soldiers to Europe.

Captain Hartley was born in Oswego, New York. His wife died a year ago. He is the father of one child, a fourteen-year-old daughter, who is attending St. Mary's boarding school at Burlington in this state.

# LEVIATHAN NOT TO DOCK HERE BOARD DECIDES

Government Leases Pier in New  
York For Giant Liner—Hoboken  
Protests

The giant steamship Leviathan is going to dock at Pier 86, New York City, instead of Hoboken, when it re-enters the trans-Atlantic service in June. This became definitely known yesterday through a telegram sent by Senator Edward I. Edwards in Washington to A. W. Coffin, manager of the Hoboken Chamber of Commerce.

When rumors were heard that Hoboken would lose the Leviathan Mr. Coffin immediately telegraphed Senators Edge and Edwards and Congressman John J. Egan, last Friday, protesting at the transfer and at the additional expense on the government of renting a pier in New York, when government controlled piers are already available in Hoboken.

Up to last night Senator Edwards was the only one of the three to make a reply. It was as follows:

## Edwards' Reply.

"A. W. Coffin, Manager Hoboken Chamber of Commerce:  
"Answering your telegram, T. V. O'Connor, member Shipping Board, says it is planned to lease half of New York City Pier 86 for use of Leviathan, Mount Vernon and Agamemnon. These ships are not in service, but are being reconditioned. O'Connor says proposed lease will not take away business from Hoboken and that Hoboken pier cannot accommodate Leviathan unless pier is enlarged and War Department has ruled against enlarging it. He says also that the reconditioning of other ships undoubtedly will work to the advantage of Hoboken. Finally that it is not the purpose of the Shipping Board to injure Hoboken business, W. J. Love, 45 Broadway, New York, vice-president of the board, is in charge of the negotiations.—Edward I. Edwards."

In view of the fact that the Leviathan docked without any trouble at the Hoboken pier before the war when she was the Vaterland of the Hamburg-American Line, and also as a transport, those who have heard the excuse advanced by Mr. O'Connor are not at all convinced by it. It is pointed out that Pier 4 at Hoboken was never too small for the Leviathan in the past. So why should it be too small now?

Those who are inclined to be critical of the Shipping Board say that there must be another reason for transferring the Leviathan to New York, and point out that the Shipping Board takes the cake for thinking up new ways of spending money. It is suggested that to all appearances it is sheer extravagance for the Shipping Board to go to great expense renting docking space in New York when it already owns five of the modern piers in the country at Hoboken.

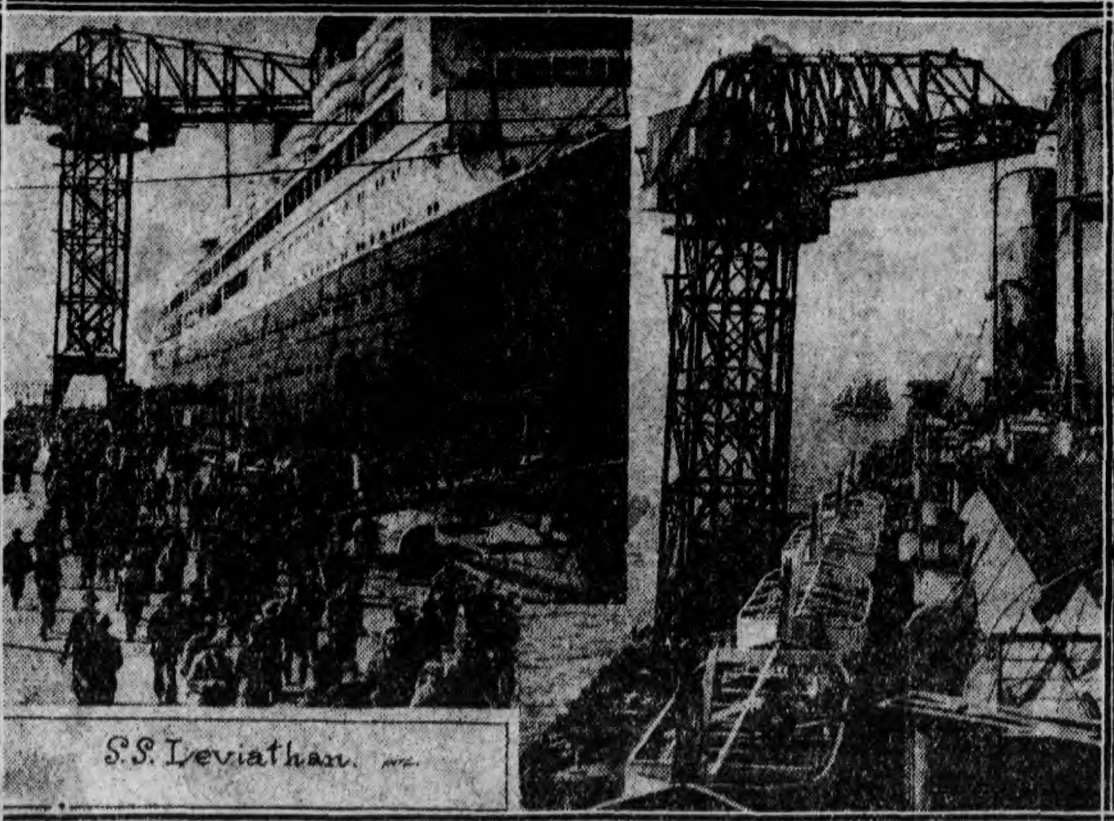
# LEVIATHAN ENGINES PERFECT, TEST SHOWS

Washington, April 6.—The mighty engines that are to send the Leviathan on her maiden voyage as queen of America's passenger fleet completed tests yesterday with a rating of 100 per cent efficiency.

Rear Admiral W. S. Benson, who superintended the trials, declared that the ship would perform in a manner that insures the utmost safety and comfort with speed and reliability.

While the ship has been remade from a great ark of a troop ship into a passenger carrier, the machinery, too, has been completely changed. The engines were changed from coal to oil burning and a new lubricating system installed.

## LEVIATHAN WILL HAVE NIGHTLY SHOW AT SEA.



When the liner Leviathan, greatest under the American flag, is completely reconditioned at Newport News she will fly the flag of the United States Lines and will be the only vessel which will present a nightly theatrical show while at sea. More than 2,000 men are at work now on the vessel to have her ready in time for her maiden trip about

June 1. Hundreds of new conveniences are being installed. There will be a radio telephone in each of the first cabins, which will also have open plumbing in their equipment. A complete new gallery and pantry is being installed, as well as a steam heating system. The liner is being converted from a coal to an oil burner, which will consume 1,000

tons of fuel oil daily to turn up a speed of 25 knots. The reconditioning will cost \$10,000,000, and when completed the ship will be worth \$30,000,000. The 2,600 men at work are shown leaving for midday lunch. It takes five minutes to clear the decks. A general view of the vessel's decks also shows the 150-ton crane for carrying supplies on board.



# PIER REQUEST FOR LEVIATHAN IS HELD UP

Sinking Fund Board Defers  
Action Unless War Dept  
Lets Chelsea Dock Alone

HYLAN SILENT ON REFUSAL

British Lines May Be Forced  
to Hoboken if the Federal  
Plans Are Carried Out

The Sinking Fund Commission held up a grant to the United American Line for the Leviathan and her consorts of a lease on the one thousand feet Pier 86, North River, until the War Department rescinds its plan to chop off the Chelsea piers, where Cunard and other British ships are docked.

When the American steamship application, accompanied by a recommendation from Dock Commissioner Delaney that it be granted, was submitted to the Sinking Fund Commission yesterday it was referred to the committee of the whole.

President Hulbert said:

"It would please me to see a little less of the dog-in-the-manger attitude by the Federal authorities before handing over Pier 86. I would very much like it if Chairman Lasker, of the Shipping Board, will use his influence with the War Department to refrain from constantly threatening the city to chop off the Chelsea piers, lengthened during the war.

SHOE ON OTHER FOOT.

"The Federal authorities seem always to want us to do some-

thing for it or give it something which we need. The shoe fits the other foot now. The present occupation of pier 86 is on permit only. It has not been leased. The British shipping interests desired to lease it, while I was Dock Commissioner. They, however, balked at giving up for the use of smaller ships any shorter piers in exchange. Thereupon I declined to let them have the 1,000 foot pier."

"If the Federal authorities desire to dock the Leviathan and her sister ships on the Manhattan side of the river, let them cease their threats to remove the lengthened Chelsea piers. Those piers should remain and the Federal authorities should quit claiming that they obstruct navigation."

Neither the Mayor nor any other Sinking Fund commissioner would be unable to dock at the tack. Nor would they intimate what will finally be their disposition of the Leviathan dock project.

MIGHT REMOVE BRITISH SHIPS.

Should the city lease pier 86 for the Leviathan, and the U. S. Government chop off the Chelsea piers, the big British liners may have to dock at Hoboken or elsewhere. The Leviathan, Agamemnon, and Mount Vernon of the U. S. fleet would occupy Pier 86. The Aquitania, and Berengaria of the Cunard and the Majestic and Olympic of the International Mercantile Marine would be unable to dock at the shortened Chelsea piers. No other piers on the Greater New York side of the North River could berth them.

Pier 86, at the foot of Forty-sixth street at the North River has been used under permit by the United American lines. Dock Commissioner Delaney has urged the Sinking Fund to give the American company a lease, for which it offers a half-million annually. He also suggested that the British companies be given two new piers. The companies refused to vacate, urging that they only insisted upon their present docks, but additional berthing facilities.

BRITISH REFUSE TO YIELD.

It was after the British became so insistent that Delaney requested the Sinking Fund Commission to lease not only Pier 86, but Pier 84 at the foot of Forty-fourth street, to the United American Lines which is backed by the U. S. Shipping Board.

# LEVIATHAN WILL SAIL FIRST TIME FOURTH OF JULY

Reconditioned Giant Now  
Outclasses the Majestic  
in Tonnage.

The United States Shipping Board's reconditioned Leviathan will sail on her maiden voyage as a passenger ship under the Stars and Stripes on July 4 in a blaze of patriotic glory and with the added distinction of being the largest ship, measured in gross tonnage, in the world, slightly outclassing the White Star liner Majestic.

This was announced yesterday by William J. Love, vice-president and general manager of the Emergency Fleet Corporation, who received official word from Washington that W. F. Gibbs, naval architect in charge of the reconditioning, had computed the Leviathan's gross tonnage as 59,956.65. The gross tonnage of the Majestic, according to Lloyds, is 58,851.

Mr. Love later explained how it has come about that the Leviathan exceeds the Majestic in gross tonnage. He said: "The gross tonnage was determined by measuring the interior of the whole ship, hull and superstructure, to ascertain the internal volume in tons of 100 cubic feet each. It was discovered that considerable new space has been added to the ship as a result of the reconditioning. Much of the space was gained through changing the motive power from coal to oil."

There probably will be little serious questioning of the accuracy of the figures of Mr. Gibbs, but there may be some dispute on the question of what constitutes gross tonnage as viewed by the owners of the Majestic and experts of the United States Lines, which will operate the Leviathan. Nobody will deny that the Leviathan is the longest liner afloat, whatever may be said of her gross tonnage. The respective measurements of the ships, as given by Lloyds before the Leviathan was reconditioned, follow:

	Gross Tonnage	Length	Beam	Depth
Majestic...	58,851	915.5	100.1	58.2
Leviathan...	54,232	907.6	100.3	55.2

It will be noted that these figures give the Leviathan two-tenths more beam than the Majestic, and that the molded depth of the ships is the same. The Leviathan's net tonnage, according to Lloyd's, was only 649 tons less than that of the Majestic. The Shipping Board says net tonnage "is gross tonnage minus deductions of space occupied by accommodations for crew, machinery for navigation, engine rooms and fuel. A vessel's net tonnage expresses the space available for the accommodation of passengers and the stowage of cargo." As a passenger carrier, it was said yesterday by the Leviathan's backers, she is slightly superior to the Majestic, being capable of carrying more than 900 first cabin voyagers.

It is expected that the Leviathan will be completed and ready for sailing much sooner than July 4, but it was considered a fine American thing to send her away on the nation's birthday. She is scheduled to reach Cherbourg and Southampton on July 10 and leave those ports on her return trip on July 17, reaching New York on July 22. Thereafter she will sail from this port every three weeks.

# Big Companies Fight to Keep Leviathan Out of New York

Cunard and International Claim  
City Promised Them Use of  
Pier 86

Much interest will probably be aroused in Hoboken by the news that the Cunard Line and International Mercantile Marine are putting up a fight to keep the Leviathan from docking in New York. Should the efforts of those two large steamship companies succeed the giant ship would be forced to return to Hoboken, where there is ample docking space for her.

Hoboken naturally is not interested in the selfish aims of foreign steamship lines, but in this case there would be general satisfaction felt if the Leviathan were forced to come back to Hoboken, instead of docking at Pier 86, North River.

The companies making the fight claim that before Pier 86 was completed there was an implied understanding between them and the city officials that they would be allowed to use it.

Also Claim Pier 88.

A similar claim on the same grounds is made for Pier 88, which is now being completed by the city. These two piers are the only ones available for the Leviathan on the New York side of the river.

The reasons advanced by the United States Shipping Board for planning to dock the "Leviathan" on the New York side were that there is no pier in Hoboken large enough for the ship. On the face of it this explana-

tion is ridiculous, especially to those acquainted with the Hoboken piers and the past history of the giant ship under her earlier name of the "Vaterland" of the Hamburg-American Line, and in her capacity as a U. S. Navy transport during the war.

She docked regularly at Pier 4, and it was always large enough and now is certainly no smaller than it ever was. An even larger pier is to be constructed by the government to replace Piers 5 and 6.

The real reason the Shipping Board desires to dock the Leviathan in New York is that it believes the vessel will then be better able to compete with the other giant ships like the Majestic, Berengaria, Mauretania and others which dock in New York.

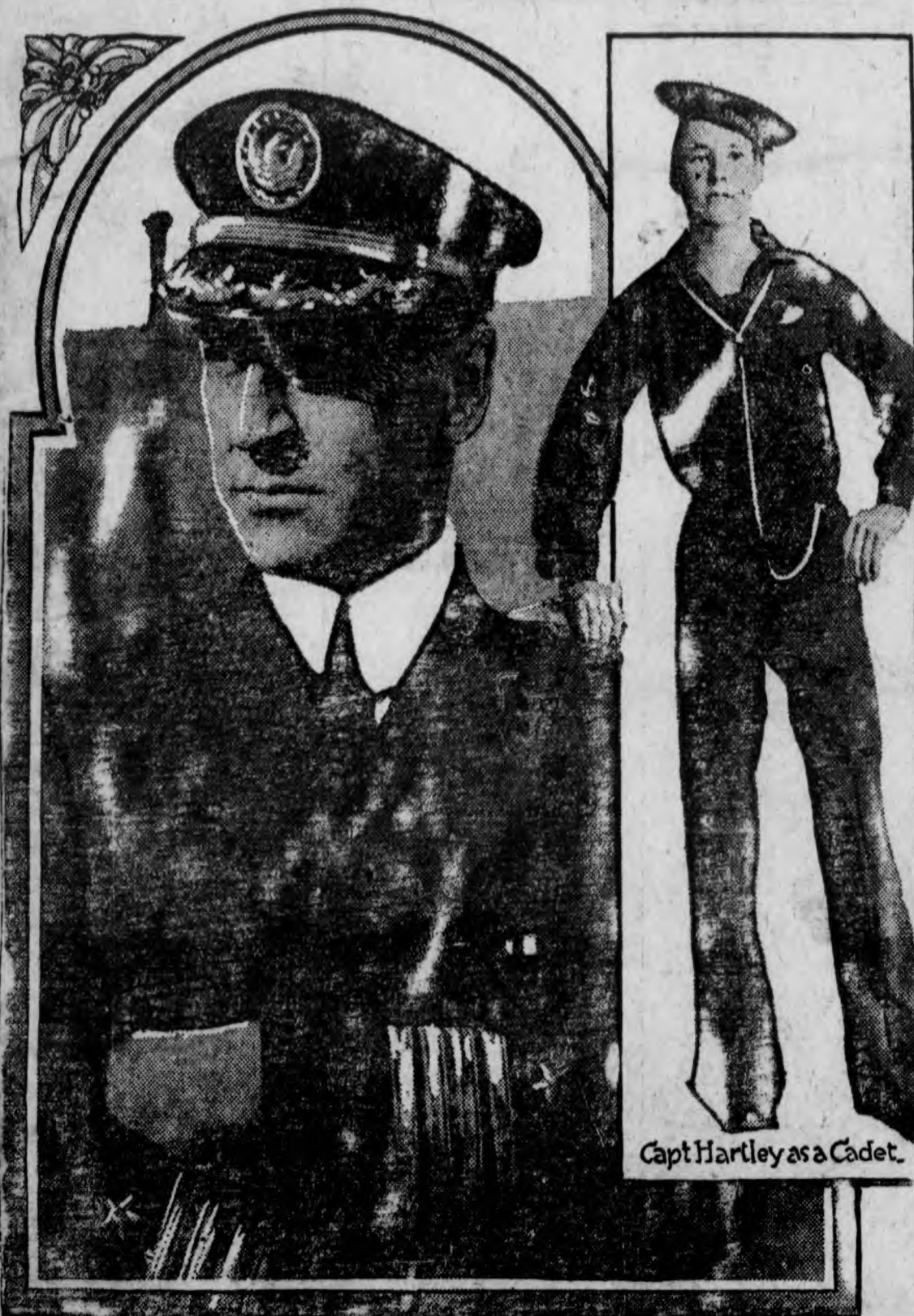
Dispatch  
Apr 28/28

New American Obs Apr 12/28 18/  
Apr 27/28



Dispatch Apr 28/23 182  
23

## Career of Captain Hartley, Who Will Command Mighty Leviathan, Inspiration To American Boys.



Capt Hartley as a Cadet.

### Captain Herbert Hartley, Commander of S. S. Leviathan.

New York.—Behind the appointment just announced of Captain Herbert Hartley to take command of the great steamship Leviathan, shortly to enter the Trans-Atlantic service under the house flag of the United States Lines, lies a story that should serve as an inspiration to all American boys.

In attaining to the command of the mighty Leviathan, Captain Hartley has realized his dream of dreams. As a stripling yearning for a career, he dreamed of the day when he might be in command of a vessel, but in his wildest flights of fancy, he did not picture himself in command of the wonder ship of the seven seas—the greatest ship under the American flag.

Born in Oswego Falls, N. Y., in 1876, Captain Hartley early developed

a love of the sea, largely influenced through his reading of books devoted to ships and the stirring adventures of men who followed nautical careers. After finishing his preliminary schooling, the young man determined to start off on a sea-faring career. This was not altogether agreeable to his father and when he determined to become a cadet on the frigate Saratoga, loaned by the United States Navy Department to the State of Pennsylvania as a training ship, he expended five dollars of his meagre savings to induce an elderly acquaintance to pose as his father and give the necessary permission for his enlistment. During his two years' service aboard the Saratoga, young Hartley visited many of the world's most interesting ports and was taught seamanship by two young

officers then rating as ensigns, but who later came into prominence during the World War as high officers. These two men were Admiral William S. Sims and Captain William H. Fletcher.

Following his graduation with high honors at the age of twenty, young Hartley entered the service of the American Line as a cadet—this was in 1895—and he continued steadfastly with that line until his recent appointment to the command of the Leviathan. During his service as an apprentice, young Hartley was a member of the crews of the St. Paul, St. Louis, Philadelphia, New York and Kronland.

The greater part of Captain Hartley's career was spent aboard the S. S. St. Louis. In this connection it might be pointed out that Captain

Hartley's sea service is unique in the annals of American merchant marine history in that he was with the vessel from the time of her launching until he attained to the command.

During the World War the St. Louis, renamed the Louisville, was active in transport service. As commander of the Louisville, which was the first armed American merchant ship to dare the German submarine cordon and which made a glorious record of transporting troops to and from the battlefields of Flanders, Captain Hartley earned for himself many honors, including the navy cross, for exceptional devotion to duty and bravery. Following the war, Captain Hartley commanded various vessels flying the American flag and when the United States Shipping Board took up the question of a commander for the great Leviathan, Captain Hartley early loomed up as a dominating figure. When the word was brought to Captain Hartley that he had been chosen commander of the Leviathan he was silent for a time, and then remarked to a group of friends: "This will make Emily happy." Emily, the guiding spirit of Captain Hartley's life, is his fourteen-year-old and motherless daughter.

When Captain Hartley was recently asked as to whether or not he had a hobby, he replied that he had two; one his daughter Emily and the other books. This statement succinctly sums up the personality of the Leviathan commander. It is a personality that will endear him to the thousands of travelers who will this summer cross the Atlantic on the greatest steamship under the American flag.

Dispatch  
May 3/23

## SEE LEVIATHAN DOCKING AGAIN AT OLD BERTH

Depends On Whether Piers in New York Will Be Extended

The plans of the United States Shipping Board to dock the giant steamship Leviathan at Pier 86, New York City, instead of at her old berth at Pier 4, Hoboken, have stirred up so much fuss that the chances of Hoboken regaining the ship begin to look brighter.

The Hoboken Chamber of Commerce was responsible for starting the fight against the historic ship being docked in New York. When the chamber learned of the efforts of the Shipping Board to lease the pier from New York City, it immediately informed a number of influential persons and organizations of the matter. The result is that Senator Walter E. Edge, the New Jersey Board of Commerce and Navigation, Mayor Patrick R. Griffin of Hoboken and Mayor Charles D. Leach of Weehawken, have all got busy in communications of protest to the President, the War Department and others in authority.

### Withhold Consent.

For the question of the docking of the Leviathan has brought to a head the long standing question of whether or not the war time permits for the extensions on the Chelsea piers, shall be cancelled. Aldermanic President Hulbert of New York City, has been withholding his consent to the Shipping Board leasing Pier 86 until he was given assurance that the pier extensions will continue. He has asked the Shipping Board to bring pressure to bear on the War Department in the matter.

But Secretary of War Weeks has now stated that the department has no intention of permitting the extensions to continue.

In case such permission should be granted, Hoboken and Weehawken stand ready to protest vigorously, and demand that the west shore of the Hudson have its share in such pier extensions.

Mayor Leach of Weehawken, conferred at length on the matter yesterday with A. J. Volk, president of the Hoboken Chamber of Commerce.



## LEVIATHAN IS ON HER WAY TO BOSTON

Newport News Va., May 17.—The steamship Leviathan sailed from Newport News at 8:25 o'clock yesterday morning for Boston, where she will be drydocked for the finishing touches of her reconditioning for transatlantic service.

As the great liner, displacing the largest tonnage of any vessel that ever entered Hampton Roads, slipped slowly down the channel, thousands of persons on shore and aboard small craft joined in cheering her. Airplanes circled overhead and factory whistles joined in the din.

The Leviathan left the docks of the Newport News Shipbuilding and Drydock Company, where workmen had spent many months on her, soon after another shipping board steamer arrived for reconditioning. Work on the President Buchanan will cover 355 days.

With Captain James Peake of the Virginia Pilot Association at the helm, the Leviathan left her dock at the shipyard flanked fore and aft and on both sides by tugs. New York and Boston pilots were on the bridge with Captain Herbert Hartley, master of the vessel.

A full crew was aboard, together with a force of shipyard workmen who will aid the employees at the Boston yard in putting on the finishing touches. From Boston the Leviathan is expected to make a trial run to Guantanamo Bay, Cuba, some time in June with 800 invited guests. She is scheduled to leave New York on July 4 on her first transatlantic trip as an American passenger liner.

## LINER WILL REPLACE THE LEVIATHAN HERE

Special Dispatch to Hudson Observer  
Hudson Observer Bureau,  
Washington, May 7.

Although there seems to be no hope that the plans of the Shipping Board for docking the Leviathan at Pier 86, Manhattan, will be altered, the contract just let to the Newport News Shipbuilding Corporation for the reconditioning of the President Buchanan gives promise that Hoboken will be at least partially recompensed for the loss, when the other ship is put into service next spring as the fourth unit of the United States Lines.

From the best information now available at the Shipping Board, it is practically certain that the President Buchanan will use the old Hamburg-American docks at Hoboken when the work on her is completed. This vessel, which was formerly one of the Hamburg-American ships, will be primarily for freight traffic, her projected capacity being 6,500 tons of freight, and 1,700 passengers, all of one class. The reconditioning contract is for \$3,300,000, and calls for completion of the necessary repairs by spring, it is said.

## PROTEST AGAINST S. S. LEVIATHAN LEAVING HOBOKEN

Edge, Griffin, Smith and  
Chamber Seek to Keep  
Big Ship Here.

Mayor Griffin of Hoboken yesterday took steps to ask for a hearing for Hoboken before final decision is made over the question of the docking of the Leviathan. The Hoboken Chamber of Commerce has also taken similar steps.

Protests against the taking away of the Leviathan from Hoboken have also been made by Senator Walter E. Edge and J. Spencer Smith, president of the New Jersey Board of Commerce and Navigation. It is expected that a decision will be reached some time to-day in Washington.

It is considered probable that the New York City authorities will be forced to recede from their position of demanding that the extensions of the Chelsea waterfront piers be left unmolested and the way thus made clear for the U. S. Line to obtain pier space at Pier 86 for the Leviathan.

Telegrams have been sent to William J. Love, vice-president and general manager of the Emergency Fleet Corporation, who is today in Washington to make the final decision. In the course of his message Mayor Griffin says:

"Inasmuch as the steamship piers on the Hoboken waterfront are adequate for the docking and berthing of large ships, such as the Leviathan, there is on good reason why the Leviathan and other ships of its kind should not be docked and berthed in Hoboken.

"It is, perhaps, needless for me to remind you that the City of Hoboken suffered very much as a result of the war. Not only has the city been deprived of tax revenues that would have flowed to the city treasury from the piers property formerly owned by the North German Lloyd and the Hamburg-American Lines, but the removal of the Leviathan for shipping purposes from the city would prove another great source of loss to the residents of Hoboken. Such action would be inexcusable. I trust, therefore, that your board will appreciate the propriety and fairness of docking the Leviathan on the Hoboken waterfront."

To Secretary of War Weeks Mayor Griffin wired asking that no permit be granted to the City of New York for the extension of the Chelsea piers 100 feet until a hearing has been granted to Hoboken to make objections. He adds that any permit

granted to New York should also be granted to Hoboken for a similar extension of the pier lines here.

It was definitely stated at the War Department at Washington this morning that there has never been the slightest disposition on the part of the Federal authorities to release the city of New York from its agreement with reference to the Chelsea piers, and that there was reason to believe that the city would now stop stalling and carry out their share of the bargain.

It thus appears that the position taken by Murray Hulbert, former dock commissioner of New York and now aldermanic president, last week when he announced that the city would provide docking space for the Leviathan if the War De-

partment would allow the Chelsea piers to remain as they are was a last attempt to evade the conditions of the old agreement by making capital of the desire of the Shipping Board to secure docking quarters for the Leviathan and the other vessels to be operated in the transatlantic service by the United States Lines.

This attempt having failed, it is not believed that the New York City authorities will place any further obstacles in the way of the leasing of Piers 84 and 86 by the Shipping Board, so the issue now is back to its starting point: Will the Shipping Board stick to its decision to dock the Leviathan in Manhattan, or allow her to use her old piers in Hoboken, as urged by Senator Edge and other influential New Jersey leaders.

## ANOTHER INJUSTICE TO HOBOKEN.

Latest developments with regard to the steamship Leviathan are in keeping with much that has gone before, so far as consideration for Hoboken on the part of the powers that be is concerned. This city, suffering the heaviest financial burden as a result of the war, is still forced to carry that burden, as nothing has been done by the Federal Government to relieve it.

Decision to have this great vessel dock elsewhere, although local facilities and advantages are adequate, was hardly unexpected. Hobokenites have had previous evidence of the regard for justice to the Mile-Square City in the continued withholding of pier taxes, with its resultant imposition upon the individual taxpayer and rentpayer.

Hoboken might have at least been given a hearing on the disposition of the Leviathan, so that her claims and the advantages she had to offer might be weighed against those of New York. As matters stand, it will be difficult for the people to believe that the preference for the east side of the river was based on simon-pure motives.

## LEVIATHAN PROTEST FROM AMER. LEGION

Hoboken Post Wants Ship Back  
at Old Berth—Charges  
Waste

A resolution protesting against the Leviathan docking at Pier 86, North River, New York, instead of at her old berth in Hoboken, was drafted at an executive meeting of Hoboken Post, American Legion, last night, at the home of Millard F. Jackson, Jr., 1020 Garden street.

Copies of the resolution were sent to President Harding and to the U. S. Shipping Board. It pointed out that Hoboken has been the home of the Leviathan ever since she was put in service as the Hamburg-American Vaterland; that there is ample docking space for the giant ship at the government owned piers, as there always was in the past. In view of that fact the action of the shipping board in going to great expense, approximately \$100,000 yearly to rent a pier in New York, when it already has more docking space than it requires in Hoboken was characterized as reckless waste of the government funds.

Hoboken has suffered great financial loss the resolution stated, because control of the piers by the government has so far subtracted them from among the tax ratables of the city, and that if the Leviathan docked at Hoboken, the added business and employment her presence would bring, might slightly recompense for losses suffered by the city through being deprived of \$300,000 annually in taxes from the piers.

## Hoboken Chamber of Commerce BULLETIN No. 25

ISSUED SATURDAY, MAY 19, 1923.

### THE LEVIATHAN.

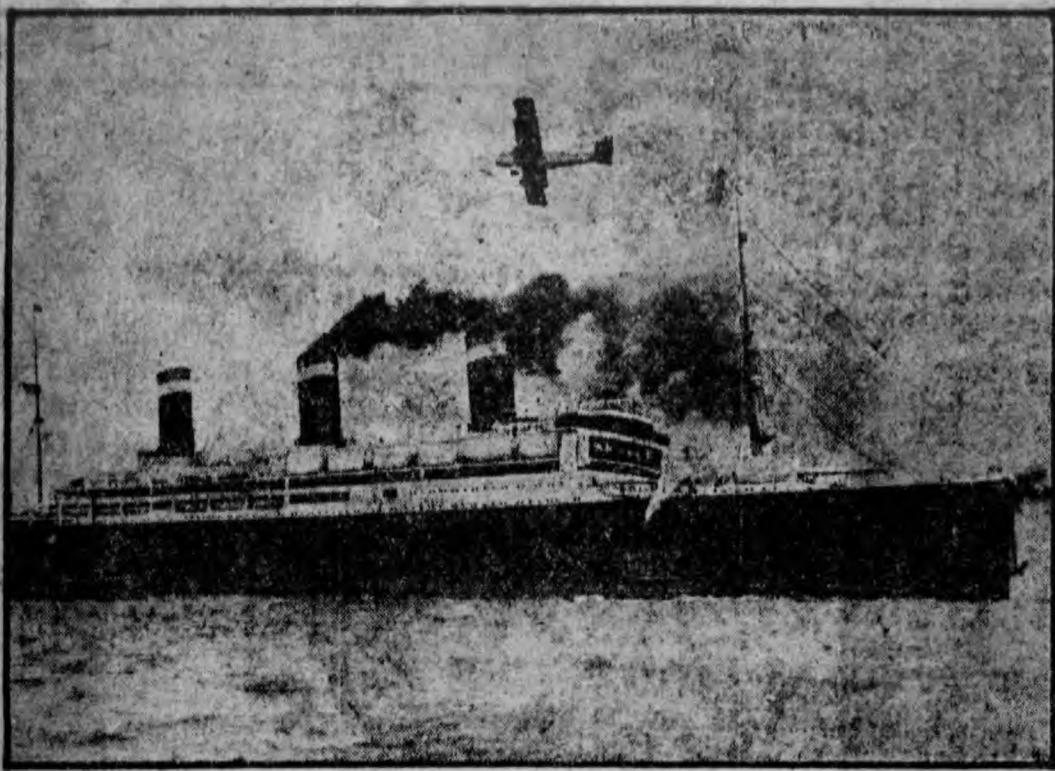
Despite President Harding, despite Chairman Lasker of the Shipping Board, and despite all the other members of the Shipping Board, the S. S. Leviathan will in all probability dock in Hoboken, where she belongs, at least on her initial voyage as the largest steamship in the world across the Atlantic Ocean. Just what has been going on among politicians and others to take the Leviathan away from Hoboken can be readily understood, following a statement by Mayor Hylan, in which he says: "If Chairman Lasker expects to get consideration around the harbor of New York he has got to give consideration to the workmen of Brooklyn." He was referring to the fact that the S. S. Buchanan had been sent to Newport News rather than to the Brooklyn Navy Yard. As a result of his action, approval of the lease of pier 86 in New York for the docking of the Leviathan and other ships of the United American Lines was refused by the Sinking Fund Commission of New York. As has been pointed out by the Hoboken Chamber of Commerce to President Harding, to Chairman Lasker and to other members of the Shipping Board, there never has been advanced any good reason or argument why the Leviathan should be removed from Hoboken. The Mile-Square City will, therefore, get what she deserves, but it will not be through the good graces of those who should have worked in her behalf.



184 Obs May 18/23

Obs May 18/23

## Leviathan Returns to Sea for Transatlantic Service



After months of reconditioning, palatial liner Leviathan, flying U. S. colors, is shown leaving Newport News, Va., for Boston before resuming transatlantic service. (By Pacific & Atlantic)

Obs May 22/23

## MAYOR INVITED TO TAKE TRIAL TRIP ON SS. LEVIATHAN

Vessel Will Go on Six-Day Voyage—No Landings to Be Made.

Mayor Patrick R. Griffin, of Hoboken, yesterday received an invitation to be one of a limited number of special guests to take part in the six-day trial of the S. S. Leviathan. The Mayor has accepted the invitation. Just what it means is well set out in the letter of invitation received by the Mayor, and which is as follows:

"You are among a limited number of persons who have been invited to make the trial trip of the S. S. Leviathan, flag ship of the United States Lines, as a guest of the United States Shipping Board.

"The Leviathan is not only the largest but the finest vessel afloat. Nothing that marine architectural genius can conceive has been left undone to make the Leviathan the last word in point of capacity and service. The accommodations, cookery and entertainment will be of the highest order, the same, in fact, that the Leviathan will have on her regular trips.

"A novel feature of the Leviathan will be found in the special programs arranged for the entertainment of passengers.

"The purpose of the trial trip is to provide a thorough test for the ship's steward service, in order that, when the Leviathan sails on her first trip to Europe with paid passengers, this organization will have had full experience. The crew has been picked with extreme care, and its personnel is chosen from the best available for the various departments. The service on the trial trip should be delightful in every respect.

"The Leviathan will leave Boston some time between June 15 and June 21, and will cruise southward to the vicinity of Cuba, returning to New York. It will visit no port, there will be no landings, and consequently no passports will be necessary. The cruise will take about six days.

"It is not possible at this time to give the exact date of the Leviathan's departure from Boston, but you will be advised of the date if you accept the invitation, in ample time. At the same time you will be advised of the exact place from which the vessel will leave Boston and the hour of sailing.

"Guests will bear their own expenses from their homes to and from Boston and New York. There will be no expenses while on board the Leviathan.

"As much baggage may be accommodated as guests may desire to carry. Baggage should arrive at the ship at least two hours before sailing time. As part of the time will be spent in the tropics, it is suggested that a sufficient supply of light clothing be taken, but provision should also be made for the possibility of cool days leaving Boston and returning to New York. Full dress clothes need not be taken; dinner dress is optional."

Obs May 22/23

## LEVIATHAN BONE DRY ON FIRST SEA VOYAGE

Washington, May 22.—The Leviathan, pride of A. D. Lasker's heart, and the biggest ship afloat, will be dry when it starts out on its first transcontinental voyage July 4.

Chairman Lasker of the Shipping Board said reports that the Leviathan, among its many other sumptuous appointments, had a bar which would operate beyond the three-mile limit, were "figments of somebody's imagination. The Leviathan will be bone dry."

## BIG STEAMSHIP MAY BE DOCKED AT A LOCAL PIER

New York Lease Held Up—Vessel, the Leviathan, Due Here Today.

Considerable interest was aroused in Hoboken this morning when it became known that, as a result of action taken yesterday by Mayor Hylan, of New York, at a meeting of the Sinking Fund Commission, Hoboken may yet get the steamship Leviathan, which was to dock at Pier 86, New York, as soon as she re-entered the passenger service.

The matter came before the Sinking Fund in connection with an application from the United American Lines for the lease of Pier 86 and Pier 84. The United American Lines is under agreement to operate the Leviathan.

Mayor Hylan expressed surprise that the Government sent the S. S. President Buchanan to Newport News, instead of the Navy Yard, Brooklyn, for reconditioning.

"If Chairman Lasker," said Mayor Hylan, "expects to get consideration around the harbor of New York, he's got to give consideration to the working men of Brooklyn. We are interested in the thousands of men over there."

Thereupon the approval of the lease was held up. As a result of these events it is now possible that the Leviathan will not sail from New York on her maiden voyage on July 4.

Shipping Board officials in Washington today admitted that the action of the New York Sinking Fund Commission may result in the big liner coming to Hoboken. A despatch from the Washington correspondent of a New York newspaper this morning stated that a high official of the Shipping Board had expressed himself in favor of the vessel docking at Hoboken.

According to this correspondent this official pointed out that the decision to dock the vessel in New York would occasion additional expense, which could be obviated by making use of the facilities afforded at the Hoboken piers. He said, as has been pointed out by Mayor Griffin, that the business of the liner would in no way suffer as a result of any slight inconvenience to passengers in coming to Hoboken.

The Leviathan this morning, according to another dispatch, anchored off Boston Light. She is scheduled to be brought up the harbor today and docked.

Obs May 31/23

## ALL BUT LEVIATHAN TO DOCK AT HOBOKEN

To correct an impression that the United States Lines must give up its lease on Pier No. 86, North River, New York, when the Leviathan goes into commission for transatlantic service, officials of the line announced yesterday they hold the lease to Pier No. 86, but the lease provides for the docking of the Leviathan.

When the Leviathan resumes her transatlantic voyages July 4, Pier No. 86 will become one of the busiest in the river. The vessels of the United American Lines will dock there, as will the liners of the Hamburg-American Line. It is a new 1,000-foot pier.

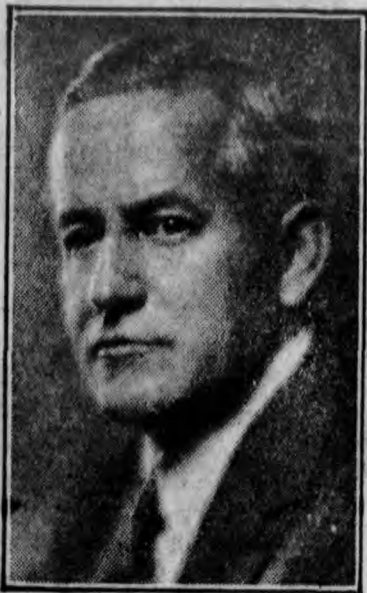
The Leviathan will be the only United States Lines vessel to dock at Pier No. 86. Others will continue to dock at Hoboken. The Leviathan is scheduled for three crossings a month.



Obs June 18/23

Obs May 11/23 185

## Mayor Griffin At Boston For Leviathan Trip



Mayor Patrick R. Griffin

Mayor Patrick R. Griffin, of Hoboken, arrived in Boston today, to go on board the steamship Leviathan for the trial trip of the mammoth liner. He is one of the 600 invited guests for the "million dollar junket" that has caused so much discussion in congressional circles.

Mayor Griffin received his invitation from the Shipping Board and will rub elbows with some of the nation's most notable men of the country on the voyage to and through southern waters. The vessel will not put into port until her return.

Chairman Lasker, of the Shipping Board, who will be on board the big ship, had planned to have a program of entertainment for his guests. Accordingly the Keith Vaudeville agents had submitted a list of available entertainers, but the arrangements for this part of the affair hung fire until Saturday, when it was reported that the show feature had been called off.

There was also a report that several pugilists were to be taken along, also at the public expense, but this could not be verified.

Several Republican and Democratic members of Congress attacked the junket, which they characterized as a needless waste of public funds, and requested President Harding to put his ban on the trip. The Chief Executive gave it his O. K., however.

The last load of furnishings and equipment for the big vessel was placed on board yesterday, according to dispatches from Boston. The trip will begin tomorrow. Meanwhile the guests may board the vessel this afternoon. She will move to outer Boston harbor today.

## Leviathan Trial Trip to Cuba Has President's O. K.

By Universal Service.

WASHINGTON, June 11.

**PRESIDENT HARDING** today fully approved the Leviathan trial trip to Cuba and Chairman Lasker, of the Shipping Board, will stand pat, despite Democratic threats to cause an investigation by Congress.

Lasker announced after a conference at the White House that the President said he would never be forgiven if he called off the voyage, which certain Democratic authorities have characterized as a "million-dollar joy ride."

The big liner will leave Boston June 19 for Guantanamo. She will return to New York in six days, and make her maiden voyage across the Atlantic July 4. Lasker will go on the trip.

## MAYOR GRIFFIN APPEALS TO PRESIDENT IN EFFORT TO KEEP LEVIATHAN HERE

### Urges Hearing on the Claims of Mile Square City Before Final Decision Is Rendered —Answers Reasons Put Forth by Shipping Board.

### CRITICISES STAND OF THE LATTER BODY

A spirited protest against the taking of the Leviathan from Hoboken to New York was yesterday despatched to President Harding by Mayor Patrick R. Griffin of Hoboken. In it he reviews all the reasons put forth by the U. S. Shipping Board, and shows that these are not based upon a secure foundation.

Finally, in behalf of the citizens of Hoboken, he urged that a hearing be granted on the claims of the city before a final decision is reached. Hoboken, it is pointed out, has already suffered severely on account of the war and it is not just that this additional burden should now be added. The Shipping Board concludes the Mayor, is running roughshod over public sentiment in this locality.

The following is the text of the appeal:  
Hon. Warren G. Harding, President,  
Washington, D. C.

In behalf of the Board of Commissioners of the City of Hoboken, I heretofore petitioned the United States Shipping Board, through W. J. Love, vice president, for a hearing on the question of the propriety of said board docking the steamship Leviathan in New York City rather than in Hoboken, where said ship was docked from the time it was put in use as an ocean-going vessel. I am now in receipt of a communication from Mr. Love, stating that the decision of the United States Shipping Board to dock the Leviathan on the New York shore was only reached by the officials of said board and the Emergency Fleet Corporation after a most exhaustive study of the entire situation, and for further enlightenment as to the reasons therefor he has submitted to me a copy of a memorandum bearing date May 2, 1923, submitted to Hon. A. D. Lasker, chairman, U. S. Shipping Board.

I respectfully submit that the reasons assigned for the proposed removal of the Leviathan from the Hoboken water front to the New York water front are so unsubstantial as to be practically frivolous.

Reason No. 1 recites that the proposed pier, No. 86, at the foot of Forty-third street on the New York side of the Hudson River, is the most convenient location in the port of New York for the berthing of a large ship like the Leviathan; that the pier was especially constructed for this purpose, and is located close to the hotel, retail shopping and theatre districts, and also is close to the large railway terminals on Manhattan Island. Such is not the fact. The Hoboken water front is just as convenient for the berthing of the Leviathan, and passengers can travel via the Hudson tubes from Thirty-third street, New York City, to the Hoboken terminal in 17 minutes. The Twenty-third street, Christopher street and Barclay street ferries, to

Hoboken, also provide a ready means of transit, within 12 minutes' time. Most all of the great railroad terminals are more readily accessible from Hoboken than from New York City. The eastern terminal of the Central Railroad of New Jersey, the West Shore Railroad, the Lehigh Valley Railroad and numerous smaller railroads are on the New Jersey shore between Jersey City and Weehawken. The Pennsylvania Railroad Company has its terminal at Manhattan Transfer in Harrison, New Jersey, from which transportation may be had to any point along the line of said road.

Reason No. 2 is that, during the war, the first-class traffic by the German lines was suspended, and this traffic since the war has been largely carried by the large British ships sailing from the Chelsea piers on the New York side of the Hudson River, and it is said that a great majority of the first-class passengers leaving New York during the years since the war have embarked on the New York side of the Hudson River, at which the largest and fastest steamers in the world are being berthed, and since it will cater to the same class of discriminating traveling public, it is vitally important that the ship have facilities for the embarkation of passengers equal or superior to those of foreign ships.

The same reasons hereby given by me in answer to the aforesaid reason No. 1 are equally applicable to reason No. 2. The statement contained therein is mere piffle. Before the war some of the fastest and largest ships were operated by the North German Lloyd and Hamburg American lines, and docked at Hoboken, which was a convenient shipping point for the discriminating traveling public, and the facilities afforded in Hoboken at the piers at which said ships docked are second to none in this country.

Reason No. 3 alleges that it is believed that the first-class passenger traffic will not return to the New Jersey side of the Hudson River because of the inconvenience and time required to reach the Hoboken piers, and during the summer season the congestion of traffic crossing the river, and that as a result the time consumed from hotels or railway terminals in New York to the ship's pier is far greater than that required for a similar journey to the piers on the New York side, with all of the uncertainty and inconvenience of ferry transportation.

It is strange, indeed, that the Shipping Board should at this late day find such objection to the shipping facilities afforded from the Hoboken piers. The North German Lloyd and Hamburg companies afforded first-class service, and was patronized by the discriminating traveling public referred to by the Shipping Board in its aforesaid reason No. 2. The means of transit afforded by ferries and tubes is not only adequate, but the operators of said companies are painstaking in affording first-class service.

Reason No. 4 refers to the Leviathan carrying a large amount of U. S. mail and refers to the importance as to time within which mail may reach the New York Post Office and be delivered to the ship.

No objection was ever urged heretofore on the part of the postal authorities as to its being unable to give excellent service in this respect, and the suggested reason is most unsubstantial.

Reason No. 5 urges that there is

no pier at Hoboken sufficiently long to properly berth the Leviathan.

It is strange, indeed, that this reason should be assigned by the Shipping Board at this late day. The former owners of the Leviathan never found any such difficulty as the Shipping Board seems to apprehend. The present length of Pier 86 in New York is but temporary because of a privilege given during the war for a temporary extension thereof. New York now seeks a permanent grant of such extension. Hoboken and other municipalities on the New Jersey shore object thereto unless the New Jersey shore is likewise afforded an additional extension of its pier lines. When the 100-foot temporary extension is taken off Pier 86 the Shipping Board will then be obliged to say that said pier also is inadequate to properly berth the Leviathan.

In behalf of the citizens of the City of Hoboken, civic organizations, the discriminating traveling public, and others in interest, I respectfully urge that you require the U. S. Shipping Board to afford a public hearing to all parties in interest before it finally determines to remove the Leviathan for docking purposes from the Hoboken shore to Pier 86, North River. Hoboken has suffered much during the war, more so than any other municipality of its size, territorially and in population, throughout the United States. The inequitable burden which the City of Hoboken has been suffering from since the war has been manifestly onerous. Why discriminate further against our city? The Shipping Board is running roughshod over public sentiment hereabout. I trust that you will give this matter your immediate attention.

PATRICK R. GRIFFIN,  
Mayor.

Obs June 13/23

## HARDING APPROVES LEVIATHAN'S TRIP

Washington, June 12.—President Harding is said to have given formal approval to plans for the trial trip of the Leviathan after reports of naval constructors and other expert shipping men had been presented to him by Chairman Lasker. These reports were said by Shipping Board officials to show that there was no way in which the performance of the ship under service conditions could be forecast except by a trial under similar conditions. It was essentially desirable, the engineers held, that a test be made of the auxiliary equipment, such as the supplementary motors circulating system and elevators, before the vessel was used in transportation of passengers.

Installation of oil-burning power generators in the place of coal boilers used by the former German owners, and replacement of the rudder and propeller equipment at Boston, were said by board officials to have injected vital unknown quantities into the handling of the Leviathan, which could only be determined by actual trial. The effect of 100,000 horse power upon the 56,000-ton mass also could be only conjectured, the experts held, until reduced to explicit formulae by the operating force.

The choice of the southern route for the trial was made, it was said, in order to give the condensing and circulating equipment as difficult a test as possible. Ordinary sea water is used for condensing, and it was decided that if the Leviathan's machinery functioned in the warm latitude there could be little possibility of failure on the more favorable North Atlantic route.

The presence of a large number of persons on board would be desirable, the engineers also reported, in order that equipment designed to serve the individual passenger might be thoroughly tested, but it was the recognition of the possibility of minor mishaps that the invitations were restricted to men.



# S. S. Leviathan Restores American Prestige to Seven Seas



With a length over all of 950 feet, 6½ inches, a breadth of 100 feet and a gross tonnage of 59,956, the Leviathan can be likened, with its accommodations for a total of more than 3,400 passengers, only to a floating city, capable of being driven through the seas at tremendous speed by her huge oil burning engines, which have a maximum of 100,000 horse power.

These engines require for their operation 5,400 tons of fuel oil for a trip. If the fuel bunkers this oil occupies before use were filled with gasoline it would run a fifteen 26,321,400 miles, and, at the rate of 10,000 miles a year it would take a driver 263 years, 2 months and 15 days to exhaust the supply.

In the first cabin department of the Leviathan there are accommodations for 876 passengers; in the second class for 548 and for the third, the most comfortable section of its kind on any vessel, 1,876. In addition to being able to carry this number of passengers, amounting in all to 3,402 persons, the Leviathan will carry a crew of 1,276, bringing the total of souls which can easily be accommodated to 4,674.

Walker and Gillett, of New York, architects who for years have designed and planned the arrangement of homes and furnishings for leading citizens of the country, have in their work on the Leviathan contrived successfully to impart a homeliness that will be of big appeal to the travelling American public.

Every conceivable convenience has been installed. The staterooms are equipped with hot and cold running water throughout the vessel, while all the higher priced rooms have their own private baths. Lights are operated from buttons at the head of the beds—as are the bells for summoning a steward or stewardess. The furniture itself is conducive to the rest and ease that the American desires when traveling; soft, downy beds, roomy chairs and lounges; well diffused lights, tasteful draperies, appealing colors on walls and ceilings, make the Wonder Ship unique, an American craft in every way.

The cuisine of the Leviathan will be of the same exceptionally high grade which has always prevailed upon the steamships of the United States Lines. In the huge kitchens of the vessel will be prepared food worthy of the taste of old King Tut-Ankh-Amen himself.

During one voyage the Leviathan will consume 98 tons of meat, 28 tons of fish, 8 tons of game birds, about 36 tons of poultry, 80 tons of potatoes, 10 tons of other vegetables, 8 tons of sugar, 3 tons of coffee and tea, 2 tons of ham, 7½ tons of butter, 36 tons of flour and 10 tons of jams. There will be used 12,283 quarts of milk, 1000 boxes of oranges, apples and other fruits, and about 6,700 dozen eggs. The highest standard of service will prevail on the Leviathan, and already a small army of stewards

and stewardess are being recruited under the direction of men long familiar with this work.

Not only are the actual creature comforts of those traveling on the Wonder Ship being carefully planned for, but their amusement as well. The spacious social hall of the Leviathan will be the scene of many splendid balls and concerts. Here, an orchestra, under the personal direction of Paul Whiteman, will delight both devotees of Terpsichore, as well as those more inclined to music of concert nature. Games of many descriptions popular on board ship, will also be arranged for the entertainment of passengers. A library is also in both first and second cabins.

For those who are athletically inclined, the huge steamship is equipped with two complete gymnasiums, one in the first and one in the second cabin. First cabin passengers will also be able to enjoy a plunge in a large swimming pool, which when filled, holds 118 tons of water. The walker, desiring to stretch his or her legs, will find the promenade deck ideal for a hike. This deck, glass enclosed, has a circumference of 1,090 feet, and 4.8 turns about it are equal to a mile's walk.

The health of passengers will be cared for by three doctors and highly trained hospital stewards. The Leviathan is equipped not only with accommodations for 34 patients, but a thoroughly modern operating room as well. In addition there is

a hospital for the crew, with beds for 16 patients.

Safety devices of every nature have been installed on the Leviathan. Among these is a complete fire department. An automatic alarm system, which necessitated the running of 28 miles of copper tubing to every quarter of the huge craft, from the fire watchmen's room; a sprinkler system and ten pumps, capable of throwing 1,670 gallons of water a minute, are among the precautionary apparatus on the Wonder Ship.

Other safety apparatus includes four microphone submarine signals; thirteen water-tight bulkheads; eighteen sliding doors, hydraulically operated from the bridge; 68 life boats and two motor boats. The latter are equipped with wireless.

An idea of the tremendous task which confronted the reconditioners of the Leviathan in preparing her for service is shown by the fact that new plans had to be drawn up for every part of the vessel before actual rebuilding could be started. This difficulty was speedily overcome, however, and the Leviathan now stands a superb monument to the capability of American mechanical genius, bringing back to the Stars and Stripes part of that glory which vanished from the seas with the passing of the clipper ships, which at one time made the United States the leading maritime nation.

New York—

If Tut-Ankh-Amen, whose tomb has been disturbed after thousands of years of repose, could but visit these shores in his royal barge he would be astounded at the sights which would greet him. Not the least of these by any means would be the huge steamship Leviathan, which if he should pass near it on his voyage would swamp him with its back wash, for the tiny craft upon which the Pharaoh navigated the Nile was but the size of one of the life boats on the huge liner.

Not alone by the size of the Leviathan would Tut-Ankh-Amen be overwhelmed. Were it possible for him to inspect the vessel, he would find conveniences and comforts of which he never dreamed.

As King Tut would marvel at the splendors of this mighty craft, so will the public when the steamer is thrown open for inspection, prior to making her first trip to Europe on July 4, as a passenger craft under the American flag—for American craftsmen, engineers and mechanics, American decorators and architects American common sense and ingenuity have made possible the placing again in operation of the Leviathan, despite the claim of the skeptical that it could not be done.

Wonder Vessel of the Seven Seas, the Leviathan; reconditioned and refitted at an expense of over \$8,500,000, will shortly hoist the house flag of the United States Lines for operation in the North Atlantic passenger service. Already

hundreds of reservations have been made for her initial trip to Cherbourg and Southampton.

With the return of the Leviathan to passenger service, after distinguishing herself during the war in transporting hosts of American fighting men to and from France, the American Merchant Marine will have taken another huge step forward in re-establishing itself as a power in the maritime world.

The largest vessel in the world, the Leviathan justly deserves the title of Wonder Ship. To call this huge vessel a "floating palace" would be a misnomer, as there is no palace of either ancient or modern kind so finely equipped, so elaborately designed to care for the creature comforts as is the Leviathan.

Dispatch June 2/23 1816



# S. S. Leviathan Restores American Prestige to Seven Seas



With a length over all of 950 feet, 6½ inches, a breadth of 100 feet and a gross tonnage of 59,956, the Leviathan can be likened, with its accommodations for a total of more than 3,400 passengers, only to a floating city, capable of being driven through the seas at tremendous speed by her huge oil burning engines, which have a maximum of 100,000 horse power.

These engines require for their operation 5,400 tons of fuel oil for a trip. If the fuel bunkers this oil occupies before use were filled with gasoline it would run a fifteen 26,321,400 miles, and, at the rate of 10,000 miles a year it would take a driver 263 years, 2 months and 15 days to exhaust the supply.

In the first cabin department of the Leviathan there are accommodations for 376 passengers; in the second class for 548 and for the third, the most comfortable section of its kind on any vessel, 1,878. In addition to being able to carry this number of passenger, amounting in all to 3,402 persons, the Leviathan will carry a crew of 1,276, bringing the total of souls which can easily be accommodated to 4,674.

Walker and Gillett, of New York, architects who for years have designed and planned the arrangement of homes and furnishings for leading citizens of the country, have in their work on the Leviathan contrived successfully to impart a homeliness that will be of big appeal to the travelling American public.

Every conceivable convenience has been installed. The staterooms are equipped with hot and cold running water throughout the vessel, while all the higher priced rooms have their own private baths. Lights are operated from buttons at the head of the beds—as are the bells for summoning a steward or stewardess. The furniture itself is conducive to the rest and ease that the American desires when traveling; soft, downy beds, roomy chairs and lounges; well diffused lights, tasteful draperies, appealing colors on walls and ceilings, make the Wonder Ship unique, an American craft in every way.

The cuisine of the Leviathan will be of the same exceptionally high grade which has always prevailed upon the steamships of the United States Lines. In the huge kitchens of the vessel will be prepared food worthy of the taste of old King Tut-Ankh-Amen himself.

During one voyage the Leviathan will consume 93 tons of meat, 28 tons of fish, 3 tons of game birds, about 36 tons of poultry, 30 tons of potatoes, 10 tons of other vegetables, 3 tons of sugar, 3 tons of coffee and tea, 2 tons of ham, 7½ tons of butter, 36 tons of flour and 10 tons of jam. There will be used 12,285 quarts of milk, 1000 boxes of oranges, apples and other fruits, and about 6,700 dozen eggs. The highest standard of service will prevail on the Leviathan, and already a small army of stewards

and stewardesses are being recruited under the direction of men long familiar with this work.

Not only are the actual creature comforts of those travelling on the Wonder Ship being carefully planned for, but their amusement as well. The spacious social hall of the Leviathan will be the scene of many splendid balls and concerts. Here, an orchestra, under the personal direction of Paul Whiteman, will delight both devotees of Terpsichore, as well as those more inclined to music of concert nature. Games of many descriptions popular on board ship, will also be arranged for the entertainment of passengers. A library is also in both first and second cabins.

For those who are athletically inclined, the huge steamship is equipped with two complete gymnasiums, one in the first and one in the second cabin. First cabin passengers will also be able to enjoy a plunge in a large swimming pool, which when filled, holds 113 tons of water. The walker, desiring to stretch his or her legs, will find the promenade deck ideal for a hike. This deck, glass enclosed, has a circumference of 1,090 feet, and 4.8 turns about it are equal to a mile's walk.

The health of passengers will be cared for by three doctors and highly trained hospital stewards. The Leviathan is equipped not only with accommodations for 34 patients, but a thoroughly modern operating room as well. In addition there is

a hospital for the crew, with beds for 16 patients.

Safety devices of every nature have been installed on the Leviathan. Among these is a complete fire department. An automatic alarm system, which necessitated the running of 28 miles of copper tubing to every quarter of the huge craft, from the fire watchmen's room; a sprinkler system and ten pumps, capable of throwing 1,670 gallons of water a minute, are among the precautionary apparatus on the Wonder Ship.

Other safety apparatus includes four microphone submarine signals; thirteen water-tight bulkheads; eighteen sliding doors, hydraulically operated from the bridge; 68 life boats and two motor boats. The latter are equipped with wireless.

An idea of the tremendous task which confronted the reconditioners of the Leviathan in preparing her for service is shown by the fact that new plans had to be drawn up for every part of the vessel before actual rebuilding could be started. This difficulty was speedily overcome, however, and the Leviathan now stands a superb monument to the capability of American mechanical genius, bringing back to the Stars and Stripes part of that glory which vanished from the seas with the passing of the clipper ships, which at one time made the United States the leading maritime nation.

## New York—

If Tut-Ankh-Amen, whose tomb has been disturbed after thousands of years of repose, could but visit these shores in his royal barge he would be astounded at the sights which would greet him. Not the least of these by any means would be the huge steamship Leviathan, which if he should pass near it on his voyage would swamp him with its back wash, for the tiny craft upon which the Pharaoh navigated the Nile was but the size of one of the life boats on the huge liner.

Not alone by the size of the Leviathan would Tut-Ankh-Amen be overwhelmed. Were it possible for him to inspect the vessel, he would find conveniences and comforts of which he never dreamed.

As King Tut would marvel at the splendors of this mighty craft, so will the public when the steamer is thrown open for inspection, prior to making her first trip to Europe on July 4, as a passenger craft under the American flag—for American craftsmen, engineers and mechanics, American decorators and architects American common sense and ingenuity have made possible the placing again in operation of the Leviathan, despite the claim of the skeptics that it could not be done.

Wonder Vessel of the Seven Seas, the Leviathan; reconditioned and refitted at an expense of over \$8,500,000, will shortly hoist the house flag of the United States Lines for operation in the North Atlantic passenger service. Already

hundreds of reservations have been made for her initial trip to Cherbourg and Southampton.

With the return of the Leviathan to passenger service, after distinguishing herself during the war in transporting hosts of American fighting men to and from France, the American Merchant Marine will have taken another huge step forward in re-establishing itself as a power in the maritime world.

The largest vessel in the world, the Leviathan justly deserves the title of Wonder Ship. To call this huge vessel a "floating palace" would be a misnomer, as there is no palace of either ancient or modern king so finely equipped, so elaborately designed to care for the creature comforts as is the Leviathan.

Dispatch June 2/23 186



## SKIPPER LASKER'S TAXBURNER



## Madden to Be a Junket Guest Just to Judge of Its Necessity

From The World's Bureau  
Special Despatch to The World  
WASHINGTON, June 11.—Representative Madden, Chairman of the House Appropriations Committee, it was learned to-day, has accepted one of the Lasker invitations. His chief mission in going, he told The World, is to judge for himself of the necessity for the trip and to get some idea of its cost. While he has not openly given his opinions, Mr. Madden has been one of the Republican leaders who conferred on the advisability of asking the President to stop the voyage or else open it up to convalescent service men in place of the political favorites.

The Democratic National Committee has decided to keep hammering away at the situation, in the determination to have the country fully comprehend the significance of the Leviathan cruise, and issued a further comment to-day. The following statement by the committee was sent to newspapers throughout the West:

"The pretense of the Republican Administration that it is practising economy apparently has not fooled Albert D. Lasker, Chairman of the Shipping Board. Chairman Lasker's intimate association with President Harding may have led him to regard the utterances of the Chief Executive, including his economy preachments, as purely Pickwickian. While other 'best minds' among Republican leaders were putting over economy propaganda, Chairman Lasker was planning and is about to carry out what has been called a 'million dollar joy ride' on the Shipping Board vessel Leviathan in Southern waters. Invitations were sent to 600 prospective guests for this delightful junket at public expense.

"In a manner of speaking, this is a sort of celebration of Mr. Lasker's retirement from the Shipping Board, and considered solely in this light, the junket is probably worth what it will cost. Of course, a million dollars is a great deal of money, but it must be remembered that Mr. Lasker has been squandering millions upon millions of dollars of the people's money in a futile attempt to operate the mer-

chant marine, for which work he has had neither previous training nor experience. One confession of his incompetence and his recklessness in wasting public monies was the attempted passage of the Ship Subsidy Bill, which would have disposed of the Shipping Board vessels at a nominal cost and have levied an additional tax upon the people of \$750,000,000 in the next ten years, and perhaps, indefinitely, in the nature of a subsidy to private ship owners.

"Chairman Lasker's joy ride, estimated by some to cost a million dollars, is in keeping with the other extravagances of his administration of the Shipping Board, which employs attorneys at salaries as high as \$25,000 a year and includes upon its legal staff members from such great maritime centres as West Virginia and Kentucky.

"Taken in connection with the numerous junkets of Secretary of the Navy Denby, Secretary Weeks' employment of army transports for other excursions and President Harding's forthcoming trip to Alaska, including a Panama cruise, not to mention many individual recreations and amusements to which some members of the Administration are addicted, it would not be surprising if this Administration shall go down in history as the great 'joy-riding Administration.'"

## Long Island Veterans Insist Gold Star Mothers Be Guests

John J. Reardon, Chairman of the Civic Committee of the Elmhurst, L. I., Post of the American Legion, wrote to President Harding on behalf of the members of the Post protesting against Mr. Lasker's chosen 600 as guests on the Leviathan.

"It is obvious that the limitation placed on the number of persons invited makes it appear that a more or less choice and necessarily exclusive party will be favored in connection with the plans made by Mr. Lasker," the letter ran.

"The officers and members of Elmhurst Post, American Legion, consistent with the contention which they held, that action of the United States Shipping Board as regards invitations extended in connection with said trial trip creates an understanding that the party to be aboard the Leviathan for the trip will represent

## Harding O.K.'s Leviathan Trip; Lasker Tells Him It's Needed

### Final "Shake-Down" Recommended by Engineers, Says Ship Chief, but Does Not Name Them.

Chairman Albert D. Lasker of the Shipping Board announced in Washington yesterday afternoon he had won over President Harding to the trial trip of the Leviathan with his 600 personally chosen guests on board and said the President "would never forgive" him if he abandoned it.

Mr. Lasker made this announcement after a half-hour conference with the President in which the storm of opposition to the "million-dollar joy ride" was discussed. This included protests to the White House from prominent leaders in the Republican Party.

The President, Mr. Lasker said, counselled him to act upon the advice of marine experts and engineers as to the necessity for the trip and the Chairman said these authorities were convinced it is essential for a final "shake down," but he did not name any of the authorities that had taken his view of a personally conducted cruise at the taxpayers' expense.

No provision in the specifications for the reconditioning of the Leviathan was made for Mr. Lasker choosing 600 guests or for "special programs arranged for the entertainment of passengers" which he promised those to whom he sent his engraved invitations. On the contrary, those who should be on board her were clearly defined in a paragraph in the specifications covering her trials which reads:

"The various contractors will be permitted to have a suitable and

**SHIPPING BOARD HEAD,**  
backed by Harding's support, announces Leviathan junket will proceed, regardless of rising flood of criticism.



ALBERT D. LASKER.

agreed upon number of their representatives on board the vessel to assist and advise with the agent in the operation of the equipment covered by these specifications. The agent will supply accommodation and food to such representatives."

Neither was there any mention of a five-day cruise to Cuban waters and back. It was specified there should be a dock trial to test the oil fuel installation, two speed trials, one at light and the other at loaded draft, over a deep water course, "probably the one at Rockland, Me." and at their conclusion "the vessel will proceed to sea on a twenty-four hours' continuous service speed run."

The dock trial was held at Newport News on April 5 and the tests showed 100 per cent. efficiency.

The Leviathan left Newport News at 8.25 A. M. on May 16 and made the deep sea run out around Nantucket

lights to Boston, arriving at the Navy Yard there two days later.

The agent referred to is Gibbs Brothers, Inc., of No. 1 Broadway, who drew up the specifications. They will supply the accommodation and food "to such representatives" as are "permitted" under the contract and the Shipping Board will pay for them out of the Congressional appropriations to the Emergency Fleet Corporation.

An informal luncheon was given at the Whitehall Club by the American Ship Owners' Association to Edward P. Farley, who will succeed Mr. Lasker as Chairman of the Shipping Board. Alfred Gilbert Smith, President of the association, presided, and expressed the good will of the maritime community toward Mr. Farley, wishing him all success in his administration of Shipping Board affairs. Mr. Farley responded briefly, expressing his appreciation of the friendly support of shipping men. Meyer Lissner, one of the Shipping Board commissioners, spoke. There was no discussion of Shipping Board policy and the Leviathan was not mentioned.



Obs. June 11/23 188

## Both Parties Stirred By The Leviathan Junket

Washington, June 11—Both Republicans and Democrats in Congress are united in condemning the "million-dollar joy ride" aboard the Leviathan as an indefensible waste of public funds. The Democratic National Committee officially served notice on the Administration that "an investigation of this junket de luxe is certain to be forced by the Democrats of Congress."

Protests already have been transmitted to the White House by prominent Republican leaders. They have been conferring informally, and are agreed that the Leviathan excursion, as it has been arranged by Chairman Lasker of the Shipping Board, is a

political blunder that is bound to be of tremendous party disadvantage.

Except for Representative Graham, slated to be the next Republican leader of the House, who openly assails the Leviathan trip and has recalled his acceptance of an invitation to be one of the 600 on the preferred passenger list, these members of the G. O. P. as yet are avoiding the Administration's disfavor that public airing of their disapproval might bring down upon their heads.

But they are no less aroused, and they are making their complaints known to the White House in the hope that the President will intervene to call off the cruise.

New York World  
June 20/23

## LASKER'S JUNKETEERS AT SEA; ONLY 318 SAIL OF 600 INVITED

Dispatch  
June 23/23

### SKIPPER OF JOYRIDE AND SHIP



S.S. LEVIATHAN  
(From Photograph  
by United States Air Service en  
route from Newport News to Boston)  
ALBERT D. LASKER.  
© BY VINDENWOOD & UNDERWOOD, N.Y.

Many Abandon Trip in Preference to Facing Protests of Taxpayers—Others Seek to Avoid Notice of Crowd at Pier.

CHORUS OF JEERS GREET'S  
EMBARKING JOY RIDERS.

Dry Law Warning Is Posted on Ship, but Guests Watch Big Trunks Carefully.

From World Staff Correspondent  
Special Despatch to The World  
BOSTON, June 19.—Albert D. Lasker's personally selected Six Hundred had shrunk to 318 when the Leviathan set out this afternoon on the "million-dollar joy ride" the retiring Chairman of the United States

Shipping Board had provided for them at the expense of the taxpayers, and in which he had persisted against a protest that was bi-partisan and literally Nation-wide.

Of these 318 a substantial number were working newspaper men. Just how many could not be said at the time of sailing, for Mr. Lasker had given instructions that there should be no release of the guest list until after the Leviathan had passed the three-mile limit. He did not say why this particular moment had been chosen.

In addition there were about 100 who had been engaged directly or indirectly in reconditioning the ship.

There were, of course, men of prominence aboard. There were many politicians and others who are known as "heavy advertisers." Mr. Lasker is in the advertising business. It was not alone the impression of this reporter but of others of observation who were present today at Commonwealth Pier that the junketeers as they went aboard were shamefaced when they were not defiant.

### Friends Perceive Rebuke.

Mr. Lasker pretended to regard the cut of almost 50 per cent. in his guest list as being of no particular significance, but those close to him think he feels chagrined and, in a way, rebuked. This reaction is, perhaps, strengthened by the fact that considerably more than 600 invitations were issued and, in addition to this large list, there were, at the beginning, innumerable applications from would-be joy-riders.

The halving of the list came as a direct result of the public resentment that manifested itself upon The World's revelation of the junket in its true light.

There were no hurrahs as the most luxurious of all junkets got under way. Many who had received Mr. Lasker's personal invitations and had heard the call of the sea backed out to avoid the criticism that had been aroused.

### Few Display Labels.

Most of those who did go went on board sheepishly, shamefaced. Few had pasted on their baggage the Leviathan labels sent with their tickets. The excursion seemed a lot like that one back in 2448 B. C. which wound up with a dove cooling "all ashore." The "Pinafore" passage was a swan boat ride compared with this one.

It had been announced by the Shipping Board that Mr. Lasker would hold a final conference at the board offices in New York Monday afternoon. Instead, Mr. Lasker, after being registered at the Hotel Chatham, New York, came to Boston and slipped aboard the Leviathan at the army base in South Boston just after she had slid from the drydock to a point midway between The Graves and Boston Light.

It was Bunker Hill Day and a holiday here, but Mr. Lasker took no chances. He went to one of the regal suites on C deck. Two guards, one a huge Negro, stood outside the door.

## CHARGES THAT LEVIATHAN TRIP IS FOR EXPERTS

Congressman Declares That Rival British Steamship Men Will Get Close-up Look

New York, June 20.—The Leviathan was sent on her trial trip to Bermuda waters by the Shipping Board on "the advice of experts borrowed from a rival British steamship company," Representative F. H. Laguardia charged today, in making public a letter from former Chairman Lasker objecting to Laguardia's designation of the trip as a "joy-ride."

"Arrangements for the trial trip," Mr. Lasker's letter said, "including the number of guests, are proceeding entirely in accord with the plans and demands of the experts, in the formation of which the members of this board had no more part than you; not being expert in such matters, we are following as we should, expert advice, and shall continue to do so."

Obs June 21/23

## LEVIATHAN SPEEDS UP ON TRIAL TRIP

Aboard the Steamship Leviathan, June 21.—(By wireless to the United Press).—Steaming through the cool zephyrs of the Atlantic, the Leviathan, carrying several hundred guests of the Shipping Board on her trial trip, increased her speed another notch today. The program is to continue speeding-up until the maximum is reached, when it is hoped the Mauretania's record for a "sprint" will be broken. Captain Hartley is well pleased with the ship's performances so far.

On Tuesday night the Mauretania and the Leviathan passed within 150 miles of each other. Greetings were received by wireless from the officers of the British liner. A mascot has been discovered aboard—a black cat, which stowed away in one of the lockers.

The first trip to Europe may see some changes in the crew as some of the English personnel object to doing more than one job. A mild maritime war is likely when the Leviathan makes her first voyage abroad as English companies may try to remove some of the crew who left British liners to join the Leviathan.





## FORMER LEVIATHAN COMMANDER presented with original Ship-to-Shore Telephone

MARKING the tenth anniversary of the introduction of commercial ship-to-shore telephone service on the *S. S. Leviathan*, first liner to be equipped for such service, Bell System men who contributed to the development of the service met at a luncheon at the Hofbrau Haus, Hoboken, on Friday, December 8.

Their guest was Captain Harold A. Cunningham, of Glen Ridge, former Commander of the *Leviathan*, now port captain for the Standard Oil Company of New Jersey. Captain Cunningham was presented with the original telephone, suitably inscribed, over which he spoke from his ship during the ceremonies establishing the service ten years ago.

On that occasion Captain Cunningham, on his ship 200 miles at sea, talked with Walter S. Gifford, president of the American Telephone and Telegraph Company, in his office in New York City. The telephone was later salvaged as a souvenir by R. A. Heising, Radio Research Engineer, Bell Laboratories, when the test equipment was removed from the *Leviathan*. Mr. Heising presented the instrument to Captain Cunningham.

First ship-to-shore conversation was actually held in May, 1916, between Secretary of the Navy Josephus Daniels, in Washington, and Captain Lloyd H. Chandler, commander of the battleship *New Hampshire*, off Cape Hatteras. Interrupted by the war, tests were resumed later, and finally regular service was inaugurated on December 8, 1929, with the *Leviathan*.

THE *S. S. LEVIATHAN* as she appeared at the time she became the first liner to be equipped for ship-to-shore telephone service.



BELL SYSTEM men who worked on the early development of ship-to-shore telephone service meet to commemorate the tenth anniversary of the inauguration of the service on the *S. S. Leviathan*, and to present to Captain H. A. Cunningham, former commander of that liner, the original telephone used in the inaugural ceremonies. Left to right: C. C. Munro and J. G. Chaffee, of the Bell Laboratories technical staff; R. C. Cummings and P. L. Caffier, Technical Operators, A. T. & T. Company; W. G. Thompson, Assistant to Vice President, A. T. & T. Company; R. A. Heising, Radio Research Engineer, Bell Laboratories; Commodore H. A. Cunningham, F. R. Lack, Manager, Specialty Products Division, Western Electric Company; E. Krauth and G. Thurston, Bell Laboratories technical staff; F. B. Llewellyn, Circuit Research Engineer, Bell Laboratories; I. E. Fair, Bell Laboratories technical staff; J. L. Richey, Engineering Assistant to Dr. Perrine, A. T. & T. Company; P. W. Wadsworth, Bell Laboratories technical staff, and Max Schumann, proprietor of the Hofbrau Haus, Hoboken, where the luncheon was held.



**WORLD WAR I  
SHIPS  
&  
MISCELLANEOUS**

**Part 2**



World War; (Ships and miscellaneous)  
 (Scrap book, clippings.)

World War; (Ships and miscellaneous)  
 (Scrap book, clippings.)

## Contents:

Lusitania  
 U. S. Blows atonic  
 Smokeless battleships  
 Mascot battleships (Militia of Mercy.)  
 Battleships New Mexico.  
 Mongolia  
 Kristianiafjord  
 Rochester  
 Red cross fleet  
 Wooden liners  
 Deutschland (submarine)  
 U-boat raid  
 Submarine  
 Torpedo  
 La Grande Duchesse  
 Carolina  
 Battleship Pennsylvania  
 Old Constitution  
 Old

Shifting shores of N.Y.  
 New ships get heroes names.  
 Sea fight of Revolution, Yankee  
 a victory.  
 New Constitution  
 Yacht America  
 The Chapman.  
 Four-master Ala-  
 jandrina.  
 Royal ships of long  
 ago.  
 Old Granite State  
 Dewey's old flag-ship.



## Hoboken Knew Lusitania Was Going to Destruction

Officers and Men on Interned German Liners Aware When She Passed Downstream Saturday That It Was Last Voyage of Proud Ship.

In the fear that some of the vessels might be destroyed in revenge for the sinking of the Lusitania, the German liners lying idly at the docks in Hoboken were more closely guarded last night than at any time since it was decided by their commanders to abandon an attempt to make for the open sea. The searchlights were doubled. So were the guards at the gates of the yards of the German steamship companies. Even the high iron railing which runs along River Street was patrolled.

The officers and crews of the interned fleet have watched the Lusitania's regular trips to and from Liverpool, while they, aboard their idle vessels, had to stand by and look on. Their uselessness to the Fatherland has been keenly felt. Reports of the war cargoes stored in her hold on her outward trips did not act as a solace to their feelings. It aggravated them.

There was an entirely different feeling among the officers and men on the German ships Saturday, when the Lusitania passed down the stream. While

seemingly assured she would never return, they nevertheless felt sorrowful for the fate which was in store for the passengers. "She will never come back," was heard from every side.

The officers and men who come ashore do not like to discuss the disaster of the Lusitania. They are truthfully sorrowful. "But," they will add, "how else is Germany going to prevent the shipment of arms and supplies to the Allies if she does not blow up their ships. Our merchant marine is tied up and is of no use whatever. War is war, and this is one of the misfortunes of it. It is to be regretted that these poor Americans have lost their lives, but how any one could have disregarded the warning given to them is beyond our comprehension."

In front of one of the many cafés along River Street a German flag has flown beside an American flag since the place was opened many years ago. It was there yesterday, but the police are to request the proprietor to take it down. This is one of the precautions taken to prevent disorder in the city.

## LUSITANIA TOOK BIGGER HAZARD THAN NECESSARY

Followed Her Regular and Known Course Instead of Making Detour.

### RUMOR LINER IGNORED ORDERS

Naval Officials in London Surprised That Disaster Occurred Where It Did.

[By Cable to The Tribune.]

London, May 8.—There will be an official investigation of the Lusitania sinking. Already there are rumors throughout London of lack of proper precautions. There is great sympathy for the Cunard Company on account of its wonderful record of never hitherto losing a passenger, but at the same time it is beginning to be said that the disaster might have been avoided.

It is considered that the Cunard Line treated the German threats too lightly, and that too much confidence was placed in the Lusitania's speed.

Added to this is a grave rumor which The Tribune correspondent hears tonight that the Lusitania had Admiralty directions which she did not implicitly follow. It appears reasonably certain that if the Lusitania had not followed her regular course but had taken the precaution of making a detour from the course which she has followed time after time the chances of her being submarined would have been much less. Instead of this, an excellent opportunity was given for the submarine or submarines lying in wait to calculate to a nicety the distance and speed of the victim and the speed of their torpedoes, and thus land their projectiles on their mark.

Under the peculiarly distressing circumstances which are the salient features of the disaster, it is difficult to set forth these accusations, if they may be called such, but they are certain to obtain official investigation shortly, when the Cunard Line will have an opportunity to clear itself of criticism.

The Tribune correspondent would not attach so much importance to these things were it not for information from a reliable source to the effect that naval officials were surprised when they learned that the Lusitania was on her regular course when struck. There is no question but that a general belief existed here that the Lusitania's speed made her immune from torpedo attack. Many naval officials cling to that theory, but say the speed must be used in the proper way, and not so as to give a waylaying submarine a fair target.

The Admiralty has from time to time issued numerous instructions to the British merchant marine on ways of avoiding submarine attack, and the forthcoming investigation, which will begin with a coroner's inquest, will possibly bring out whether the Lusitania followed the Admiralty instructions in steaming through an area known to be infested with enemy submarines. It is expected that the American Embassy will be represented at the investigation. It certainly will be represented at the coroner's inquest.

## BRITAIN DECLARES LUSITANIA UNARMED

Washington Officials Regard German Attack as Outside All Law.

[By Cable to The Tribune.]

London, May 8.—The Lusitania was not an armed ship. The Tribune correspondent has this statement from the highest officials of the Admiralty, and it is supported by an official announcement made this afternoon. The Tribune's Liverpool correspondent also obtained the statement from the Cunard company, that, though gunmounts had been placed on the Lusitania for use in case she should ever be converted into a merchant cruiser, guns had never been mounted.

Officials throughout London were equally explicit when a message from New York saying that the question of armament would be a crucial point was shown to Admiralty officials. They said it was another German dodge. Later in the afternoon this announcement was made to the Admiralty:

"The statement appearing in some newspapers that the Lusitania was armed is wholly false."

In response to a query, T. E. Holland, the eminent professor international law at Oxford, said to The Tribune correspondent:

"If the ship is armed solely for defence she remains a private ship. Even if the Lusitania had been armed, it would have been for defence. This would take her out of the category of armed belligerents."

## NINE SAILED; FOUR SAVED

Brooklyn and Queens Residents Were on Lusitania.

Out of nine residents of Brooklyn and Queens who sailed on the Lusitania, four were saved. They are Wallace B. Phillips, of 29 Lefferts Place, London representative of the Pyrene Company and agent for the Hotchkiss Gun Company; James J. Leary, of 404 Eighth Avenue, a buyer for Brokaw Brothers; Robert Ewart, a tea and coffee merchant, of 1351 Broadway, and Clinton Bernard, a mining engineer, of 34 Herriman Avenue, Jamaica.

The following are yet to be accounted for:

Henry H. Meyers (or Herman A. Myers), of 215 Central Avenue. (W. G. E. Meyers reported saved); Miss Mary Rooney, of 255 Henry Street; Thomas Flaherty, of 251 Court Street; May Locksters, of 50 Nevins Street, and Hannah Cunnis, of 252 Gates Avenue.

Wallace B. Phillips returned from London on the last trip of the Lusitania, after getting orders for ammunition. Last fall he visited Russia on the same errand. He went to Petrograd and Moscow by way of Finland and reported several thrilling adventures. He carried passports good for all European countries.

## LUSITANIA ARMED, SAYS BERLIN; PRESS SNEERED AT WARNINGS

Berlin (via wireless to London), May 9, 2:45 A. M.—The following official 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 recently 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 Washington 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 safeguard Atlantic traffic."

## MEANT TO DRAW U. S. INTO WAR—BERESFORD.

London, May 8.—"I think the Lusitania has been torpedoed deliberately for the purpose of making the United States declare war," said Lord Charles Beresford to-day. "I foretold the whole present situation in February and gave my reasons for thinking Germany meant to bring America into the war."



MONDAY DISPATCH-INQUIRER, MAY 7, 1916.

LUSITANIA WAS SUNK ONE YEAR AGO TO-DAY.



**MAY 7.  
1915**

**MAY 7.  
1916**



# Bernstorff in Temper, Says "Let Them Think"

"Go on, Damn It, Go on!" He Shouts to Driver of  
Taxicab, as Reporters Insist Diplomat Make Some  
Statement on Sinking of Lusitania.

"In your opinion, what will the American people think of the sinking of the Lusitania?"

"Let them think."

This was the question put to and the answer received from Count von Bernstorff, the German Ambassador, who was at the Ritz yesterday, just before he left the city for Washington.

Beyond this meagre statement the diplomat would not discuss the torpedoing of the Cunarder in any phase. At the entrance to his rooms a tall German of military bearing stood guard and eyed closely every one who passed the hallway on that side of the building. Orders had been given that the count was not to be disturbed by telephone calls or interviews.

This attitude is the exact opposite of that generally affected by von Bernstorff when he is in this city. At the Ritz he is regarded as a man who usually mingles with other patrons and eats in the dining room.

## Count Pale and Gloomy.

Yesterday he kept to his room and had his meals sent there. In place of the sunny disposition, the count appeared pale and gloomy, as if he had been laboring under a heavy strain.

As he left the hotel he was met by several reporters, but after saying he would make no statement he jumped into a taxicab. A reporter stuck his

head in the window, and the chauffeur, believing his fare was conversing with a friend, did not start the car. This apparently provoked the ambassador. He jumped from his seat, shook his arms at the driver, and shouted:

"Go on, damn it, go on!"

A car filled with reporters followed the count's taxicab to the Pennsylvania Station, where he had engaged passage on the 6:10 train for Washington. Before von Bernstorff could leave his machine he was surrounded, and question after question, to none of which came a definite answer, were put to him.

"Don't you think it's up to you to make some statement?" came first.

"I shall not say one word. Not one word. Not one word," was the retort.

Apparently irritated by the lengthy conferences which he had held with the attachés in this city, the Ambassador replied in short sentences.

"Do you think the sinking of the Lusitania was justifiable?" was the next question.

"I said that I would not say a word. Not one word."

"Yes, but don't you believe this is cold-blooded murder?" the count was next asked, but there was no answer, and he hurried into a telephone booth. Reporters clustered around him as he came out in a short time, and again requested a statement.

"I am my government's representative. I cannot say a word," he almost shouted.

## Silent on Dead Americans.

"Don't you know there were more

than one hundred Americans on board who were murdered?" a reporter asked. But there was no reply.

"The papers are saying that you provoked this act by the announcement in the papers just before the Lusitania sailed, and that you are, in a way, a murderer," was the next accusation from a reporter.

"I don't care what the papers say!" yelled von Bernstorff, running into one of the parlor cars of his train. The reporters found him in a few minutes three cars beyond the one he had entered.

"Don't you think it's up to you to say something at this time, when all the world is looking around for some sort of an explanation?" was the first question asked on the train.

After a moment's thought, the count replied: "No, not at this time."

"Well, why not at this time, when everybody is talking about what has just happened?" followed.

The ambassador, in turn, took a hand at asking questions: "Do we know exactly what has happened?"

"Anybody who reads the papers knows that the Lusitania was torpedoed and that more than one hundred Americans lost their lives," volunteered one of the group.

Thinking for a second and then replying in a quiet tone, the count said: "Do we know that the Lusitania was torpedoed?"

He was told that it had been officially announced that she had been struck by two torpedoes.

"Where do you get that infor-

mation, from newspapers or other sources?" inquired the ambassador.

## Awaits Proof of Cause.

"These are the statements made by the British Admiralty and by Cunard Line officials."

"But what proof has been furnished?" asked the count.

"Then you will make no statement until it is proved that the Lusitania was destroyed by a German mine?" returned a reporter.

"That's it exactly. I have not sufficient information upon which to make a statement," were the ambassador's last words as his train left the station.

While it could not be learned definitely just who visited von Bernstorff yesterday at the Ritz, it is known that Haniel von Haimhouser, counsel of the German Embassy, was one caller. He would make no remarks about the Lusitania when questioned as he left the hotel, and referred inquirers to the ambassador.

Julius P. Meyer, a director of the Hamburg-American Line, visited the hotel shortly after noon and again after 4 o'clock. On both occasions he conversed with a clerk, but did not see von Bernstorff. He told the reporters he did not know for sure whether the latter was at the hotel, when asked if he had expected to see him.

There was a report that the count had had a conference with Dr. Bernhard Dernburg, but this was denied later, and it was said that Dr. Dernburg was in Cleveland. Who the friends were with whom the ambassador dined one of the upper floors of the Ritz could not be learned.



# Latest List of Survivors of Sinking of Lusitania

Of the 1,901 persons who sailed on the Lusitania, 645 were saved, according to a cable sent by Consul Frost, at Queenstown, to the State Department last night. The persons not listed, the consul reported, are "almost to a certainty dead."

There were 190 Americans aboard when the ship sailed. Of these it is almost certain that 120 perished, among them thirty children. Of the passengers in the first and second cabins, 465 gave American addresses. Of these, 347 perished. Of the 425 of other nationalities in the first and second cabins, 297 perished.

Of the 890 persons in the first and second cabins, 246 were saved.

## AMERICANS.

### FIRST CABIN.

Adams, Mrs. Henry, Boston.  
Adams, William Mc Millan, N. Y.  
Alles, N. N., New York.  
Bernard, Clinton P., New York.  
Bernard, Oliver, Boston.  
Boulton, H., Jr., Chicago.  
Bowring, Charles W., New York.  
Braithwaite, Dorothy, Morristown, N. J.  
Brandell, Miss Josephine, New York.  
Brooks, J. H., New York.  
Burgess, Henry G., New York.  
Burnside, Mrs. J. S., New York.  
Buswell, Peter, Cameronia, N. Y.  
Byrne, Michael G., New York.  
Conner, Miss Dorothy, New York.  
Fisher, Dr. Howard L., New York.  
Gauntlett, Fred J., New York.  
Grab, Oscar, F., New York.  
Hammond, O. H., New York.  
Mrs. Hammond, New York.  
Hardwick, C. C., New York.  
Harris, Dwight C., New York.  
Hopkins, A. L., New York.  
Houghton, Dr. J. T., New York.  
Jeffery, Charles T., Chicago.  
Jenkins, Francis Bertram, Chicago.  
Jolivet, Miss Rita, Chicago.  
Kempson, M., Toronto.  
Kenan, Dr. Owen, New York.  
Kessler, George A., New York.  
Knox, S. M., Philadelphia.  
Lauriat, Charles E., Jr., Boston.  
Leary, James J., New York.  
Lewin, F. Guy, New York.  
Lobb, Mrs. Popham, New York.  
Loney, Miss, New York.  
Loney, Mrs. A. D., New York.

McConnell, John W., Memphis.  
Mosley, C. G., New York.  
Partridge, Frank, New York.  
Pearl, Major F. Warren, New York.  
Pearl, Mrs. F. W., and 2 children, N. Y.  
Pearl, Stuart Duncan, New York.  
Perry, Frederick J., Buffalo.  
Phillips, Wallace B., New York.  
Pope, Miss Theodate, Farmington, Ct.  
Posen, Ed., Farmington, Ct.  
Rankin, Robert, New York.  
Ratcliff, N. A., New York.  
Slidell, Thomas, New York.  
Smith, Miss Jessie Taft, Braceville, O.  
Thomson, Mrs. E. Blish, Indiana.  
Thomson, E. Blish, Indiana.  
Timmis, R. J., New York.  
Turner, Scott, New York.  
Wetherbee, Mrs. A. S., New York.  
Wright, Robert C., Cleveland.

### SECOND CABIN.

Abramowitz, S., New York.  
Allen, John, Philadelphia.  
Barrie, Edward A., New York.  
Beattie, Mrs. James A., New York.  
Birchall, Henry, Washington.  
Brammer, Mrs. E. J., Trenton, N. J.  
Brammer, Miss E., Trenton, N. J.  
Bretherton, Mrs., child and infant, Los Angeles.  
Brilly, Louis, Los Angeles.  
Brown, Dan T., Los Angeles.  
Bryce, H. B., Syracuse.  
Bryce, Mrs. H. B., Syracuse.  
Campbell, Anna Mena, New York.

Campbell, W. or Mrs. W., Chicago.  
Candlish, Mrs. Arthur, Boston.  
Candlish, Arthur, Boston.  
Colla, Edwin M., Chicago.  
Docherty, Mrs. M., and infant, N. Y.  
Dalrymple, David, New York.  
Donald, A., Boston.  
Duguid, George, Pittsburgh.  
Dyer, Robert, Pittsburgh.  
Egana, Vincente, New York.  
Ewart, Robert J., Brooklyn.  
Foss, C. E., Trenton, N. J.  
Fyfe, Mrs. Jeanie, Holyoke, Mass.  
Gray, R. D., Los Angeles.  
Griffiths, C. N., Pittsburgh.  
Haldane, James, New York.  
Hampshire, Miss Elizabeth E., Boston.  
Hardy, Miss C., New York.  
Hertz, D. G., New York.  
Hogg, Mrs. Ellen, New York.  
Holborn, I. B. S., Yonkers.  
Holland, Mrs. H. L., New York.  
Housnell, Edgar, New York.  
Inch, William E., New York.

Lund, Mrs. C. H., Chicago.  
Lander, E. H., New York.  
Martin, Miss R.  
Merheins, Uno, New York.  
Milford, F. J., Hancock, Md.  
Moody, Meta, San Francisco.  
Moore, D. V., Yankton, S. D.  
Moore, John, Manchester, Conn.  
Murdock, Miss Jessie, New York.  
Murray, Mrs. C., New York.  
Needham, Henry E., New York.  
O'Donnell, Patrick, Hoboken.  
Peacock, Ed., Jerome, Ariz.  
Peacock, Ed., Jerome, Ariz.  
Readdle, J. R., New York.  
Richards, Thomas H., New York.  
Richards, Mrs., and two children, N. Y.  
Scrimgeour, William, New York.  
Secchi, Herbert, New York.  
Smith, Helen, Ellwood, Penn.  
Taylor, Mrs. A., Boston.  
Webb, Miss M., New York.  
Wilde, Mrs. A., Paterson.  
Wilde, Evelyn, Paterson.  
Williams, Miss B., Rock Island, Ill.  
Winter, Miss T., New York.

### "Lusitania!"

(As the Americans charged with fixed bayonets at the battle of Hamel they raised the cry "Lusitania!")

They charged, and high above the fight  
Pealed out their battle cry—  
Above the thunder and the flame the  
echoes of that fateful name  
Were echoed from the sky.

Their bayonets of flashing steel  
Grew dark as foemen fell.  
Uncheckable they cut their path, and of  
the crimson aftermath  
Few, few were left to tell.

And they who heard that cry ring out  
Shall hear it yet again,  
And as its accents strike their ears, shall  
know, remultiplied, the fears  
Of little children slain.

Aye, let it be your battle call  
To consecrate the sword  
And bring to many a shell swept field,  
slow but inexorably sealed,  
The vengeance of the Lord!

MAURICE MORRIS.



## OTHER SURVIVORS.

### FIRST CABIN.

Adams, Mrs. Jane, —  
 Lady Allan, Montreal.  
 Ayala, Julian de, Cuban Consul General to Liverpool.  
 Baker, James, Liverpool.  
 Bartlett, Mr. and Mrs. G. W., London.  
 Battersby, J. J., Stockport, England.  
 Bohan, James, Toronto.  
 Byington, A. J., London.  
 Charles, Doris, Toronto.  
 Charles, J. H., Toronto.  
 Clarke, A. R., Toronto.  
 Clarke, the Rev. Cowley, London.  
 Colebrook, H. G., Toronto.  
 Cross, A. B., F. M. States.  
 Daly, H. M., —  
 Dirie, Robinson, Hamilton, Ont.  
 Hammond, Mrs.  
 Henken, Francis, —  
 Hill, Mrs. C. T., London.  
 Holt, N. R. G., Montreal.  
 Home, Thomas, Toronto.  
 Keeble, Mr. and Mrs. W., Toronto.  
 Kempson, M., Toronto.  
 Lassetter, F., London.  
 Lassetter, Mrs. H. B., London.  
 Learoyd, Mrs. C. A., and mald, Sydney.  
 Lehmann, Isaac, Liverpool.  
 Lehmann, Diland, Liverpool.  
 Lehmann, Martin, Liverpool.  
 Levineun, Joseph, jr., Liverpool.  
 Lockhart, R. R., Toronto.  
 Lady Mackworth, Cardiff, Wales.  
 McMurray, L. L., Toronto.  
 Mathews, A. T., Montreal.  
 Orr, Lewis F., Toronto.  
 Osborne, Mrs. A. B., Irene, Hamilton.  
 Padley, Mrs. F., Charles, Liverpool.  
 Pappadopoulos, M. N., Greece.  
 Pappadopoulos, Mrs. M. N., Greece.  
 Paynter, Charles E., Liverpool.  
 Paynter, Miss Irene, Liverpool.  
 Pierpoint, William J., Liverpool.  
 Rhys-Evans, A. L., Cardiff, Wales.  
 Rogers, Percy W., Toronto.  
 Sturdy, C. F., Montreal.  
 Taylor, Richard Lionel, Montreal.  
 Thomas, D. A., Cardiff, Wales.  
 Tootal, F. E. O., London.  
 Townley, Ernest, Toronto.  
 Turton, G. H., Melbourne.  
 Vassar, W. A. F., London.  
 Young, Philip, Montreal.

### SECOND CABIN.

Adams, Mrs. A. E., Edmonton, Can.  
 Adams, Miss Joan M., Edmonton, Can.  
 Aitken, Miss C.  
 Bennett, Miss May, —  
 Bartlett, John, —  
 Bartlett, Oliver, —  
 Booth, infant (probably infant child of Mrs. H. Booth), Ottawa.  
 Brownley, Mrs. Thomas, —  
 Chambers, Guy, —  
 Cockburn, Guy R., —  
 Cowper, Ernest, Toronto.  
 Crossley, Cyrus, Toronto.  
 Crossley, Mrs. Cyrus, Toronto.

Dodd, Miss Dorothy, Edmonton, Can.  
 Dolphin, Miss Eva, St. Thomas, Ont.  
 Edgar, H., —  
 Elliot, Mrs. A. W., Calgary, Can.  
 Ellis, John, Edmonton, Can.  
 Fish, Mrs. John and two children, Toronto.  
 Fish, Miss Marion, Toronto.  
 Freeman, John, Falkland, B. C.  
 Frost, H. R., Regina, Can.  
 Gardner, B., Toronto.  
 Gardner, William, Toronto.  
 Giberdot, Herbert, —  
 Gwyer, Rev. H. L., Saskatoon, Can.  
 Gwyer, Mrs. H. L., Saskatoon, Can.  
 Hale, R.  
 Harris, R., Montreal.  
 Henderson, Master Huntley, Montreal.  
 Henderson, Violet, Montreal.  
 Henshaw, Mrs. M., Saskatoon, Can.  
 Hill, William Spencer, —  
 Hoskins, A., Montreal.  
 Jones, William G., —  
 Kaye, Miss Catherine, Toronto.  
 Lane, G. B., — England.  
 Lines, Stanley, B., Toronto.  
 Lines, Mrs. Stanley B., Toronto.  
 Lohden, Mrs. R., Toronto.  
 Lohden, Miss Elsie, Toronto.  
 McCollin, Mrs. James A., Ottawa.  
 McLellan, Miss Sarah, —  
 Mainman, Edwin, Edmonton, Can.  
 Mainman, Elizabeth, Edmonton, Can.  
 Mainman, Miss Molly, Edmonton, Can.  
 Marichal, J. P., Kingston, Ont.  
 Marichal Master Maurice, Kingston.  
 Marichal, Miss Phyllis, Kingston, Ont.  
 Marichal, Miss Yvonne, Kingston, Ont.  
 Maycock, Miss M., England.  
 Mayer, H. T.  
 Meyer, Mr. and Mrs. H. P.  
 Middlemast, Mrs. E. L., Regina, Can.  
 Mitchell, A. J., Toronto.  
 Morris, Rev. H. C. S., Toronto.  
 Myers, Ellason, Hamilton, Ont.  
 North, Miss Olive, Saskatoon, Can.  
 Page, Andrew, Medicine Hat, Can.  
 Parry, Miss L., Fort Gin Appello, Sag.  
 Plank Mrs. H., Toronto.  
 Sandells, Thomas, Winnipeg, Man.  
 Scott, George, Toronto.  
 Simpson, Rev. H. W., Roseland, B. C.  
 Smith, J. Preston, England.  
 Soreson, Sren, Edmonton, Can.  
 Stones, Norman, Vancouver, B. C.  
 Sweeney, John M., Liverpool.  
 Sweet, F. H., Toronto.  
 Tarry, Edward, Toronto.  
 Tijom, W. E., Toronto.  
 Turpin, Thomas K., Victoria, B. C.  
 Webster, Master Frederick, Toronto.  
 Webster, E. G., Toronto.  
 Webster, Master Henry, Toronto.  
 Webster, Master William, Toronto.  
 Whalley, Robert W., Victoria, B. C.  
 Whitcomb, Hugh, Havana.  
 William, Robert, Calgary, B. C.  
 Wilson, Mrs. Patrick, Moosejaw, Sas.  
 Wilson, John, Boston.  
 Woodsworth, Miss Ruth, Toronto.  
 Wordsworth, Osmond Bartle, Toronto.  
 Wyath, Mrs. M. A., —.

## THE LUSITANIA

Out from the harbor over glassy seas,  
 Sails the majestic Titan of the fleet.  
 Hundreds of eyes look back to see the last  
 Faint outline of the torch of liberty.  
 Days fall to nights and bright again to day  
 Till living on the deep grows to familiar life.  
 Children at play in all their artless schemes,  
 And men grown old in wisdom of the world,  
 Maiden and youth on sea as on the land,  
 Whisper to each the hopes that make them brave.  
 A thousand souls are neighbors of the winds,  
 And proud the ship that carries such a throng.  
 Now near the end, the cliffs of England rise  
 And gleam a white and joyous welcome to their guests.  
 Behind they leave the sunset in the west  
 And greet each other ere they reach the shore.  
 The smile that came to each with hand outstretched  
 Was stopped half way before it reached the lips.  
 A shudder runs along the gliding keel  
 And thrusts itself into the hearts of those  
 Who wonder at the sudden change, and blanch  
 To see the other faces whiten as their own.  
 Sharp the command leaps from the Captain's lips  
 "Man all the life boats, we are hit below!"  
 The engines stop; the ship begins to list  
 And reel about as though in drunken sleep.  
 The sailors scurry to the swinging boats,  
 Whereon the lives of many hang, brave heroes,  
 Caring naught for self but daring all  
 To give their lives that others might be saved.  
 But this was not to be, the Hell born demons  
 Leaping from the deep, hurl shell on shell  
 Into the children's cries and women's screams,  
 Laughing the while to think their duty done  
 When they shall tell their Kaiser of their deed.  
 Now slowly sinks the Lusitania's hull;  
 Down, down into an unmarked grave they sink,  
 Those joyous lips forever closed to smiles.  
 The waves roll on and where an hour ago  
 The spot was filled with laughter and delight,  
 Now only broods the vacant, silent air.  
 We understand how soldiers, trained to fight,  
 Can feel it best to steel their heart to death,  
 But how a man, who calls himself a man,  
 Can counsel murder for a little child,  
 Or send his men to kill whome'er he meets,  
 And call it war, dear God! we can not comprehend.

Now from the bar of heaven peer these little eyes,  
 To see that we shall know our duty done.  
 They look not vengeance in their glance of love,  
 But pray for us to see that while our life shall last  
 No other ships shall send their precious freight  
 Into the night of dark and soundless sea.  
 Hear now their cry, and pledge your sacred word  
 That while there float these devil driven craft,  
 To sink and smile and sink and smile again,  
 Your hand shall be against their hellish work!  
 Thank God, you boys who love your country's flag;  
 You girls, whose hopes are wrapped within its folds,  
 That you are called to say to all the world,  
 "We stand for freedom in our homes and yours;  
 Our brothers are your brothers and our sisters yours;  
 We'll carry in our hands the Stars and Stripes  
 Till every country, every clime and race  
 Shall live in peace and happiness at home,  
 And every sea shall be as free as air we breathe;  
 When war shall be no more, and we shall see  
 Each love his country, each his God and flag,  
 And right instead of might shall rule the world."

—Stephen B. Gilhuly.

Written as a declamation for the grammar grades of the Fourteenth Avenue School at the celebration of the second anniversary of the sinking of the Lusitania, May 7, 1917.



## OPINION ABROAD WAITS ATTITUDE OF PRESIDENT

Neutral Nations Unite in  
Condemning German Kill-  
ing of Passengers.

"GUARDIAN OF OWN  
HONOR," SAY BRITISH

Wilson's Warning Recalled—  
Believe Government Must  
Go Beyond Protest.

[By Cable to The Tribune.]

London, May 8.—What will America do? The question is on every lip, the thought in every mind, from the highest personage to the lowest worker in the streets. Not one newspaper fails to mention America's vital interest; also nearly every newspaper in the United Kingdom prints President Wilson's warning to Germany.

That warning is considered an unqualified threat against Germany if she ventured to assassinate Americans. Now the British people only wait to see whether Germany has called an American bluff.

Although press comment calls attention to America's grave problem, there is a noticeable lack of advice to America, the tendency being to leave America to decide this matter for herself. "She is the guardian of her own honor," says to-night's Globe and that pretty well sums up the British attitude.

It is disagreeable to think what British opinion will be if America doesn't make good.

The editorial comment of New York papers is given great prominence in all the papers. The Tribune's phrase "The nation which remembered the Maine will not forget the Lusitania" has taken hold in the evening news and is reproduced in large headlines.

Not since the war began has any incident so deeply stirred the British public. Men who were wavering about enlisting joined the colors to-day under the impetus of the Lusitania outrage. Following so closely upon the use of asphyxiating gases recruiting has showed a perceptible gain.

It is wonderful to notice the difference in the streets. London has never taken the war so seriously as many have wished, but now there is a noticeable difference. The situation is tenser. There is more anger in the air.

The feeling that has been so apparent that England will win in some inherent manner is now giving way to the strengthening of public feeling and a tendency toward throwing the last ounce of strength into the war.

It is doing the good which it has often been said a Zeppelin visit to London would do. It is changing mere willingness into an angered determination.

Germany's attitude is looked upon as almost incomprehensible, and the theory which has been entertained whenever Germans have done some unholy things, shocking an entire world, is recurring—that perhaps German militarism has realized that it cannot win and is set upon bringing about a state of affairs so that it can turn to its own people and say that with the whole world unjustly arrayed against them victory is impossible.

On no other ground can the inexplicably ruthless murder of neutrals be explained away. Less than fifteen hundred lives were lost on the Lusitania. In the great battles of Mons, the Marne, Ypres, Nueve Chapelle and Hill No. 60, as many thousand brave soldiers have fallen, but the sensation outwardly produced upon England is a mere ripple compared to what the Lusitania outrage has stirred up.

Hall Caine, writing to "Reynolds's Newspaper" under the title of "The World is Listening," says:

"When three years ago the Titanic was sunk by an iceberg and many hundred precious lives were lost, a great cry from the heart of humanity went up to God asking why the blind and merciless powers of nature had been permitted to overwhelm His children.

On Friday, by malice aforethought, deliberately and wantonly, the Lusitania was sunk by a submarine, many hundreds of innocent lives again were lost and the crime that man committed against man was wilful murder.

"What Great Britain and her Allies have to say of this murder is being said to-day by shot and shell. What has America to say of it—America as a nation? American widows and orphans are weeping, the world is waiting and listening."

## SAYS CLOCK BOMBS LAY IN LUSITANIA

Pittsburgh "Mystery" Declares  
They Were Timed to Explode  
Before Ship Landed.

[By Telegraph to The Tribune.]

Pittsburgh, May 8.—A dapper appearing man, known some times as "Doctor," sometimes as "Professor" and who has been the subject of much conjecture because of his mysteriousness, openly boasted in Fifth Avenue saloon last Monday that the Lusitania would never be permitted to reach the other side.

Asked how he knew this, he said he knew there was secretly hidden in the ship a quantity of gas bombs, which were so timed that they would explode before the Lusitania reached the other side.

Further, he hinted in a mysterious sort of way that these bombs had been manufactured in this vicinity, the tenor of his talk leading the hearers to believe that he meant Neville Island, in the Ohio River, near here.

## BISHOP CALLS IT "COLOSSAL CRIME"

[By Cable to The Tribune.]

London, May 8.—In one succinct sentence the Bishop of London to-day expressed to The Tribune his opinion of the destruction of the Lusitania:

"A colossal crime which will stain forever the reputation of the perpetrators."

## ROME INDIGNANT OVER SLAUGHTER

Rome, May 8.—The sinking of the Lusitania has created a profound impression in Italy. Anxiety is increased by the fact that there were several Italians among the passengers.

The feeling in Rome may be described as one of indignation at the killing of neutrals, and measures to end such proceedings are being urged on all sides.

The "Giornale d'Italia" says: "That such a large proportion of the peaceful travellers on the Lusitania lost their lives sums up the atrocity of the crime, which struck down men, women and children, persons of all ages, conditions of life and nationalities, who could not assist or injure either belligerent. The warning published in America against leaving on the Lusitania shows that the crime was premeditated. Thus there are no extenuating circumstances."

"The 'Giornale D'Italia' has received the impression that America will address Germany in the firmest language."

## CALL FOR WORLD- WIDE PROTEST

Press of Amsterdam Denounces  
Act as Fiendish and Whole-  
sale Murder.

Amsterdam, May 8.—"The torpedoing of the Lusitania," says the "Telegraaf" in an editorial, "was a deliberately staged reproduction of the Titanic disaster. It was a premeditated crime against a passenger ship on which were 2,500 non-combatants; it is no longer outrageous; it has become fiendish."

"Does there still exist something like conscience among the neutrals? The neutral powers remained silent when Belgian neutrality was trampled upon, when the Germans carried out practices profaning international law and when submarine assassins took their first victims. Will they now look on inactively? Only the spontaneous joint protest of the entire civilized world, from which Germany has separated herself, can be an answer to the latest provocation."

The "Handelsblad," commenting on the Lusitania, says:

"The torpedoing of the Lusitania."



## CROWDS IN LONDON SCAN BULLETINS

American Embassy and Cunard  
Offices Busy—U. S. Attaches  
Go to Queenstown.

[By Cable to The Tribune.]

London, May 8.—Throughout the day grief stricken relatives and friends of victims of the Lusitania disaster pleaded with officials of the Cunard Line and of the American Embassy and Consulate, and, in fact, with every one who was thought to have the least chance of being able to afford information. With the successive issuance of lists of the known dead the crowd at the Cunard office dwindled a little, the waiting sufferers slowly realizing there was no further hope.

Scores of persons called at the American Embassy in the hope that direct information could be had there from Queenstown, though very few of them were satisfied. Early in the day the Embassy issued one list of survivors and late this evening another list came out, giving the first definite information that Charles Frohman and Dr. F. S. Pearson were dead. The Embassy issued bulletins upon receipt of all information, and these were immediately published in all the newspapers.

In front of the Cunard offices in Liverpool a half-stupified crowd of relatives of members of the Lusitania's crew maintained a day-long vigil. Inside the offices, relatives and friends of the first and second-class passengers moved to and fro in mournful quest of official information.

A. C. Luck, an American, watched the bulletin board all day long for tidings of his wife and two boys, Eldridge and Kenneth, aged seven and ten. Although they were reported to have been saved, Mr. Luck was unable to obtain definite news of them. Meanwhile, there came from California a cable despatch from Mrs. Luck's sister saying, "We hear that ours are safe."

Henry Pindall, of Peoria, Ill., T. P. O'Connor and Alfred Booth, chairman of the Cunard Line, are helping in the work of locating and caring for survivors. They are organizing relief on the Irish and English coasts.

Captain W. A. Castle and Captain Miller, American military attachés, have left here for Queenstown to aid the survivors.

Members of Lloyd's said to-day they did not believe the sinking of the Lusitania would affect shipping, and declared that sailings would continue as usual.

A Lusitania relief fund has been opened in Liverpool. Lord Derby subscribed \$1,250. The Lord Mayor of London has also started a relief fund.

The feeling of resentment against Germany was so strong on the Stock Exchange this morning that the British members united and turned all their fellow-members of German origin, and also all German clerks, bodily out of the house.

The British members have arranged to have petitions put up in every market on Monday, asking the committee to exclude all such members from the house, and this in spite of the fact that members of German origin all have naturalization papers.

## GERMANY NOT TO BLAME—DERNBURG

American Lives Sacrificed  
as Shield to Britain, Says  
Kaiser's Spokesman.

## PREDICTS FURTHER EMBASSY WARNINGS

Considers Advertisements Significant—Asserts Blow Was  
Struck as Retaliation.

[By Telegraph to The Tribune.]

Cleveland, May 8.—"Any ship flying the American flag and not carrying contraband of war is, and will be, as safe as a cradle, but any other ship, not so exempt, will be as unsafe as a volcano, or as unsafe as the Lusitania," declared Dr. Bernhard Dernburg here to-day in an interview, in which he completely justified the torpedoing of the Lusitania and further warned American shipping.

The former Colonial Secretary of the imperial German government declared American lives were sacrificed on the sunken liner because American passengers were used as a shield to hide the identity of a British man-o'-war. He asserted with emphasis that the Lusitania was under the orders of the British Admiralty and was carrying munitions of war for Great Britain.

Germany served sufficient warning on the American passengers, but that warning was not heeded, said Dr. Dernburg.

"Did Cunard Line officials warn them the vessel carried a huge cargo of powder and ammunition—contraband of war? I await an answer. England could hire one American to travel to and fro on each of her ships, carry on shipment of arms and place her men-of-war anywhere if American passengers can be used as shields."

Before an audience representing all Cleveland's municipal, business and professional interests, Dr. Dernburg pleaded Germany's case in an address on "Conditions of Permanent Peace from the German Viewpoint."

"Americans can do their own thinking when the facts are laid before them," said Dr. Dernburg. "I have really no authority to speak, but my mission to the United States is to inform your people of the German attitude."

According to Dr. Dernburg the Lusitania's manifest showed she carried for Liverpool 200,000 pounds of brass, 60,000 pounds of copper, 190 cases of military goods and 1,271 cases of ammunition, and for London 4,200 cases of cartridges.

"Under Hague rules," he declared, "vessels of that kind may be seized and destroyed without respect to a war zone. The Lusitania was a British auxiliary cruiser, a man-o'-war. On the day she sailed the Cunarder Cameronia was commandeered in New York harbor for military service."

"The Lusitania's passengers had full warning of conditions, first by Germany's note to England in February, second by advertisement. I consider it significant that German warnings will reappear henceforth by advertisement."

"It is the desire of Germany to do anything within reason in order not to make the United States or its citizens suffer in any way. This will be impossible unless Americans take the necessary precautions to protect themselves from dangers of which they are cognizant."

"What Germany has done has been by way of retaliation when her offer through President Wilson, regarding submarine warfare, was turned down and after Great Britain had declared the war was directed toward the 120,000,000 innocent non-combatants, women and children."

## PARIS PRESS UNITED IN CONDEMNATION

"Is United States Now Going to  
Take Its Place with Allies?"  
Asks "La Liberte."

Paris, May 8.—The sinking of the Lusitania has aroused deep indignation here, where many of the passengers, notably A. G. Vanderbilt and Charles Frohman, were well known. The press characterizes the torpedoing of the liner as "an act of supreme cruelty, surpassing everything yet perpetrated and violating the most elementary sentiments of humanity." The papers are unanimous in regarding it as a fruitless crime, without excuse.

The "MATIN" expresses the opinion that the wave of indignation which will be provoked in America perhaps may lead Washington to take measures which will be unpleasant for Germany.

Following are the editorial comments of other leading Paris journals:

The "JOURNAL DES DEBATS":

The moment will come when the protestations of the human conscience will have their effect. Justice moves with heavy feet, but it manages nevertheless to find its hour.

One is compelled to ask the question whether Germany is not seeking to antagonize all the world in order to have an excuse in the eyes of its people for the inevitable capitulation. The torpedoing of the Lusitania is a military exploit of the same quality as the burning of Louvain and the destruction of the Rheims Cathedral.

The "TEMPS," Paris: Let us salute with respect and pain the new victims of Germany. Let us think of the bereaved families. Let us admire the tranquil courage with which thirteen hundred passengers, in spite of the notice, at the same time cunning and cynical, of the German embassy, embarked on the Lusitania.

LEON BAILEY, general manager of the Intransigent, Paris: The Lusitania affair is all the more reprehensible in that one may defy the Germans to show in what way the destruction of this transatlantic liner can advance, even by one hour, the end of the war. Consequently, it is a fruitless crime, without excuse. What is worse, the state of war is the pretext in this deed for commercial revenge.

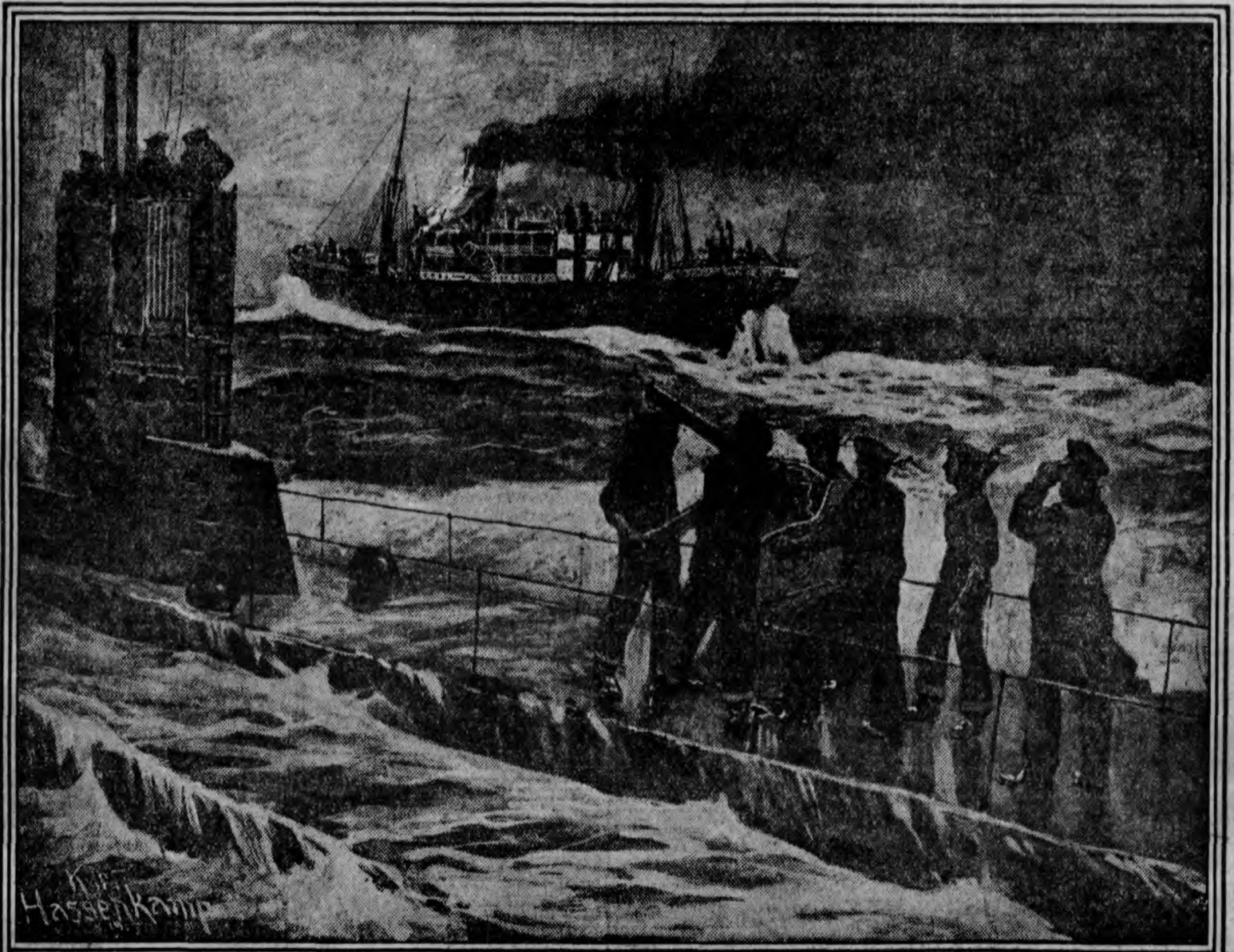
"LA LIBERTE," Paris, says: Germany's supreme act, coldly premeditated and prepared by its agents and its spies and announced by its diplomats, puts the country definitely beyond the pale of nations. It is possible that there are still neutrals—that is to say, indifferent people—who regard these events as Pontius Pilates.

Is the United States now going to take its place beside the other opponents of Germany?



# GERMANY'S UNDERSEA TACTIC THAT SANK THE LUSITANIA

How Her Submarines Operate From a Base, Probably Zeebrugge, and Lie in Wait on the Bottom Near the Steamer Lanes for Their Prey---  
Southern Coast of Ireland Ideal for Concealment.



**I**N discussing the submarine question with one of the staff of Prince Henry in New York this official informed me that the Americans had done very well in going slowly in building such boats.

"He further remarked that the German Admiralty had done better, for they had refused to build any."

So the late Rear Admiral George W. Melville recorded the conversation he had here in 1902 with Admiral von Tirpitz!

A little later Admiral von Tirpitz declared: "It is true that submarine boats have improved, but they are as useless as ever. Nevertheless, the German navy is carefully watching their progress, though it has no reason to make experiments itself." It might be inferred that the head of the Kaiser's fleet has altered his opinion radically since then. But he probably spoke thirteen years ago more as a diplomat than a technician when he frankly belittled the undersea boat.

In 1900, copying England, Admiral von Tirpitz organized the German Navy League. He did so to drive home to the inland peoples of the empire the nation's need of an ample battle fleet. He played politics then and worked upon the passions and susceptibilities of the Germans. He knew that he had to struggle with a conservative Reichstag, so he got the public opinion back of him and laid the foundation for the programme that has made the German navy what it is.

The first need was battleships, and Admiral von Tirpitz was shrewd enough to keep the inexpensive submarine in the background. He did not want the German nation to believe at all in that sort of craft. Just the same he watched France, America and England as they successively made experiments with torpedo craft of this sort.

When Admiral von Tirpitz was sure that the navy was to have all of the heavy fighting ships and destroyers he deemed necessary, then and then only did he publicly recognize the submarine, and by that time Germany was in a position to profit by the outlay of other countries. Here, in brief, is the story of the Kaiser's undersea flotilla:

A number of private German citizens undertook experimental work with submarines before the German Government made any movement in that direction, but those boats really meant nothing to the official efforts that started later. On August 3, 1906, the German Government launched the U-1, the first of the present flotilla. That craft ranked at once by reason of her performances with the very best then extant in rival services. Of 240 tons submerged displacement, she was able to make eleven knots on the surface and nine knots submerged, while the best that American boats of the same

date could do was ten and one-half knots on the surface and eight and one-half submerged, the underwater displacement being thirty-three tons greater than that of the U-1.

The French authorities for some years previously had been laboring with a variety of designs for submarine boats, unwisely scattering their efforts, and the Ministry of Marine was anything but kindly disposed toward foreign or outside plans. Raoul d'Equilly, a Spanish subject of French extraction and engineering training, offered a design for submarines to the French Government early in 1905, after he had previously built a small but promising craft, the Florelle, for the Russian Government. His offer was rejected by the French Ministry of Marine and the inventor turned his attention to a more promising market. That he found in Germany and at the Krupp works.

When it was learned that the U-1 was in course of construction great excitement was aroused in France, because it was rumored that the boat building at Kiel was a duplicate of the Algrette, the first successful French submersible. The charge was unjustified. Almost contemporaneously with the launching of the U-1 the Germans had in hand the first of their heavy oil engines designed to supplant the usual motors using the more dangerous fuel, explosive gasoline. This shows how energetically the Kaiser's navy moved ahead when once Admiral von Tirpitz was satisfied that it was time to begin the building of undersea boats. The U-1 is an active unit in that service to-day and from her as a start the rest of the flotilla have developed.

If one will study the data available it will be apparent how few are the classes or different sizes of the German U boats. This means that the Imperial Admiralty has advanced by positive steps so graded that a measure of success has been obtained with each group. Thus from an initial craft of 240 tons submerged displacement the German submarines have grown to be vessels close on to 1,000 tons under water and able to make

eighteen knots and more an hour at the surface.

While naval annals credited Germany with less than thirty submarines at the beginning of the war, the fact is that ten or a dozen more were nearing completion, for the naval budget for 1914 covered a grant of \$4,750,000 for this type of torpedo craft. What has since been done must

be left to speculation, but neutral engineers lately out of Germany have announced positively that the German shipyards are turning out between two and three submarines every month, and these of the largest and best type.



It is a known fact that the famous Augsburg Maschinenfabrik, which specializes in Diesel engines for submarines, is running now day and night in an effort to supply these motors as fast as the U boats are built.

When the submarine blockade of England was announced on December 2 last the Grand Admiral said the biggest of his submarines could circumnavigate the British Isles, and their performances have proved that he was undoubtedly right. On February 5, 1915, the German Foreign Office promulgated its declaration announcing the submarine blockade that would go into effect thirteen days later for the purpose of starving England into a change of policy. Just twenty-four hours later the first ship, a Norwegian vessel, the Belridge, was sent to the bottom, and the same day saw the sinking of the French steamer Dinorah.

In this fashion the work has continued with a period of more than a week at one time when the U boats had seemingly given up the task of striking terror in England. The truth is Von Tirpitz was feeling his way and likewise waiting for additions to his flotilla of boats nearly ready. But the British misinterpreted the interval of calm and the desultory attacks of the U boats, and it is worth while here to quote the naval expert of the London Daily Telegraph of April 1:

"Since the sinking of the Formidable on New Year's Day submarines have had no success against men-of-war. The submarine has lost its novelty and therefore its moral menace and has become almost a commonplace. \* \* \* If the Germans had issued their 'Berlin Decree' after the sinking of the Aboukir, Hogue and Cressy it is probable that its psychological failure would not have been so complete as it has proved to be. \* \* \* The threat was ineffective as a moral agent, the performance has been a fiasco."

The Parliamentary Secretary of the Admiralty gave out these figures on May 11: "The cost of the war in British ships, not including warships, thus far has been 201 vessels and 1,556 lives have been lost." The destructive pace has been keyed up in the last few weeks and in a single day nearly

ten vessels have been sent to the bottom. True the losses in ships are relatively few compared with the total tonnage moving constantly to and from the British Isles.

Some idea of the widespread activities of the U boats can be gathered from the fact that in a single day ves-

sels were sunk off Scarborough, Hastings and in the Irish Sea approaches to Liverpool. It is plain that one submarine could not have done this work and all of these boats must have operated from Zeebrugge as a primary base.

It is important to consider what happened within the span of eight days just prior to the sinking of the Lusitania. These occurrences should have amply warned the British of the peril that menaced the Cunarder. It will be clear to any one how thoroughly the Germans had spread their net to catch that steamer. In connection with this point it should be recalled that the First Lord of the Admiralty declared that the British navy cannot spare destroyers to convoy merchant shipping. The seagoing torpedo boat has proved to be the submarine's most effective enemy.

With the following list and the accompanying map of the approaches to the Irish Sea and the English Channel a graphic conception can be had of what has gone on in these relatively confined waters and what logically is likely to take place if Grand Admiral von Tirpitz can have his way in the maintenance of the submarine blockade.

Date.	Name of Ship.	Point of Attack.
Apr. 29	Cherbury....	West coast of Ireland.
Apr. 30	Svorone....	Blasket Islands.
May 1	Edale....	Scilly Islands.
May 1	Fulgent....	Skellig Rocks.
May 1	Europe....	Bishops Rock.
May 1	Gulfight....	Scilly Islands.
May 2	America....	Southernmost point of Ireland.
May 3	Minterne....	Scilly Islands.
May 6	Earl of Latham Off Kinsale.	
May 6	Candidate....	Off Waterford, Ireland.
May 6	Centurion....	Near Waterford.
May 7	Lusitania....	Off Old Head of Kinsale.

From the Scilly Islands, south of England, across to the Blasket Islands, on the Irish coast, is a stretch of 217 miles and from the entrance to St. George's Channel to the Scilly Islands is a span of 118 miles, and this makes it clear that a group of submarines are based along both sides of the ap-

proaches to the Irish Sea from the south. It was into this trap that the Lusitania was permitted to run despite what the U boats had been doing the day before.

It may be asked how the German boats have managed to reach these points on the coast of the British Isles and to maintain themselves when there without discovery. In all probability they have made their way to those positions from Zeebrugge, the nearest known submarine supply base. Admiral von Tirpitz has said that the biggest of the boats carry food and fuel enough for fourteen days. Even so, how have they managed to reach their several strategic stations without being caught en route?

In all probability the German submarines have travelled from Zeebrugge by night and possibly in the awash condition with their decks level with the sea. In this state it has been feasible for them to use their oil motors and to jog along at a good cruising gait. When making part of the journey in the daytime and of necessity on the surface they may have resorted to a clever ruse. With only their ventilators above water and nestling in the lee of a fishing boat, they may have managed to drift down the Channel undetected and unsuspected.

They have taken desperate chances no doubt, but the German commanders have thoroughly familiarized themselves with the waters chosen for their respective tasks and in the daytime have sought cover in unfrequented bays or possibly have gone to the bottom in waters sufficiently shallow to make this safe. This is not guesswork, because Grand Admiral von Tirpitz has said his U boats were handled in just this way.



Map showing approaches to the Irish Sea and the English Channel. Shaded portion indicates danger zone. Star shows where the Lusitania was struck.



# THE PRESIDENT IN HIS DAY OF T HOW HE MET THE LUSITANIA

By HENRY ROOD.

IT is now permissible to tell for the first time the story of the President and the Crisis, to picture Woodrow Wilson during those seven nights and six days following the Lusitania horror, when he shut himself within his private study, isolating himself from the world and with grim determination fought through to a finish the course this nation should pursue in respect to the Imperial Government of Germany.

Seven nights and six days they were of strain and anxiety such as no President has been called upon to bear since Abraham Lincoln unflinchingly faced the onrush of civil war. For no living man could foretell what might happen should the United States be forced into hostilities by a mighty engine of military strength, unsurpassed in relentless power save by that corresponding engine which enabled Napoleon Bonaparte to sweep the continent of Europe for twenty years before he finally was crushed by the most overwhelming coalition of civilized Governments recorded in history.

In this present crisis stands a single figure; upon his judgment, upon his moral stamina plus his physical courage, balances the destiny of a nation numbering a hundred millions. What sort of man is he? What are those traits of character inbred through generations which are now seen of all the world? What did he do during those seven nights and six days? What did he refrain from doing? How did he arrive at the momentous decision proclaimed in that note, pregnant with possibilities and signed with the name "Bryan," which he wrote with his own hand and ordered to be cabled to Berlin?

These are questions which thoughtful men and women are asking, and an effort will be made to gratify their natural and patriotic interest without overstepping the bounds which sharply separate the official life of every President from his personal or private life.

For upward of a century an unwritten law has prevailed regarding the disclosure of that which is said and done in the White House until the White House itself issues statements thereof to the public. This law, still unwritten, yet is riveted with steel; it is like unto the laws of the Medes and the Persians and is respected of all men who have access to the executive offices. In that which follows there is no violation either of its spirit or of its well understood provisions.

Twice each week, on Tuesdays and on Fridays, the President meets the Washington correspondents of newspapers published in all of the great cities. At a certain hour he is waiting in his office, seated before his desk as a usual thing, and when they enter they unconsciously group themselves in a semi-circle somewhat removed from his desk and ask questions, to which he replies—as a rule directly, tersely.

On Friday, May 7, he met them as usual and later went about his work as Executive of the nation, until suddenly a portentous message snapped off the telegraph wires: The great passenger steamer Lusitania had been torpedoed by a German submarine; there had been a terrific explosion on board; the ship had sunk; probably a thousand lives had been lost, among them many Americans.

Just a bare statement, that first message, practically in the form of a bulletin; but in the flash of a single thought its overpowering importance was comprehended by the President. Better, far better, than any other he saw the possibilities therefrom resulting. He was not stunned, as some uninformed correspondents wired their papers, but the news of the tragedy fell upon him with full force.

An Intimate Study of Mr. Wilson's Mental Processes in the Formulation of His Note---The Executive Well Advised in This, as in All Other Questions Growing Out of the War



German aeroplane dropping a bomb on a merchant vessel.

The President in his note referred to the attack on April 28 on the American vessel Cushing by a German aeroplane. The above picture represents a similar incident.

ascended upon the battery, which had to be moved in the night to another position. The peasant was in the employ of his countrymen, and his movements had been noted by an aviator, who had signalled to the French artillery positions.

"It was often palpable that the French fire had been directed with the aid of telephone communication. But where is the underground cable and where is the operator? Usually it is chance that leads to the latter's discovery.

"It had been noticed several times that within a certain area the French fire had searched and struck the most susceptible points on the German side with such rapidity and accuracy that the direction of the fire could only be explained by the existence of equally rapid and accurate information. It had also been noticed that no airmen had haunted this particular point and the conclusion was not far to seek that telephone communication alone could lie at the root of the skilful operations of the enemy artillery.

"Any one travelling through north-west France in the autumn cannot but be struck by the enormous straw stacks dotted here and there about the fields, often reaching a height of six to eight meters, cylindrical in form and capped by a flat cone. In the interior of such stacks the Germans have often discovered telephone operators.



"When I drove past one of these stacks for the first time I saw that it had been pulled to pieces, with the straw scattered in the greatest confusion. I asked my companion for the reason of this 'eccentric treatment' and was told in reply: 'It was thought that a man with a telephone apparatus might have concealed himself inside and they wanted to make quite sure.'"

"I have since often seen similar stacks in the fields and wondered what it must feel like to sit shut up in one month after month. I had a shrewd suspicion that he must get his information from the civil inhabitants of the neighborhood. Spies in the guise of vagrant peasants or shepherd boys doubt steal up to the stack in the dead of night and creep in through some hidden passage to tell the operator what they have seen."

has had at its service an Unofficial Council, composed of the greatest authorities on international law and procedure now living in this country. Some of these men may be Republicans, some Democrats. Their political leaning has had nothing to do with the fact that they have been on duty constantly for nearly ten months studying every move made by foreign Powers, interpreting relations of this or that to the United States, forecasting as far as possible every emergency which might arise and through such information conveyed by the State Department to the White House, enabling President Wilson to possess the combined opinion of the most experienced advisers, so that when the time came to act he could act promptly and surely, as he is doing.

Likewise the President knows definitely what the resources of the country are. When he shut himself up in his private study face to face with the most critical situation that has arisen for fifty years it was not without full knowledge of the possibilities involved.

Whether he intended to stay there working, thinking, planning, studying documents all night long and until Saturday morning came is not revealed. But he did not stay up all of that Friday night, nor all of any other night—because Dr. Grayson was on duty just as truly as was the President. And he saw to it that President Wilson realized the importance of avoiding physical overstrain by going to bed at his usual time, somewhere between half past 10 and 11. The President could get up at daylight if he desired, as early in the morning as he chose, and again grasp afresh his momentous task; and he did so during the days when he was framing the note to Germany. But for the sake of the country, as well as for his own sake, he must go to bed at an early hour. And this he did also.

Once or twice during the six days following the Lusitania sinking the President took a breath of fresh air while in a speeding automobile; once he went to Philadelphia to deliver an address; several times he was prevailed upon to relax by a game of golf, to which suggestions he was entirely amenable.

If the impression exists in any quarter that President Wilson has been or is nervously overwrought or in a condition even approaching physical exhaustion that impression needs emphatically to be revised.

News of the Lusitania's fate burst upon him with full force—that goes without saying. But his self-control is as great as his sympathy is keen, and even this sudden and unparalleled tragedy could not swerve him

from his duty, from his determination to hold Germany to full account, to uphold now and forever the rights of American citizens freely to sail the seas under provisions of international law. And when finally he made up his mind as to what he should do he sat down in the seclusion of his study and with his own hand wrote that note to the Imperial Government of Germany.

This state communication, so uncompromising in its assertion regarding human life and liberty on the part of non-combatants, was not put on the cable until its provisions had been submitted to advisers. No President,

least of all so conservative a man as Woodrow Wilson, would dream of despatching such a document without consultation, without hearing possible criticism from his official family. In this way his responsibility was shared by members of the Cabinet, and it may be said in passing that every one of them felt the weight.

As soon as news came of the Lusitania each of the Secretaries concerned directly or indirectly with foreign affairs knew that he would be called upon by the President for a personal independent opinion regarding the course which the President would think it best to pursue. And when opinions were requested of the Cabinet each man attacked the problem in his own way. To show something of the conscientious care with which this was done the experience of one of the Cabinet members may be told here without breach of etiquette and practically in his own words.

"When the time came for me to send the President my personal opinion of the course he had mapped out," says this Secretary, "I sat down quietly at my desk, with full realization of what might happen should his formal protest be refused by the Power to which it was addressed. With every desire to be true to the country, as well as true to myself, I asked myself this question: 'Are the principles which the President proposes to uphold so great, so important as to risk plunging the United States into warfare?' Then I wrote down my answer: 'They are.'"

"I asked myself a second question: 'Are those principles so great as to warrant me, personally, risking the loss and destruction of the little property I have been able to accumulate by a lifetime of hard work and self-denial?' Again I wrote down my answer: 'They are.'"

"Then I paused a moment before putting on paper for my own guidance the third and final question: 'Are those principles of such importance to humanity, now and in future, that to uphold them I, at my age, would if

necessary enlist and fight rather than see them fall?' Once more deliberate conviction forced me to write down the answer: 'They are.'"

"After that," concluded the Secretary, in speaking to a friend, "I destroyed the written questions and answers, and was ready to give the President my opinion when he sent for it."

It may be imagined that the Cabinet members, like the President, have been under a strain such as no other Cabinet has felt since the days of Seward and Stanton. And as for the White House staff, these executive eyes and arms and right hands of the President spared themselves neither night nor day.

This is true not only of Mr. Tumulty, secretary to the President, and the assistant secretaries, Mr. Forster and Mr. Brahany, but is true also of the dozen or more stenographers and clerks whose duties are of heavy responsibility and of every one else connected with the staff, including messengers and doorkeepers. These men did not have any Dr. Grayson to look after them, to see that they obtained sufficient sleep, ate meals at regular hours and got out into the fresh air at least for a little while each day. As long as the President was in Washington they were keyed up to instant action, and not until Friday night, May 14, when he and Mr. Tumulty boarded the yacht Mayflower and sailed for New York to review the Atlantic squadron, did the tension relax.

All the rest of the staff to the last man was on duty the next morning, Saturday, when the present writer happened into the White House. Everything in and about the Executive Offices seemed to be going on smoothly, serenely, efficiently as usual. But the men themselves showed unmistakable evidence of a week of extraordinary pressure, of little sleep, and now of great relief that the whole thing was "up to Germany." This one and the other was thin and pale; eyes were bloodshot with overstrain; faces were pale and haggard. But a cessation of the pressure on Saturday and Sunday brought the staff back again on Monday of this week fresh and eager for more work; alert, active, buoyant and in the pink of condition.

led into a continuous trench. When the men have made themselves at home in this new position and extended it a further area in front of the one occupied is cleared by fire, whereupon the fresh advance is made.

"In this way the forest is swept clean. It must be taken step by step, tree by tree, for—as I have already pointed out—the defenders have organized even the treetops for defence, and have mounted machine guns there. In the gloom of the undergrowth it is

tremendous energizer, emphatic, impetuous, is one type. Another is Taft—genial, merry, quickly responsive to friendship, versed in literature as in the law, "intensely human" he has been termed. Men have followed Roosevelt into the rattling fire of Spanish rifles. Men have looked into Taft's kindly eyes, have felt Taft's friendly handclasp and have been willing to give him all they owned on earth. But the idea of infringing on Woodrow Wilson's austere dignity is simply inconceivable. To Wilson life is not all beer and skittles; it is a serious thing. He has shown this from early manhood, in fact from youth. And he ever has acted accordingly.

Anthropologists tell us that if we wish to sound the depths of any human character we must look far beyond the present living individual back through generations, noting this trait or that in succeeding ancestors, this or that habit of life, this or that temperament, of all of which any living individual is very largely a composite so far as physical and mental characteristics are concerned.

Now Woodrow Wilson is descended on both sides from a long line of Scotch-Irish ancestors. Teuton strain there is none, nor that of Gallic lightness with mercurial tendency. Scotch-Irish he is—and on both sides; the latest human entity descended from men and women who lived and died for principles which they believed to be the right principles, regardless of what others thought to the contrary, unmindful of what the consequences might be to themselves.

Given a man with two or three hundred years of such ancestors back of him, and when once his mind is made up on an important matter it would be just about as easy to change it as to pick up the rock of Gibraltar and heave it into the heart of the Sahara. Fortunately such a man does not make up his mind in a hurry or without due consideration to the opinions of those whose judgment he respects. But when such a mind is made up it's made up—and there's no more to be said or done.

Those who are sympathetic with such a temperament refer to it as being one of "unalterable decision." Others, not sympathetic, are inclined to term it "sheer obstinacy." The difference merely reflects a difference in individual viewpoint. This mental immovability at basis rests on supreme self-confidence, and in the case of President Wilson it has been said that once in a fight he is in it "for keeps." When victorious, no more is to be said. When defeated, as the boys say, he "doesn't know when he's licked."

Side by side with these characteristics—that life is a very serious matter, and that his mind once made up cannot be altered—is another: That of the hardest kind of work. Glance for a moment, and very briefly, at the story of Woodrow Wilson's life up to date. Born in Staunton, Va., in December, 1856; graduated from Princeton at the age of 23; then a student at the University of Virginia; two years practicing law in Atlanta; a course in post-graduate work at Johns Hopkins; married at Savannah in 1885, and commencing that year to serve as assistant professor of history and economics at Bryn Mawr College.

Many years before this he had become intensely interested in political movements. Even as a youth he had an interest amounting almost to a reverence for the science of government, whereby men are enabled in varying degree under varying forms of government to work out their destiny here on earth. In this aspect the science of government assumed tremendous importance in his eyes, and he set himself the work of trying to master it.



To do this he must needs master history—the records of Governments in times past; and the two studies went forward year by year. When he married, and went to Bryn Mawr, at the age of 29, his first serious book appeared—"Congressional Government: A Study in American Politics." At the time other young men of his age were publishing in the magazines charming love stories and in book form novels of adventure. Further comment is unnecessary.

At Bryn Mawr, and at Wesleyan—whither he was called in 1888—Woodrow Wilson continued to toil unceasingly. He was a student first, last and always. His time and thought were devoted to research, consideration, criticism, reflection in undisturbed quiet. To be sure, he possessed the innate courtesy born in every Southerner of gentlemanly instincts and reared in a home of refinement and education. When he went into society he was distinguished as much for urbanity as for that dignity of bearing so quickly recognized by all who come in contact with him. And his powers as a lecturer were so compelling, his persuasive force so great, his scholarly enthusiasm for his subjects so engaging, that at Princeton in later years, as earlier at Bryn Mawr and Wesleyan, his courses were eagerly thronged by students who could attend them.

Yet this man has lived apart from the mass of his fellows; not because he did not respect them, not because he deemed himself in any wise superior to them, but because he was the hardest kind of a student, and to that kind of a man long reaches of quiet solitude are as necessary for his work as plenty of fresh air is for his physical welfare.

He had been but one year at Wesleyan University when his second, important book appeared, a volume entitled "Elements of Historical and Practical Politics"—this when he was 33. More and more his maturing mind was concerning itself with the future of nations, especially with the future of this nation, his own land.

Other political works followed, as well as a life of Washington, a volume called "Mere Literature and Other Essays," his interpretative "History of

the American People," and a few years ago "The New Freedom."

Meanwhile he had served for thirteen years at Princeton as professor of jurisprudence and politics, and from 1902 until 1910 as president of that institution of learning. The next year came a plunge into practical politics, the hardest kind of a fight, and his election as Governor of New Jersey. Two years later a resignation from that office and a journey to the White House.

It will be noted instantly of course that in all his days on earth up to the present Woodrow Wilson has not been engaged in business affairs. He has had no personal experience in directing labor in mines or mills; he has not had to earn his livelihood by buying and selling merchandise, or real estate, or other commodity or security. After recent administrations many men of industrial, commercial and financial affairs devoutly were hoping that the next President would be one trained in "practical" matters and able to give the country what they termed "a business administration."

To be sure President Wilson's theories as to the Federal Government's part in business matters were upheld by others, by a large body of exporters and importers, for example, by a portion of the farming community, and by not a few professional men, such as lawyers, physicians and educators. But it is fair to say that in a general way those at the head of industrial corporations, manufacturing plants, railways, steamship lines and financial institutions were by no means sure that this lifelong student would "measure up" to the importance of aiding the country to regain material prosperity, to shut off needless agitation for drastic changes in busi-

ness policies, to exert a quieting, soothing influence; in a word, to "let business have a chance to get on its feet once more."

In bygone times a good many reverent Americans have felt that the United States, founded for the very purpose of permitting civil and religious liberty, was under the guiding care of a special Providence. It is not impossible that some Americans of today breathe more freely because in the present crisis the head of the nation is one whose whole life has been devoted ceaselessly to the study of problems confronting Governments as well as to reflecting upon the issues thereof and the consequences to mankind which have followed.

More than one political opponent of eminence has felt since the European war burst on the world that if Woodrow Wilson had deliberately prepared himself from early manhood to handle and direct our national policy in the very crisis now confronting the land he could have chosen no better course of preparation than that which he has been following for forty years—ever since the day he entered Davidson College in North Carolina to fit himself to enter the freshman class at Princeton. Equipped by four decades of research, availing himself of the knowledge and experience of that picked body of international lawyers called the Unofficial Council to the State Department—President Wilson knew where his duty to humanity lay when like a lightning bolt came the announcement of the Lusitania tragedy.

Outside of his own family the President has had few companions, almost no intimates. To-day, it is said, about the only companion he has is Dr. Grayson, like himself a Southerner, like himself a man of serious scientific

attainment in his special field of medicine, and like himself a man of comparatively few words. And yet who knows what may lie beyond the screen of austere dignity?

To the world at large President Harrison seemed to be almost an iceberg in human form; but those who knew the White House in his day remember how he used to toss a grandchild on his shoulder and romp up and down the long, big corridors; and many another instance of like nature might be cited.

That President Wilson has a side to his character unseen of the world may be surmised when one hears, for example, that on a certain summer day a year or so ago, while at his Princeton residence, he and a daughter and a girl friend of hers spent an entire afternoon under the shady foliage of great trees, doing what? Just composing limericks—limericks of the jolliest, most nonsensical kind imaginable; and it is said that the President did not come out third in the contest, not by any means. Every American must hope that this little story is true—that the President who is this day shouldering such anxiety, such strain, may be able to find relief through indulging in that lightness of spirit which is prized beyond measure by men who are wise.

What Berlin will do in response to President Wilson's note cannot be known in advance. But what Wilson will do is stated emphatically by those who ought to know whereof they are speaking. And they declare that nothing can swerve the President from his decision to uphold the principles of human rights laid down in his note to the Imperial Government of Germany.

## LUSITANIA UNARMED, D. F. MALONE STATED

Collector of Port of New York  
at Once Gave Lie to German Allegation.

When the German charge that the Lusitania was "armed with guns" was first published here an official denial was at once made by Dudley Field Malone, Collector of the Port of New York. At that time Collector Malone said:

"This report is not correct. The Lusitania was inspected, as was customary. No guns were found, mounted or unmounted, and the vessel sailed without any armament. No merchant ship would be allowed to arm in this port and leave the harbor."



# **Kaiser Evades Direct Reply on Lusitania; Charges Liner Carried Two Hidden Guns; Hints We Failed to Enforce Our Own Laws**

## **Berlin's Summary of Reply to U. S. Note**

Berlin (via London), May 29.—The German reply to the American note sent after the sinking of the Lusitania was signed by Herr von Jagow, the Foreign Minister, at 11 o'clock last night and delivered to Ambassador Gerard this forenoon for transmission to Washington.

The note expresses Germany's regret for injuries sustained by Americans as a result of submarine and aeroplane attacks, and offers compensation in cases in which Germany is found to be in the wrong.

As indicated previously in these dispatches, the note defers a direct answer to the questions raised by President Wilson, pending a further exchange of views. Germany desires to establish whether the Lusitania was a defenceless merchant ship or was being used for the transportation of war munitions and soldiers, on which unsuspecting passengers were permitted to take passage to regard the war materials.

The American representations regarding the torpedoing of the British steamer Falaba, in which an American citizen lost his life, are answered with the statement that it was intended to offer ample time for the passengers and crew to leave the ship. The action of the captain in attempting to escape, however, necessitated more summary action. Even then the commander of the submarine granted ten minutes for those on board to leave the vessel, and subsequently extended the time to twenty-three minutes before sinking the ship.

Germany expresses regrets for "the unintentional attacks" on the American steamer Cushing and the Gulflight. The Cushing was attacked by German airmen in the North Sea and the Gulflight was torpedoed off the Scilly Islands. Germany disavows any intention to attack harmless neutral craft. She offers to pay compensation wherever she is found to be in the wrong and to refer doubtful cases to The Hague for a decision.

The passages in the American note concerning a possible disavowal by Germany of intent to sink the Lusitania and the discontinuance of her present practices of submarine warfare are not mentioned specifically in the reply. These two points, on which President Wilson spoke so strongly in his note, receive little or no attention except by inference. The note states that pending the reply of the American government to the German assumptions of fact regarding the real character of the Lusitania and her cargo no attempt will be made to

answer the demands contained in the American communication. These assumptions of fact are as follows:

The Lusitania was built as an auxiliary cruiser, subsidized and carried on the navy lists as such. She carried, according to German information, two guns mounted and concealed below decks.

British steamers sailing from New York, according to information received from passengers and other sources, repeatedly carried soldiers, artillery, war supplies and contraband to England, the Lusitania on this trip carrying specifically 5,400 cases of ammunition, in addition to other war supplies and Canadian troops en route to the front.

Reference is here made to the fact that carrying explosives on passenger steamers is contrary to American law. It is intimated that the German government would be glad to receive information as to how it happened that ammunition was permitted to be shipped on the Lusitania, a vessel crowded with passengers. Strong phrases are used regarding what is considered as apparently the deliberate policy of British shipping companies to protect war shipments by embarking American passengers on the same ships.

Germany contends it is impossible to settle the question whether proper opportunity was given to place the passengers and crew in safety until it is determined whether the regulations adopted after the sinking of the Titanic regarding a proper supply of boats and watertight bulkheads, which are now a part of the American law, were observed in the case of the Lusitania.

Finally, the American mediatory proposals designed to submarine warfare and the throttling of food supplies and other conditional contraband for Germany are recalled. The government expresses the desire to know what steps, if any, have been taken to induce Great Britain to embark on negotiations to this end, after Germany indicated her willingness to discuss a settlement on this general basis.

The delivery of the note to Ambassador Gerard was not attended with any special ceremony.

A functionary of the Foreign Office carried it across the square to the American Embassy, where it was placed in the Ambassador's hands. The embassy staff immediately began coding the message and transmitting it to Washington. Mr. Gerard in the mean time called at the Foreign Office.



## GERMANS SATIRIZE LUSITANIA SINKING

Medal struck off in Germany by K. Goetz, a prominent artist, to celebrate the torpedoing of the liner and loss of American lives. These have been sold extensively throughout Germany.



The medal shows Death selling tickets to American passengers. "Business Above Everything," says the caption. A skeleton appears on the poster in the middle of the line's advertisement.



On the reverse side the Lusitania is shown sinking. "No Guarantee," says the upper inscription, while the lower reads: "The Liner Lusitania, Sunk by a German Undersea Boat, May 5, 1915."

(From photos by Press Illustration Co.)

## U-BOAT SANK LUSITANIA ONE YEAR AGO TO-DAY

A German submarine sank the Lusitania without warning off the coast of Ireland a year ago to-day. The vessel was heading for Queens-town. She was hit, shortly after noon, and sank in less than half an hour.

One hundred and fifteen American citizens were among the 1,198 men, women and children who perished. Best known of these were Charles Frohman, Elbert Hubbard, Alfred Gwynne Vanderbilt, Justice Miles Forman, Charles Klein, Lindon Bates, jr. Bodies of many United States citizens were never found.

The German Embassy at Washington had published statements in newspapers throughout the country, warning passengers against sailing on the Lusitania.

On May 13 President Wilson sent his first note to Germany. He warned the Imperial Government not to expect "the Government of the United States to omit any word or any act necessary to the performance of its sacred duty of maintaining the rights of the United States and its citizens."

Germany, in reply on May 30, deplored the death of the citizens of neutral nations, passengers on the Lusitania.

On June 2 President Wilson sent his second note. On July 22 he sent his third. Following notes on the subject were complicated by the torpedoing of the Arabic, Ancona, and other ships.

Germany's latest note on submarine warfare, received forty-eight hours before the anniversary of the Lusitania's sinking, contains no reference to the disaster.



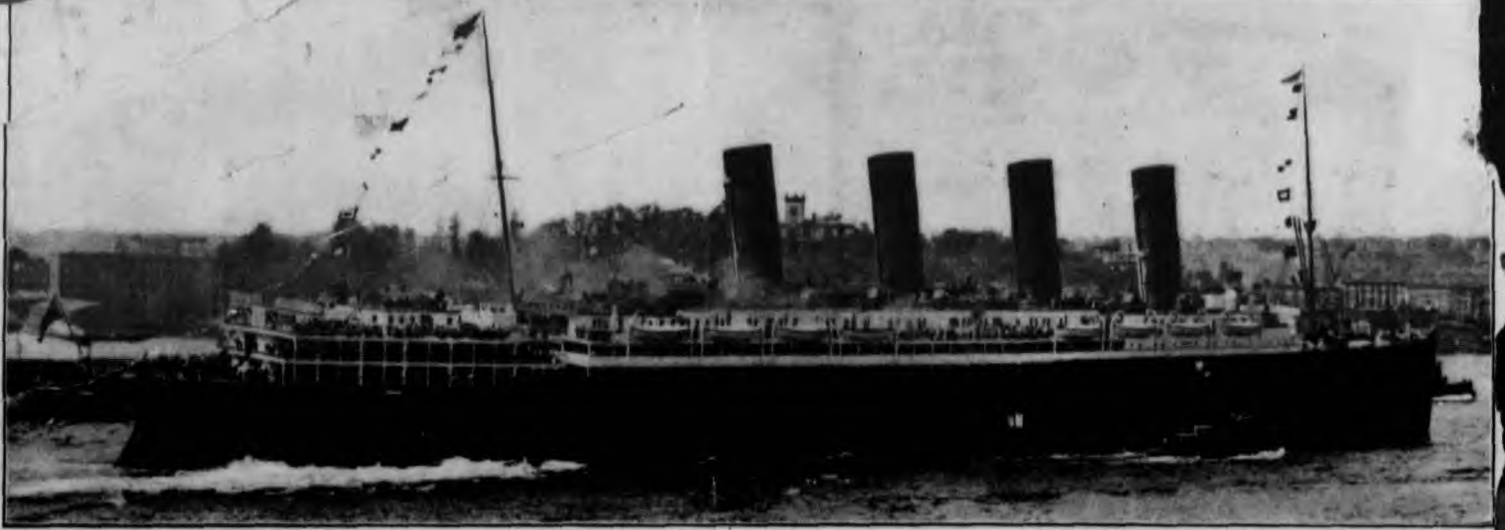


Photo Copyrighted by Underwood & Underwood

The Lusitania entering New York Harbor

## MAY SEVENTH, 1918

This is the Anniversary of a Thousand Murders.

The lips of fathers, mothers, children, murdered  
in the Lusitania sinking, are stilled in death;

— And yet, they call, call on us of the living,

That to-day we renew the high resolve to which  
we dedicated ourselves,

▲ That they may not have died in vain.

We of the living should speak for them;

Must speak for them;

Only through the Mouths of Cannon—

Not in revenge, in no more than Righteous  
Anger, pray God—

In the divine knowledge that it is entrusted to  
us to teach the Hun of to-day and the possible  
Hun of to-morrow,

That, born of the Ages, there is, and ever shall  
be on earth the Kingdom of Humanity—

The Spirit of Right its Ruler—

Against which the forces of Barbaric Brutality  
shall not prevail.

Right is ever on the Scaffold; Wrong is ever  
on the Throne.

Whosoever will not fight for Right helps to  
enthroned Wrong.

THIS IS WHY WE FIGHT

*Swisher*

President Butterick Publishing Company.



Photo Mathilde Weil—Underwood & Underwood

Mrs. Paul Crompton of Philadelphia and her six children who  
Mr. Crompton, were lost on the Lusitania.



Medal struck by the Germans to commemorate the sinking of the Lusitania



Photo Copyright Underwood & Underwood

Wholesale Burial of the Lusitania victims in Ireland



ST WE FORGET" WHEN THE UNSPEAKABLE HUNS WHINE FOR PEACE

LUSITANIA



ARE "THE FACTS" —

ANOTHER CASE OF WIPING HANDS ON THE AMERICAN FLAG



HIS  
LIBERTY  
BOND

PAID  
FOR  
IN  
FULL



NEW YORK TRIBUNE, SUNDAY, JUNE 4, 1916.

# 'THE CIVILIAN WEARS THE COAT OF A WAITER; YOU WEAR THE COAT OF THE KING!'

*The Captain of the Submarine That Sunk the Lusitania Was Probably Once a Normal, Good-Hearted German Youngster, but Eight Years of Training in One of Prussia's Military Academies "Got" Him.*

*Germany Takes Her Embryo Officers as Boys of Ten and Moulds Them Into Whatever She Wishes.*

*These are the experiences of a German cadet. The author spent five years in the Prussian military academy at Potsdam. As the son of a major in the German army he was destined for a military career, but, revolting at the life at Potsdam, braved the contempt of his relatives and friends and left during his fifteenth year. Later he came to the United States. He has taken out his first papers and will soon be an American citizen.*



"The King's Coat," the Outward Symbol of Our Exalted Station.

I WAS too proud and excited that morning to realize what this long separation from my family was going to mean. To begin with, I had a real purse—a little green purse, with my name neatly written in the white leather lining—with a whole mark in it. I had never before had any spending money. Then there was the new box, fitted up with comb, brush, looking glass and all the other toilet articles that seasoned travellers carry. Besides, a boy of ten is not given to speculating overmuch about the future.

Even when the half-hour journey from Berlin to Potsdam was over, and we stood, my mother and I, before the massive yellow brick building where I was supposed to spend the next seven or eight years of my life, my spirits did not flag. For I was about to become a full-fledged member of the Imperial Prussian Cadet Corps, the West Point of Germany, and some day I would be a Prussian officer.



*Prussian Cadet + 1/16*

**UNLESS YOU ARE BORN A PRUSSIAN  
OFFICER YOU CAN NEVER  
HOPE TO BE ONE.**

It was natural and inevitable that I should be joining the corps. My father had been a major of the Grenadier Regiment König Friedrich der Grosse, garrisoned at Allenstein, East Prussia, and as his son I had but one honorable career open to me—that of a soldier. Officers in the German army are recruited almost exclusively from one class, the Prussian aristocracy. Either you are born to the rank of *offizier* or you can never hope to be one. This fact is not fully realized by most Americans, and it is very important, for it explains many things about the German military system that are otherwise incomprehensible. In Germany it is absolutely impossible for a man to enter the army as a private and work his way up, by merit, to the rank of colonel or general. You are a private or an officer by birth, and that ends it. Consequently, a young Prussian of aristocratic rank finds himself virtually predestined to a military career.

The academy that I was to enter is one of eight such training schools—seven small ones and the main academy at Lichterfelde. They accommodate approximately three thousand boys altogether, and thus furnish a continuous reserve of first class future army commanders. The German cadet enters at the age of ten, and remains until his seventeenth or eighteenth year, going home for but three short furloughs each year. He emerges a full-fledged sub-lieutenant.

**A SPECIAL MEAL FOR THE NEW-COMER.**

On this first day of May, 1897, my mother and I reached the academy early in the forenoon, in time for second breakfast. I remember that the feature of this meal, my first as a cadet, was a large, soft roll, of a sort to which

I was unaccustomed; I thought it delicious. Dinner, too, that noon was excellent. "Well, if they serve meals like this every day," I thought, "the place isn't going to be half bad." Later, by the way, I found that meals like that were not served every day. Although I did not realize it at the time, I had received my first demonstration of the Prussian "system." That dinner was the special dinner served to new cadets only, on their first day at the academy, to start them off in a cheerful frame of mind. The regulation menu at Potsdam was notoriously monotonous and uninviting.

Following dinner came a momentous ceremony. I took my first step toward actual cadetship. I put on my uniform. In company with the other "rookies" I was conducted into a large, bare room, on the floor of which was a huge pile of coats, trousers and other articles of apparel. We rummaged through the pile until we found garments that fitted us. There are no made-to-order uniforms at German military academies. All clothing is handed down from one generation of cadets to another until it is worn out, this "hand-me-down" system extending even to shirts and underclothes.

**A HAND-ME-DOWN OUTFIT.**

Each boy is assigned a number as soon as he enters the academy and keeps that number until he leaves, his clothing and other possessions being numbered accordingly. The uniform that I picked out had evidently seen long service, for there were eight different numbers marked on the white canvas lining of the coat. However, I was too much excited over the prospect of wearing a real uniform

to worry much about that, and soon scrambled into my outfit. It consisted of dark blue coat, trousers and cap, with cap band, trouser stripes and shoulder straps of red, and a waistcoat and stock of black alpaca.

I shall never forget the look of horror upon my mother's face when I entered the visitors' room in my full regalia! I had been in too much of a hurry to bother much about the fit of my uniform, and consequently I had on a coat that draped rather than clothed me, and trousers that seemed to be in a continuous state of coming down. However, I thought I looked fine.

Shortly afterward it was time for my mother to go, and it was a tearful and miserable youngster who turned from that leave-taking to begin life in the service of His Imperial Majesty.

It was immediately evident, too, that I actually was beginning a new life. Up to that time I had, like any other German youngster, been addressed by the familiar and affectionate "du" (thou). To have the tall lieutenant in charge address me as "sie" (you) was a real shock. It is difficult to make this distinction clear to an American, for English-speaking peoples no longer "thee" and "thou" one another; however, think of the difference in attitude between referring to a boy as "master" and "mister," and you will get an idea of what it meant to me to hear the formal mode of address. I was not elated by it. I was scared. For it meant that I was no longer a child, but a man, and would be expected to work and act like a man.

I linger over this incident because it is significant. It typifies the attitude of Prussian Germany toward her cadets. The Prussian Cadet Corps is not a boys' military academy in the American sense at all; it is a branch of the army, a training school for officers, and no nonsense about it. America takes her embryo officers at the age of twenty, when they are virtually mature men. Prussia takes hers as boys of ten and moulds them into what she will. How that moulding is accomplished you will see as I go on.

The training at the academy is founded upon one of the oldest educational systems in history: that of Sparta. Like the youth of that ancient Greek state, we were taught to live austere, to submit to rigid discipline, and to endure hardships and real suffering without murmuring. We slept more than a hundred in a room, on beds that were literally almost as hard as boards. At 6 in the morning we were awakened by a bugle call, and had to rise, wash and dress in less than fifteen minutes. We washed in cold water, summer and winter, the older boys seeing to it that the younger ones did not shirk their ablutions.

**POTSDAM, THE MODERN SPARTA.**

There were two dining halls, each holding one hundred cadets. Breakfast consisted of flour soup and a roll, as many helpings of the former as you wanted. After breakfast came half an hour of chapel, on week days. The Sunday service was much longer. I remember

particularly that the closing prayer always invoked the blessings of heaven upon His Majesty the Kaiser, the royal family, the army and the navy. It was seldom that we were allowed to forget why we were in the corps.

Four hours of school followed, during which we were continually reminded of our ultimate destiny as officers in the service of the Emperor. Then came dinner, half an hour's rest period, and then drill—hours and hours of it, day after day. After supper another bugle call at 9 o'clock announced that it was bedtime. During the day—I mean during every

twenty-four hours—each cadet had two hours of idle time altogether. But we were never alone, even when we bathed.



# A Boat with a Hull 300 Feet Deep, and Gigantic Telescopic Pontoons to Refloat the Ship Whose Cruel Sinking Helped Bring Us Into the Great War

**B**EFORE the submarines began to exact their toll of great, modern ships, the dream of almost every old-time skipper of the Seven Seas was to some day be master of a treasure ship that should bring to the surface of the Spanish Main a sunken galleon with its long lost store of gold doubloons.

The war, however, has lifted the salvage of sunken treasures out of the realm of romance into a necessary, tangible prospect. The great ships sent down by the U-boats represent a lost richness far greater than the brass-bound chests that rest in the holds of the ancient craft that dot the ocean bed at Vigo Bay and off the coasts of the East Indies.

The largest and richest modern ocean liner in the list of the U-boat victims was the Lusitania, the Cunard liner which was sunk by a torpedo off Old Kinsale Light, on the Irish coast, on the afternoon of May 7, 1915. Copper, brass, gold and silver to the value of more than \$2,000,000, besides jewelry and other valuables worth \$2,000,000 more went down with the vessel. Also there were more than \$5,000,000 worth of negotiable and unregistered securities in the ship's strong box, and a cargo estimated at \$5,000,000, a great deal of it of such a nature that the water will preserve rather than destroy it.

But it was not the lure of its treasure that stirred American marine inventors to seek a method of raising the Lusitania almost before the first shock of the tragedy had passed. The sentimental interest of the American public was aroused by the loss of so many American lives. After our entrance into the war this interest in the ship itself deepened, as the sinking of the Lusitania was, more than any other cause, America's reason for unfurling its battle flags.

The Lusitania went down in 270 feet of water. It rests beyond the reach of divers or the pontoons which heretofore have been used to raise ships sunk in shallow waters.

Inventors have had to turn, therefore, toward a new type of salvage vessel, and the results of their ingenuity is a wonderful ship

with a hull that sinks under water 300 feet, with a ballast tank which, mounted on huge wheels, will rest on the ocean bed. The deep, narrow hull of this salvage ship is telescopic—it contracts or expands to suit the varying whims of waves or tide.

It is with this remarkable marine contrivance and the assistance of especially constructed pontoons, it is hoped to bring the Lusitania to the surface of the seas, repair the gaping holes left in its sides by the treacherous torpedoes, and restore it again to its rightful place on the ocean lanes.

The new salvage ship is being constructed by Carl J. Lindquist, a marine engineer, whose life has been devoted to the recovery of sunken ships. The vessel and the pontoons with which the actual lifting of the Lusitania to the surface may be accomplished are his inventions.

The bottom of St. George's Channel, on which the Lusitania rests, is a bed of constantly drifting sand. It is so uneven that any attempt to explore the neighborhood of the Lusitania's grave by submarines has been out of the question. Marine experts know that by this time the great ship will have been almost buried in piling sands, which would make efforts at the usual pon-

toon method of salvage ineffective. Pontoons might be sunk near the ship, but the piling sand would prevent their being attached to the buried hull.

The Lindquist salvage ship is built to combat the sand and clear the way for the taking hold by the especially designed pontoons.

This ship, at the surface of the sea, is hardly more than thirty feet long, with a beam of fifteen feet. Below its upper deck there sweeps downward, bending back, a hull that resembles a great shaft, thirty feet in its greatest width, but more than 300 feet deep when extended at full length. A hundred feet from the upper deck are "guides," where the hull may be telescoped to suit the changing depths of the ocean.

Extending from the bottom of the hull is a huge, hollow steel rod, with a flexible joint, by means of which the rod is used as a "feeler," manipulated from the upper deck of the ship. On the port side of the hull, but a few feet from the bottom, is a powerful searchlight, by which the steersman, operating his wheel 300 feet from the surface of the water, may see the ocean bed for from twenty to forty feet ahead of him and at either side.

With its "feeler" rod extended, its searchlight current switched on, and its ballast

tank emptied, this strange ship will put to sea from Queenstown harbor in its quest of the Lusitania, which was sunk eight miles to the south. The ship will travel under its own power, a motor-fed propeller whirling twenty feet below the surface. When it reaches the

neighborhood where the Lusitania went down its hull will be extended until it almost touches the bottom of the sea, nearly 300 feet from the surface.

The helmsman, stationed at the searchlight below, then will scan the ocean bed about him, while on the deck above an operator will "feel" with the protruding rod until the wreck of the Lusitania is located. Then the ballast tank will be filled with water until it grips the sea bed, and through the hollow rod a hydraulic stream, fed from the surface, will be played upon the sand piled about the hulk. Gradually the sand will be forced away, and a ravine literally dug under the great vessel. Lines then will be forced under, with buoys attached which will carry them to the surface.

Thus the first stage of the salvage operation will be completed—the locating of the lost vessel and the "planting" of lines.

Four huge pontoons, of hollow steel telescopic cylinders, capable of being extended to 350 feet, each reclining on a separate steel base, attached at one end with great hinges, will be towed to where the lines have been brought up. One by one these pontoons will be filled with water, by motor pumps installed under a "working deck" at the free



and. As they fill with water they will star upright, the lines which have been passed under the vessel by the salvage ship will be attached to their sides, and gradually they will sink, their hinged bases dropping slowly to the bottom of the sea alongside the sunken vessel.

After expert manoeuvring each pontoon will stand upright in the water, two on each side of the ship to be raised, their bases sinking firmly in the sandy bottom, their lines forming a taut swing in which the Lusitania will rest.

Then the process of raising the big ship will begin. The motors will pump the water out of the pontoons, causing the upper portion of the telescoped cylinders to rise above the surface, carrying their lines with them and thus slowly lifting the Lusitania.

The pontoons are built to lift thirty-five feet at a time. Then the lines will be automatically caught in their pulleys, the pontoons again filled with water and their upper cylinders again sunk, when the operation of emptying them and lifting the sunken ship another thirty-five feet will be repeated.

The pontoons are so constructed that they may give with the play of the waves, even in a stormy sea, without letting go of the lines in which their prize swings.

At last the stacks of the Lusitania, then the upper decks, and then the hull will appear above the water. An army of workmen will rush aboard to patch the yawning holes in its side that it may float free and towed to port. The pontoons will be emptied, which will bring them to the surface, ready for new errands of salvage.

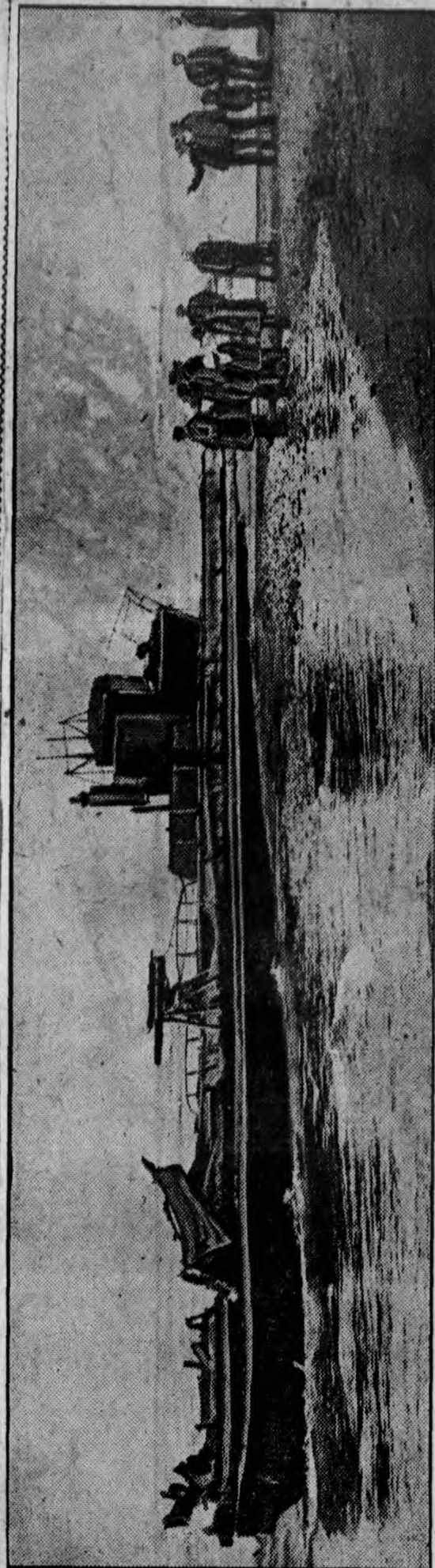
Nearly all the Lusitania's cargo, excepting the foodstuffs, will be in a good state of preservation, it is believed. Besides the metals, the cargo consisted mainly of rubber, baled cotton and merchandise packed in glass, earthenware containers, tin and watertight chests. All of this will be saved.

And of more value, even, than the merchandise to be salvaged, will be the personal effects of the passengers, with perhaps an occasional scribbled word of farewell—a last message written in a handy notebook while its owner was calmly awaiting the last surge of the sea and certain death. It is quite possible some such notebooks will be found so well preserved as still to be decipherable.

If this plan to raise the Lusitania succeeds an unlimited field for further efforts of the American salvors will await them. Many of the most valuable ships sunk by the submarines lie in waters far shallower than those which cover the Lusitania.

Off the coast of Havre, France, the Parthenon, with a cargo valued at \$7,000,000, and half a score of lesser ships, all carrying immensely rich freight, were sunk during the first few months of the war. All were lost in waters less than 150 feet deep. The American ship Healdton, with a cargo insured for \$3,000,000, was sunk in 100 feet of water off the Dutch coast. The Arabic went down ten miles from the spot where the Lusitania rests, where the water is less than 200 feet deep. Within the 300-foot depth line of the North Sea off the coast of Scotland more than 500 rich ships have paid the U-boat toll.

*The German U boat No. 20, which sank the Lusitania, is now gradually sinking into the sands off the coast of Denmark, on to which coast she was washed.*



GOING TO ITS REWARD.—The photograph shows a group of persons looking at the German submarine U-20, which sank the Lusitania and which now is on the coast of

Denmark. The water has washed it high upon the beach. And it is gradually sinking lower and lower into the sand. (© by Underwood)

*The News Aug 12/20*

HUDSON DISPATCH, FRIDAY  
MORNING, AUGUST 13, 1920

#### HE HAD SCHEME TO SALVAGE THE LUSITANIA

Rochester, N. Y., Aug. 12.—The police announced today that the alleged promoter of a \$10,000,000 corporation to salvage the Lusitania had agreed to leave the city. According to the police, the man opened an office in a downtown office building and sought subscriptions for stock at the rate of \$5 a share in the "International Salvage Association."

#### LUSITANIA HAD EXPLOSIVES ON BOARD—MALONE

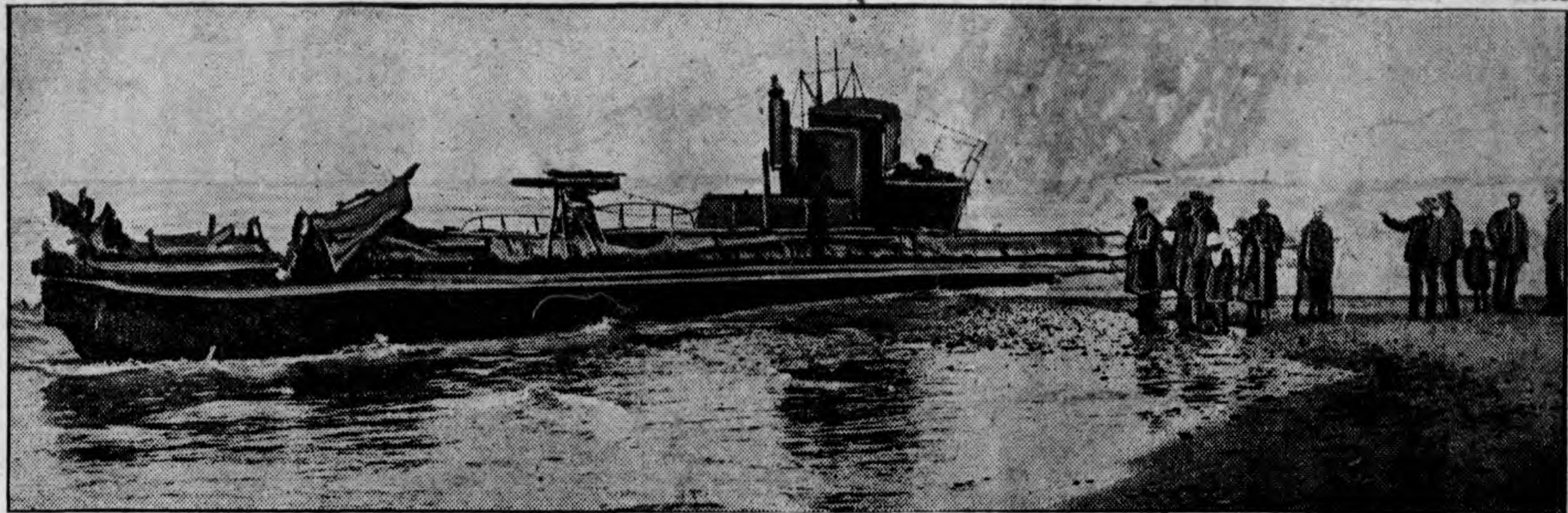
New York, Oct. 28.—Dudley Field Malone, candidate for Governor on the Farmer-Labor ticket and former collector of the port of New York, in an address tonight, declared that when the Lusitania was sunk by a German submarine, she carried a consignment of 4,200 cases of cartridges for the British government, which contained a total of nearly eleven tons of black powder. The assertion was made in citing the case of Senator La Follette, who charged that the Lusitania carried explosives for the British.

Mr. Malone made the statement on the strength of his report to the Treasury Department, after having examined the Lusitania's cargo, which he sailed on her ill-

*Dispatch Oct 29/20*



*The German U boat No. 20, which sank the Lusitania, is now gradually sinking into the sands off the coast of Denmark, 'on to which coast she was washed.*



GOING TO ITS REWARD.—The photograph shows a group of persons looking at the German submarine U-20, which sank the Lusitania and which now is on the coast of

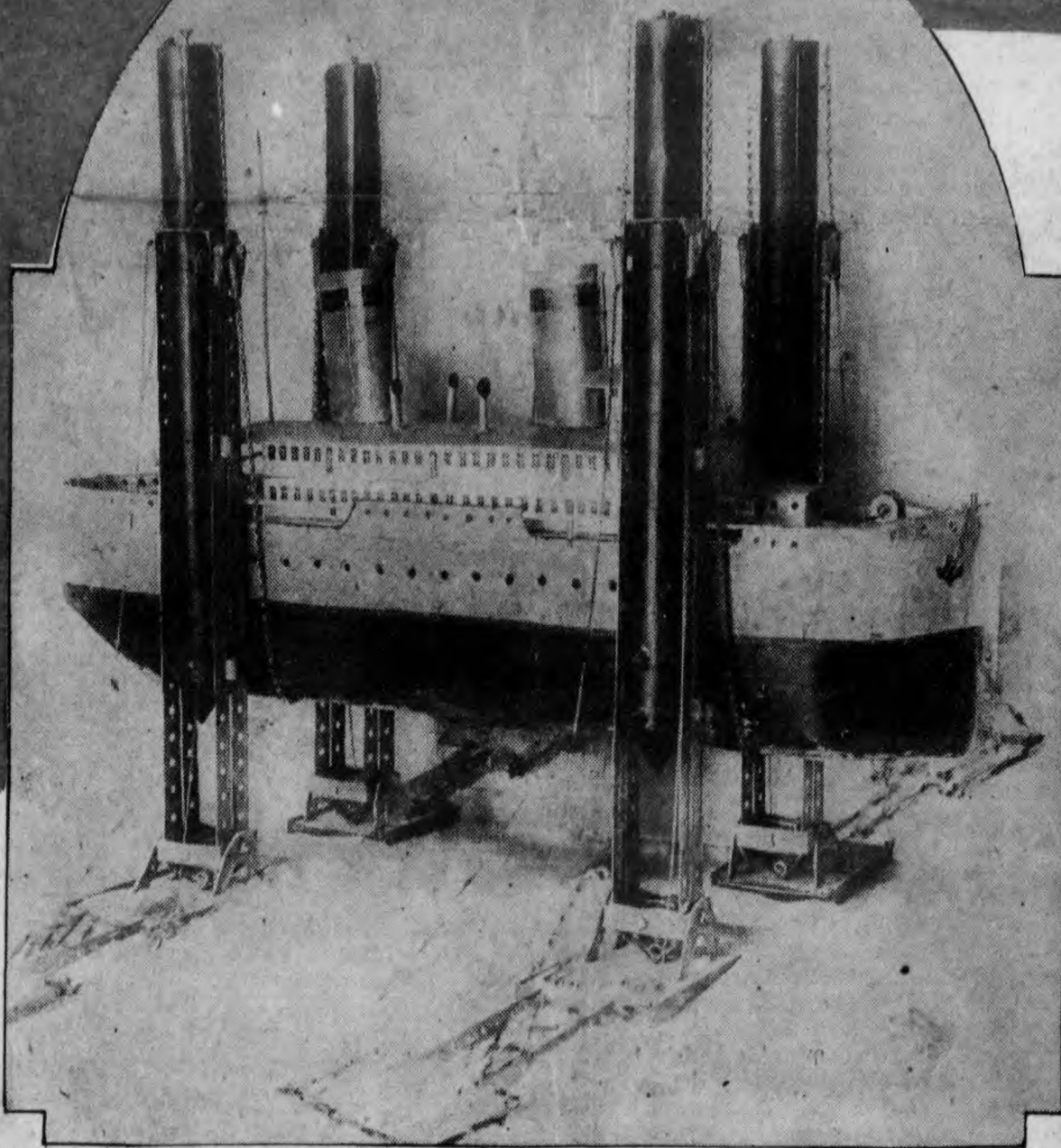
Denmark. The water has washed it high upon the beach. And it is gradually sinking lower and lower into the sand.

(● by Underwood)

*The News Aug 12/20*



The  
Sinking  
of the  
Lusitania,  
as  
Described  
to an  
English  
Artist  
by  
Survivors  
Who  
Saw the  
Great  
Liner  
Take Its  
Last  
Plunge.



Pontoons  
Which It  
anned to  
se the  
sitania.  
Four Big  
ers Will  
'loated  
arately  
the Spot  
e the Big  
Rests  
Then  
with  
nd Sunk,  
ight,  
n Either  
e of  
p. Lines  
a Will

ched to the Upper Parts of the Pontoons, Which Will Rise as They Are Emptied, Lifting the Sunken Ship with Them.

HUDSON DISPATCH, THURSDAY

MORNING, MARCH 20, 1919.

## GERMANY MUST PAY 11-4 MILLIONS FOR LUSITANIA

U. S. Will Collect From \$5,000  
to \$10,000 For Each  
Victim

SAME FOR VANDERBILTS  
AS FOR OTHERS DROWNED

By Universal Service.

Washington, March 19.—Germany is to be charged the same amount for each and every individual victim of the Lusitania tragedy, it was announced today at the State Department.

After a long controversy which began when Count Bernstorff the late German Ambassador tried to compromise on \$5,000 per head the Government has decided that it would be no respecter of persons. As a result the heirs of Alfred Vanderbilt, Charles Frohman and other well-known and very prominent people will get no more indemnity than the humblest and youngest victim of the disaster.

The United States, however, raised the individual indemnity above \$5,000 but how much more is not disclosed here. It is stated the amount may be fixed at \$10,000 per head. This would make the sum total about a million and a quarter dollars.



Photograph taken at dinner given Gerard on his return to Berlin, January 6, 1917, and just upon the resumption of ruthless submarine warfare.



TIMES, SATURDAY, MAY 8, 1920.

## LUSITANIA SINKING OBSERVED IN CHURCH

Rev. Dr. Stires Preaches Sermon on Fifth Anniversary of the Event.

NO 'HYMN OF HATE,' HE SAYS

Respect for Law and Frohman's Comment Pointed Out as Lessons of Tragedy.

Yesterday, which was the fifth anniversary of the sinking of the Lusitania, was a fitting day to remind England that today our dead and her dead lie in the deep sea with their arms about each other, according to the Rev. Dr. Ernest M. Stires, rector of St. Thomas's Episcopal Church, Fifth Avenue and Fifty-third Street. This was one of the lessons Dr. Stires drew in a sermon delivered in his church held under the auspices of twenty-two patriotic societies of this city yesterday afternoon minding England of this fact was that to commemorate that event.

Dr. Stires pointed out a reason for re-act of the last few months toward her had not yet been apologized for. He did not mention what this was, but some of his hearers construed that the rector meant the recognition of "the Irish Republic."

The service was largely attended by prominent men and women. Among those present was Major Gen. Sir Charles Townshend of the British Army. Others were Major Creighton Webb, Major Louis Livingston Seaman, and Colonel Cogswell. A detachment of soldiers from the United States Infantry, Fort Jay, Governors Island, in charge of Chaplain Edmund Banks Smith, marched in procession about the church before the service carrying the flags of the Allies.

In the chancel with Dr. Stires were Canon Lampen of the Cathedral of Nassau, who today will sail for England; the Rev. Dr. Anson P. Aatterbury, Presbyterian, and the Rev. Dr. Floyd S. Leach, assistant to Dr. Stires. James B. Townsend of the American Rights League arranged for the service. He was chief usher, and the others were Frederick Delano Weeks, Dr. Edward Hageman Hall, Edward de Peyster Livingston and Arthur F. Schermerhorn.

The organizations participating were: American Defense Society, Alliance Française, American Right League, Colonial Dames State of New York, Colonial Order of Acorn, Daughters of

the Cincinnati, Daughters of the Revolution, Huguenot Society of America, Long Island Historical Society, Military Order of Foreign Wars, Military Order Loyal Legion of the United States, National Security League, New York Historical Society, New York State Society of the Cincinnati, National Society of the United States Daughters of 1812, New York County Andrew Jackson Chapter, St. Andrew's Society, St. George's Society, St. Nicholas Society, Sons of the American Revolution, the Pilgrims, Veteran Corps of Artillery and Military Society War of 1812. Several women's clubs also participated.

Dr. Stires stated that his audience was not present to sing a "Hymn of Hate." Rather was it the duty of America to learn certain lessons from the Lusitania tragedy, Dr. Stires declared. One of these was that law must be respected. Another lesson was the words of Charles Frohman that death was the greatest adventure of life.



American  
Pictorial  
May 16, 1922



**SEEK LUSITANIA'S GOLD—**  
Captained by Charles S. Richards  
(top inset), the steamship Blakely  
is outfitting near Philadelphia for  
expedition to spot where Lusitania  
was sunk off Ireland by U-boat.  
Benjamin E. Leavitt (above), diving  
expert, will descend, as shown in  
diagram, and search wreck for  
treasure. (N. Y. Am. and U. U.)



## LUSITANIA CLAIMS TO BE SENT TO PEACE MEETING

Federal Judges Chosen on Board to Pass on Amounts and Prepare Them for Conference.

A committee of relatives of victims of the Lusitania tragedy announced to-day that steps are to be taken immediately to fix the amount of each individual claim against the German Government and to have these claims properly presented to the Peace Conference.

Julius M. Mayer, United States Judge for the Southern District of New York; Charles M. Hough, United States Circuit Judge; and E. Henry Lacombe, former Presiding Judge of the Circuit Court of Appeals, have consented to act as a board to receive evidence from American citizens who have suffered losses as a result of the sinking of the Lusitania and to fix the amounts to which in their judgment each claimant is entitled.

Claimants are directed to file their claims and summary of evidence immediately with the Lusitania Claimants' Liquidating Committee, George W. Betts, Chairman, No. 120 Broadway. The other members of the committee are Sidney Rossman, George L. Ellsworth and Raymond Ballantine.

## THE TREATY AND THE ANNIVERSARY.

The fourth anniversary of the sinking of the Lusitania was a fitting time to present to the German people, and to release to the American people as well, the contents of the peace treaty by which the murderous German nation is reduced to harmlessness.

Four years ago the German nation struck its most dastardly blow of the war, more dastardly even than the invasion of Belgium, for it went further than the breaking of treaties by serving criminal notice upon neutrals that international law on the high seas no longer was to be respected.

On the fourth anniversary of the sinking of that ship, with its precious cargo of human lives, the great tribunal of the civilized world presented to Germany, reduced to impotency, the verdict—the verdict which not only makes Germany harmless on land, but helpless on the high seas.

There are many very impressive features in the world's greatest treaty, the greatest of all documents since the Magna Charta, but that feature will be most impressive to a great many people which reduces Germany's Navy to a mere handful of harmless, helpless boats; which deprives Germany of the right to own and operate any submarines; AND WHICH CALLS FOR A TON-FOR-TON SURRENDER OF MERCHANT VESSELS AND CRAFT OF LESSER DRAFT TO THE ALLIES TO REPLACE THOSE VESSELS SUNK DURING THE SUBMARINE WARFARE.

Germany cannot give back the lives that were lost on the Lusitania, and on the hundreds of other vessels that went to the bottom during that murderous campaign; Germany cannot replace the wanton waste that she carried on during four years of illegal warfare on the high seas; but Germany must humiliate herself, and weaken herself in maritime strength in order to restore, so far as possible, the strength which she sought to take permanently from the Allies and the United States.

Out of all the mass of impressive features of that great treaty that part which seeks to atone for the Lusitania, and for those other ships which were victims of the world's most gigantic scheme of piracy and high-sea murder seems the most impressive, coming, as it does, on so auspicious though sad an anniversary.

## GERMANY MUST PAY 11-4 MILLIONS FOR LUSITANIA

U. S. Will Collect From \$5,000 to \$10,000 For Each Victim

SAME FOR VANDERBILTS AS FOR OTHERS DROWNED

By Universal Service.

Washington, March 19.—Germany is to be charged the same amount for each and every individual victim of the Lusitania tragedy, it was announced today at the State Department.

After a long controversy which began when Count Bernstorff the late German Ambassador tried to compromise on \$5,000 per head the Government has decided that it would be no respecter of persons. As a result the heirs of Alfred Vanderbilt, Charles Frohman and other well-known and very prominent people will get no more indemnity than the humblest and youngest victim of the disaster.

The United States, however, raised the individual indemnity above \$5,000 but how much more is not disclosed here. It is stated the amount may be fixed at \$10,000 per head. This would make the sum total about a million and a quarter dollars.

## LUSITANIA SURVIVOR OBSERVES DAY AS FOE RECEIVES TREATY

George A. Kessler Gives Dinner to Americans at Versailles at Hour of Great Tragedy of Four Years Ago.

By MAY BIRKHEAD,  
Special Correspondent of the Herald.

[Copyright, 1919, by the New York Herald Company—All Rights Reserved.]  
[Special Cable to the Herald.]

PARIS, Friday  
(Delayed in transmission).

A dramatic sidelight on the treaty presentation developed to-day when it became known that George A. Kessler, who was saved from the Lusitania, observed the anniversary at three o'clock Wednesday afternoon at Versailles, at the exact time when the ship was sunk four years ago. Mr. and Mrs. Kessler invited a large group of Americans to the dinner.

At the hour of three Mr. Kessler presented to his wife a four leaf clover of

jewels, and it was announced that Mrs. Kessler had given to the city of Paris 50,000 francs for the poor as a memorial.

And at the hour of three, marking the anniversary of one of the most cruel and barbarous crimes in the world's history—the sinking of a defenceless ship and the loss of twelve hundred lives—Count von Brockdorff-Rantzau, the German peace delegate, was speaking of "the cruelties of the Allies in maintaining a blockade."

Mr. and Mrs. Kessler selected Versailles for the celebration because of the timely retribution for the Lusitania crime in the appearance of German representatives before the supreme court of the Allies to receive sentence.

The incident caused considerable discussion here in Paris and was widely approved.



# LUSITANIA SUNK 1915

# PEACE TREATY RECEIVED 1919



MAY 7.

## LUSITANIA FILM ROUSES GERMANS

They Finally Object to Scene  
as Shown in Geneva  
"Movie" Theatre.

Copyright, 1919, by The Press Publishing Co.  
(The New York Evening World.)

LONDON, May 14.—An interesting incident has occurred at one of Geneva's cinemas. A film was produced early in the week entitled "We Shall Never Forget." One of the incidents depicted by the film was the sinking of the Lusitania.

The German Consul in Geneva demanded that the film should be prohibited.

As a result the manager of the cinema cut out portions of the obnoxious film, including the Lusitania incident.

## THE LUSITANIA CRIME.

TO THE EDITOR OF THE HERALD:—

I understand at last these monstrous Huns, including Von Bernstorff and his aids, are to be tried for their crimes. This Von Bernstorff knew what date, how and where his submarines were to sink the Lusitania, and he, Von Bernstorff, could have so prevented the murdering of many innocent men, women and babes. Again, under Von Bernstorff instruction, while a guest of the United States, was concocted his underground warfare, placing bombs in the holds of our vessels before leaving our ports, with fires at sea and innocent lives placed in jeopardy, our industrial plants blown up and our railroads and bridges to be guarded and everything except actual warfare. Therefore we Americans, all trust that Mr. Wilson will not be "hoodwinked" by Von Bernstorff and these German criminals, and show no weak kneelism and that the same Von Bernstorff who fooled Mr. Wilson so long when in Washington, along with his late master, William Hohenzollern, and all the other confederates in crime who have upset this whole world, be fully punished as murderers.

WM. OSBORN.

Stelton Heights, N. J., May 22, 1919.



NEW YORK, SUNDAY, MAY 4, 1919.

# PREPARED FOR EVERYTHING EXCEPT THE LOSS OF THE WAR, MILITARY DISASTER FINDS GERMANY IN ECONOMIC CHAOS

## ARMY OF 8,000,000 SOLDIERS IS SUDDENLY THROWN BACK ON PROSTRATE INDUSTRIES

The Result Is a Terrific Congestion in Every Form of Trade, With Perhaps 1,300,000 of the Demobilized Unable to Find Work of Any Kind and a Vast Number of Others Employed Only Part Time—One Job Is Made to Suffice for Several Men by Employing Them in Shifts.

By Cyril Brown.

(Staff Correspondent of The World.)

Copyright, 1919, by the Press Publishing Co. (The New York World.)

BERLIN, April 12.—Economic chaos is king in Germany to-day. The collapse of Germany's economic front has been, if possible, even more complete and catastrophic than her military collapse. There is not the slenderest sign that Germany's economic convalescence has begun or is about to begin. On the contrary, all symptoms indicate that economic Germany is increasingly suffering from a serious nervous and physical breakdown—nation-wide neurasthenia complicated with mass hysteria—and that it has entered the last stage of revolutionary delirium from which the old economic order will emerge either dead or weak, but curable.

Analysis of Germany's economic collapse reveals the following principal causal factors:

1. Loss of the war—a contingency never prepared for; the military collapse completely frustrating the elaborately prepared plans for Germany's orderly, gradual, scientific military-economic demobilization.

2. Indiscriminate, precipitate dumping of millions of demobilized soldiers on the labor market, chiefly in the already congested large industrial cities at the most unfavorable season of the year. All this with Germany's economic demobilization machinery hopelessly gone wrong.

3. Sudden collapse of Germany's overstrained, artificially-inflated war industries and their physical inability to make the transition to peace smoothly and quickly.

4. Impotence of the starved peace industries and their consequent inability to provide adequate work for the demobilized army; principally due to continued and increasing shortage of raw materials.

5. Disastrous coal shortage and transportation shortage, both due to the increasingly rundown condition of Germany's overtaxed railroads, further aggravated by the necessary surrender of 5,000 locomotives and 150,000 cars under the terms of the armistice.

6. Nation-wide malnutrition, breeding Germany's peculiar near-revolutionary psychology, which in turn finds symptomatic expression in unrest and irritability, disinclination to work and continued economic-political strikes for ever higher wages and shorter hours, serving to keep Germany's business world in a state of constant unhealthy excitement and apprehension and preventing Germany's economic life from getting that complete rest of which its nerves and body are so sorely in need.

## Economic and Military Crash Found Masses Unprepared

Economic Germany to-day is seemingly inescapably caught and being dragged down in the vortex, and the collapse will continue at least until peace is signed; after which its persistence will largely depend on the kind of peace Germany gets.

The general situation to-day is the climax of rapid developments during armistice, briefly summarizable as follows:

The military collapse found Germany's economic life already in a bad way. On one hand many of the most important raw materials were lacking and four years of food shortage had exhausted the industrious spirit of the German people. The outbreak of the revolution gave further impetus to rapid economic degeneration. Under these circumstances the problem of demobilization proved difficult, particularly as the military collapse made Germany's demobilization plans, which had been built up on the fallacious foundation of a discounted victorious peace, a total failure. New economic demobilization plans to meet the debacle could not be improvised. In fact the problem of economic demobilization was left largely to solve itself.

### Many Took French Leave.

The strength of the old German Army on Nov. 11, it is estimated, was 8,000,000 men. The problem accordingly was to get those 8,000,000 back into peace time jobs as quickly as possible.

The demobilization problem began to solve itself picturesquely by a considerable portion of the army running away during the first flush of revolution. Nobody knows how many German soldiers demobilized themselves, but the impression is that the bulk of the armistice deserters headed for the already overcrowded large cities and industrial centres, preferring to live on unemployment support liberally ladled out by the new socialistic regime, and by way of avocation playing Spartacist politics.

The non-deserting bulk of the German Army, however, was led back and distributed among the home garrisons in fine order and condition. All critics agree that Hindenburg and his Chief of Staff, Groener, did a good job. And once home in good order, an orderly, systematic demobilization should have been possible had not the sound part of the old army become infected by the revolutionary fever

and become completely demoralized.

From the signing of the armistice, until Jan. 1, the old German Army disintegrated at the rate of nearly 1,000,000 men a week. By Jan. 1, more than 60 per cent. of the army, approximately 5,000,000 men, had demobilized or been demobilized. From approximately 8,000,000 men on Nov. 11 the old German Army had shrunk to 3,000,000 men on Jan. 1.

From this date on desertion became fairly negligible. The 3,000,000 remnant of the old German Army was again fairly under the control of militarism, though so disaffected, and with morale so undermined, that military authority was glad to wash its hands of them as quickly as possible.

### How Army Rank Thinned.

After the whirlwind demobilization of December, the rate of demobilization in January seems almost snail-like by comparison. The same rapid rate was maintained, however. The old army shrunk from 3,000,000 on Jan. 1 to 1,100,000 on Feb. 1.

Demobilization slowed up markedly during February. Only 400,000 were demobilized during February, or not quite 40 per cent. of the army left standing Feb. 1. The old army shrunk from 1,100,000 on Feb. 1 to 700,000 on March 1.



Accurate statistics covering the strength of the old German Army on April 1 are not yet available, but my researches indicate that about the same rate of demobilization was maintained during March as during February. About 300,000 men were demobilized during March, or a shade more than 40 per cent. of the number of men on hand on March 1. The old army had shrunk from 700,000 on March 1 to between 300,000 and 400,000 on April 1.

The new volunteer formations are estimated to have a total strength of 300,000; the old formations doing Eastern border defense duty at 100,000. The 1,100,000 men still undemobilized on Feb. 1 included 200,000 sick and wounded; the 700,000 still undemobilized on March 1 included 150,000 sick and wounded; the 300,000 to 400,000 still undemobilized on April 1 included an estimated 100,000 sick and wounded and further, between 200,000 and 300,000 permitted to remain in garrison because they have no employment.

Indicative of the present sub-surface chaos in Germany, there are no available statistics showing how the

nearly 8,000,000 demobilized German soldiers have been absorbed in the feverish economic life of the country.

### 1,700,000 Are Unemployed.

According to a conservative estimate, 6,000,000 demobilized soldiers today have employment, or partial employment. Probably 1,300,000 are jobless unless working for Spartacus be considered employment. Approximately 300,000 have found employment in the new volunteer formations of the National Army of Defense.

Another 300,000 have the doubtful and dangerous employment of hanging around their old home barracks until they can find something more useless to do; these must be added to the number of totally jobless, swelling the grand total to 1,600,000 to which must be added the 100,000 still sick and wounded, who will assuredly be jobless when they are discharged.

In general every demobilized soldier who had a job before the war and who wanted to work could have his old job back. And many are back. In many cases the host of women who invaded German commerce and war industries were successfully crowded out by returning soldiers. Further demobilized German soldiers have been able to take the places of war prisoners and foreign laborers, who

have either left Germany voluntarily or been deported.

"Home labor in place of foreign labor" has in fact become a popular slogan, and the strength of the expulsion movement is indicated by the fact that on Dec. 15, 1918, there were 229,136 foreign laborers in Germany. Between Dec. 15 and March 15, 109,000 of these had been deported—"pushed over the border"—while 95,000 had left Germany voluntarily, and as 5,000 more were awaiting deportation when last heard from, this leaves only 20,000 foreign laborers in Germany today, expulsion of foreign labor having opened up over 200,000 jobs to demobilized soldiers.

All these various ways and means of helping the demobilized army back to earning a living have been approved and encouraged by the strategists of the Economic Demobilization Department. Its real constructive work in connection with demobilization, however, has been along two main lines.

Every effort is being made to turn the tide of unemployment from the large cities to the land. German industry could absorb only a small part of the demobilized army; German agriculture is hungry for them. By means of a nation-wide propaganda, everything is being done to lure the unemployed soldiers back to the soil, but so far with indifferent success.

The other big constructive economic demobilization policy is an ordinance which went into effect March 31, which makes it compulsory for employers to make jobs vacant for demobilized soldiers. This new compulsory making vacant of positions affects three classes of persons employed at present. Employees are compelled to discharge any employee who does not need to earn a living, in order to make room for unemployed who do need to earn a living. Further, employers can be compelled to vacate all employees who did not work before the war but who accepted employment during the war in order to make a little extra money on the side; further, all employees who were in other occupations before the war, notably in agriculture and mining, and lastly all those who moved to their present jobs during the war. The idea is to reduce unemployment in the large cities and industrial centers by forcing out all who were lured thither by the exorbitantly high wages paid in the war industries during their palmy days.

### Industry Is Vacated.

The latter palliative will, of course, only serve to decrease unemployment in one place by increasing it in another, but the

ment congestion in the large industrial cities. War industries are being cleaned out; the war workers being sent back to the scenes of their peacetime occupations, and wherever possible back to their peacetime jobs.

The fact that 6,000,000 demobilized soldiers out of a possible 8,000,000 have employment or near-employment gives a deceptively favorable picture of economic and industrial conditions in Germany. This large figure is only possible as a result of a curious economic policy of ostrich-like duplicity. Many employers, in order to give employment to army men, resort to the expedient of two or three short shifts, giving their men only a few hours of work a day, or a few days a week, keeping part of their force idle while the other part works, and in many cases carrying ex-soldiers on the payroll without having any work at all for them. In many cases this is done voluntarily; in others, it is tantamount to compulsion on the part of the State. It may be altruism, but it isn't good business; that way bankruptcy lies.

It is only a question how long this system of industrial subsidies to partially employed or unemployed can be kept up before employers themselves will become objects of state charity.

In general, the demobilized German Army was reabsorbed by the principal German industries in proportion to

their relative peace time strength and importance.

By far the largest number of demobilized soldiers went back to the land, and will be employed this spring and summer in useful agricultural pursuits. But by no means all sons of the soil have gone back to the farm from the front.

The second largest number of demobilized soldiers was absorbed by Germany's mines. Mining was the only occupation after the armistice was signed in which there was a labor shortage. By displacing woman's labor and taking the place of war prisoner labor, probably the next largest number of demobilized soldiers got their jobs back in the iron and steel industry, the electrical industry and the metal trades generally.

The chemical industry was also able to take care of its old employees. Handsome numbers of demobilized soldiers got back into the service of the state railways and the postal service. Far behind all these, and by the same process of displacing women and war prisoners, the textile and leather industries, though nearly dead, have at least put their old employees back on the payrolls.

The unemployment allotment paid by the Socialist Government is eight marks a day for an unemployed male, with one mark extra for an unemployed wife and one mark additional for each child up to seven, making a total possible maximum unemployment allowance of 16 marks daily. This is hardly sufficient to live on, yet probably several hundreds of thousands of German men and women have had their morale so lowered by food shortage and war strain that they prefer to try and starve along on Government charity rather than do a stroke of honest work.

This loss of the "will to work" is one of the most thought provoking features in the dark picture of Germany to-day.

### How Jobless Increase.

Though the official unemployment statistics, based on the number of persons drawing unemployment allotments, are misleadingly small, their study does reveal the significant rate of increase of unemployment in Germany. During January unemployment increased 100 per cent.; during February it remained almost stationary; during March it jumped approximately 35 per cent.

The following table shows the number of unemployed in Germany in so far as they draw unemployment support from the state:

December 29.....	501,610
January 9.....	654,316
January 19.....	837,601
January 29.....	905,137
February 9.....	999,369
February 19.....	1,100,889
February 28.....	1,076,368
March 9.....	1,072,994
March 19.....	1,040,717

The number of unemployed in Greater Berlin drawing unemployment support, according to the figures of the local Demobilization Committee, were:

November 17.....	40,212
December 23.....	108,000
February 22.....	275,420
March 1.....	274,135
March 8.....	275,285
March 15.....	274,568
March 22.....	272,073
March 29.....	258,909

The unemployment curve for Greater Berlin shows clearly the immediate first effect of the armistice in precipitating unemployment, and the present slow stabilization and gradual decrease under the Government's drastic measures for solving the unemployment evil in the large cities.

The burden of unemployment to communities and the state

gathered from the fact that Berlin alone has paid out for unemployment support an average of 1,000,000 marks daily during February and March. The unemployment support figures for the city were, from the signing of the armistice:

To March 1.....	54,645,336.75
To March 8.....	61,107,215.87
To March 15.....	68,295,524.20
To March 22.....	73,585,592.74
To March 31.....	79,269,281.65

### Feeding Idle in Hamburg.

Equally typical and illuminative of economic conditions in Germany are the following statistics of Hamburg's unemployed drawing unemployment support:

December 23.....	25,000
December 30.....	30,000
January 6.....	36,000
January 13.....	44,000
January 20.....	48,000
January 27.....	53,000
February 3.....	56,000
February 10.....	60,000
February 17.....	66,000
February 24.....	68,000
March 3.....	66,000
March 10.....	71,000
March 17.....	62,000

None of these unemployment figures include strikers. The relation between supply and demand in the labor market is startlingly illustrated by the fact that in a recent typical week the state employment bureaus throughout Germany had an average registration of 659,497 unemployed seeking jobs as against 38,453 vacant jobs reported.

A general survey of the economic situation in Germany shows a state of highly unstable equilibrium, with slight improvement noted in some sections while the situation grows worse in others.

The outstanding hopeful features are the continued strong demand for labor in Germany's coal and iron mines and the revival of the building trades. All other trades and industries are either barely able to hold their own, or are dying off by degrees. On the whole, there has been little real change in the general economic situation during the last few weeks. Industry continues to complain over transportation shortage, coal shortage and raw material shortage. Coal shortage continues to

be the greatest handicap to the resumption of work on a greater scale, and many factories have been forced to close on this account, while numerous peace-time plants have similarly been prevented from reopening.

### Strikes Upset Industry.

In addition to coal and transportation shortage, passenger and freight traffic troubles and locomotive and car shortages, German industry has to a certain extent suffered because occupied Germany is cut off from unoccupied Germany to the extent that it entails difficulty to export manufactured articles from unoccupied territory and draw raw materials therefrom. Particularly the leather and machinery industries have suffered under the handicap of occupation.

On top of all this, unrest and strikes continuously threaten the total collapse of Germany's economic life. These are a most serious disquieting factor, particularly the mining strikes. The consequent coal shortage reacts unfavorably on industrial life, particularly on the closely allied iron and steel industry. In addition to the coal and raw material shortage, the continuous upward wage movement on the one hand and unemployment on the other threaten the sound basis of Germany's economic life.

Continuous increases in wages have caused a continuous enormous increase in the cost of production, while despite higher wages and even an increase in the number of employees there is no increase of production. This falling efficiency is partly because the working strength of labor has been diminished as a result of long food shortage and partly to the current unwillingness to work. In general, German efficiency and willingness to work have been impaired since the introduction of the eight-hour day.

### No Textile Raw Materials.

Of various industries, the textile industry is perhaps the gloomiest. The lack of virtually all textile raw materials makes the revival of this industry in the near future impossible. The window glass industry of Saxony, Silesia and the Lausitz has re-employed all its old workers, but cannot continue work unless the coal supply improves. The glass and porcelain industry is one of the principal sufferers over the coal shortage. In Bavaria the resumption of the glass and porcelain industry on a peacetime scale is only a question of coal. The stone crockery and artificial building stone industries show conditions growing steadily worse.



Germany's famous toy industry too is reported moribund owing to a shortage of raw materials. This prevents the revival of Thuringia's famous home industry, robbing thousands of home workers of employment. It is expected that the whole industry in Thuringia may be forced to close down soon. In Sonneberg, thousands of home toymakers are reported out of work; their last raw material was used up in March.

In Coburg the toy industry has revived since the war industries collapsed; but the doll makers of Coburg are handicapped by shortage of the essential artificial silk scraps necessary for making dolls' hair, formerly made of imported mohair; while passenger transportation troubles are keeping buyers away.

### People Want Pianos.

Germany's musical instrument industry, however, is fairly flourishing; at least it has sufficient orders to keep it running. Particularly curious is the tremendous demand for pianos. The supply of raw materials, however, is increasingly difficult owing to freight transportation troubles.

The scientific instrument and optical industry is mostly back to peacetime production; a few factories are still filling old army orders. As a result of the high wages and cost of materials this once cocksure German industry now lives in deadly fear of competition from America, England and France.

The tanning industry, which, before the war, employed 45,000, had no difficulty in re-employing all the returning soldiers, as raw materials were available. The present wage scale, however, makes it difficult for this industry to enter world competition. The leather belting industry, too, has sufficient raw material to keep running for several months and, with few exceptions, has re-employed all returning soldiers.

In general, economic conditions have grown more acute as demobilization progressed and was completed. The nation-wide and economic dissatisfaction, above all, the infection of Bolshevism, is the danger of the hour. The symptoms are the frequent outbreaks of strikes, the increasingly popular practice of sabotage and the terror in the industrial regions. The economic curve is still going downward.

"Germany is eating up its capital," summarizes the situation.

## LUSITANIA WREATH CAST FROM U-BOAT

Memorial to Victims Thrown  
on Waters From the Cap-  
tured UC-97.

### SERVICE IN CATHEDRAL

One Survivor of Sinking Is  
Among Audience of 800 in  
St. John the Divine.

Coincident with the publication of the allied terms of peace the fourth anniversary of the sinking of the Lusitania was observed yesterday, both on sea and land. In the morning a wreath of bay leaves was cast upon the waters of the lower bay from the deck of a captured U-boat as a tribute to the dead, while in the afternoon a memorial service was held in the Cathedral of St. John the Divine, under the auspices of thirty patriotic societies of New York.

The UC-97, such an "asp of the deep" as sent 2,000 souls to their deaths May 7, 1915, left the East Twenty-third street pier at 11 o'clock, under the command of Lieut.-Commander C. H. Lockwood. At 12 o'clock, off Sandy Hook, the church pennant was slung to the breeze, six sailors uncovered and stood at attention and as the long drawn strains of taps sounded Commander Lockwood tossed the offering into the sea. No salute was fired, as no American ammunition would fit the gun on the German boat.

#### Service in St. John's Cathedral.

The memorial service in the cathedral, especially arranged and adopted from the Episcopal office of the burial of the dead and the order of evening prayer, was attended by 800 persons, including a survivor of the great tragedy and many representatives of patriotic societies. Among those represented were the American Defence Society, the Aztec Club, Daughters of the Revolution, Holland Society of New York, Mayflower Descendants, Military Order of the Loyal Legion of the United States, National Security League, New York Historical Society, St. Patrick's Society, Sons of the Revolution and the Pilgrims.

A feature of the procession through the huge nave of the edifice was six khaki clad soldiers from Governor's Island, bearing, in addition to the Stars and Stripes, the flags of France, England, Belgium, Italy and Japan. The accompanying hymn was "Onward Christian Soldiers." Others in the procession were William Austin Smith, editor of the *Churchman*; the Rev. William N. Hubbell, Rabbi Silverman of Temple Emmanuel, and the Rev. E. Gregg Nash of the cathedral. The opening prayer was read by the Very Rev. Howard C. Robbins, dean of the cathedral; the first lesson by the Rev. Anson P. Atterbury of West Park Presbyterian Church; the second lesson by Canon George F. Nelson of the cathedral, and the closing prayer and benediction were delivered by the Right Rev. Charles S. Burch, Suffragan Bishop of New York. Dean Robbins delivered an address of welcome, while the Rev. Charles Lewis Slattery, rector of Grace Church and a trustee of the cathedral, gave the sermon. The "Star Spangled Banner" ended the ceremony.

"The words at the head of the programme ('Lest We Forget')—if rightly understood, express the spirit of this service," said Dean Robbins. "They are not words of vengeance, still less are they words to stir up hatred. They are words of solemn remembrance."

"The Lusitania has become a symbol of two things which should be held in everlasting remembrance. First, it marked the moral entry of our country into the war. Four years ago the heart, the will and the conscience of America enlisted in the war against Germany. Later on came the physical entry, and the two together proved decisive in the turning of the scale. In the second place, the Lusitania has become a great symbol of all the weight of innocent suffering, the suffering of women and children, through which our redemption was purchased."

"It is a notable and moving coincidence that to-day, the day of the making public of the terms of peace, the day of the giving of the terms to Germany, the day when the fury and power of the oppressor are manifestly broken, the day on which through the League of Nations the world looks out upon the future with new eyes of hope, should be the anniversary of the sinking of the Lusitania."

Dr. Slattery, suffering from a twisted ankle sustained several days ago, did not march in the procession and mounted the pulpit with difficulty. He said in part: "The first reason for our

honor to the Lusitania's martyred dead is that, when warned of the sinking, they still trusted international virtue, believing that the nation which had made the threat would not in cold blood fulfill it."

"A strange faith in a nation which the wise of the earth had ceased to trust sent our heroes to sea on a May morning four years ago. It was a faith so high that we may dare to imagine that for a moment at least those so trusted must have wavered in their fell purpose. That the confidence was misplaced cannot deter us from meeting its quality. The Lord Christ put tragic confidence in a nation centuries ago and lived to the end regardless of consequences. His trust is still the hope of the world. Into that divine trust entered the martyrs of the Lusitania."

#### Saved From Humiliation.

"In the second place, through these dead our people were joined to the suffering millions of Europe. It is now clear that from that moment it was inevitable that if the war did not end soon we must be in it. We were not merely shocked by the tales of what was happening in Belgium and northern France. We had entered into the misery by the suffering of our own flesh and blood."

"When we contemplate what our national humiliation would have been had this grim war for righteousness been fought to a finish without us, we must remember with grateful pride those whose sturdy sacrifice made us really begin to know the share which we must take in it. Had our remaining out of the conflict cost the next generation their freedom, we should have been swept into the due punishment of our effort to be safe."

"But a worse fate would have come to us if, through God's mercy, the free nations had won the day without us. We should have had to live through the next period of our national history conscious of the undeserved bounty of brave men. Freedom at such a price could have only sunk us into something more contemptible than slaves, for we should be living upon the generosity of men who had given up their lives in the high places of the field for the sake of all."

"Once more let us think of what these heroes brought to us. The way they were put to death so filled us with horror that we rose above hate. When a man or a nation is indifferent to everything but security that man or nation can sink to a level where there is no abhorrence of evil. Merely to descend to personal hatred, in view of this disaster, is exactly as low, exactly as cheap."

"We had the sort of feeling that comes to a club when a member has been caught cheating and is indignantly cast out. He is not hated. He instantly, by his very act, bars himself from the fellowship of gentlemen. He would prefer to be hated but we would rather loathe him. This is the distinction we must preserve. We cannot allow a man or a

nation to do foul deeds and still mingle among the respectable."

"Finally our gratitude goes out to those we are honoring to-day, because through the moral indignation aroused by their death our going to war was not suffered at any time to descend to mere counsels of commercial advantage or commercial safety. It is quite true that if our men had not been in France in the last summer of the war we can see no means by which European freedom could have been saved. Nevertheless our motive for entering the war was not one of prudence."

"We had a vision of the sufferers of the Lusitania and through them we felt as our own the calamities which came to the desolate homes of our friends in Europe and in Asia. We heard the cry of the oppressed everywhere, and through the Lusitania that cry was interpreted. They have not died in vain."



## FIRST PHOTOGRAPH OF THE MAN WHO SANK THE LUSITANIA



Kapitän Leutnant SCHWEIGER (INDICATED by ARROW) and a PARTY of FRIENDS...

COPYRIGHT by the PRESS PUBLISHING CO. (THE N.Y. WORLD).

The accompanying photograph pictures an informal social gathering in Kissingen, Germany, in the early summer of 1915, when gatherings of the kind were common all over Germany, in celebration of the campaign U boat ruthlessness, which had been exemplified on May 7 of that year the sinking by torpedo of the Cunard steamship Lusitania at sea, with a loss of 1,154 lives, including 114 Americans.

This print has never before been published in this country. It comes from official German sources, and was obtained by a staff correspondent of the World, who is now abroad. In the party is Kapitän-Lt. Schweiger, commander of the submarine that sank the Lusitania. He is indicated by an arrow.

Authentic reports from Germany at the time showed that hundreds of letters and telegrams of congratulation poured in upon Admiral Tirpitz, whose master mind had planned the sinking.

If Kapitän-Lt. Schweiger had survived the worship of which he was the particular hero, his name would probably now be in the list that has been prepared in Paris by the commission that has undertaken to fix responsibility for the deliberate cruelties of the war. He is no longer humanly accountable. In September, 1917, he commanded U 88, in the Bight of Helgoland, with another submarine. They encountered a maze of British mines and both submerged. The commander of the other boat felt a chain sweeping alongside his craft as he sank. This was followed by a terrific explosion under water. The second boat rose and signalled for the other. No reply came and the survivor went his way after having vainly watched for the reappearance of Schweiger's boat.

The loss was reported to the German Admiralty, which kept the fact a secret until last August, when it admitted it. Afterward, in the final accounting of German craft, Schweiger and his boat were officially reported as lost off Helgoland.



*U.S. American*  
*May 23/19*

## U-39 Disabled by Italian Vessel Off African Coast

How German Submarine Believed to Have Sunk Lusitania Was Put Out of Business.

The reception being accorded German submarines in the Mediterranean by armed Italian merchant vessels, in co-operation with French aviators, is indicated in the following cable message from Rome, made public yesterday by the Italian Bureau of Information:

"Telegram from Madrid states that the German submarine U-39 arrived at Carthage yesterday in a badly battered condition. The generators and batteries had been put out of commission by a bomb thrown from a French hydroplane. The deck was deeply dented in several places, while two large holes near the water line kept the submarine almost submerged.

"Shortly after the arrival of the submarine the Italian vessel, Alberto Treves, arrived at the same port and revealed the fact that the submarine had received its injuries in a brush with the Alberto Treves, near the African coast, where the U-39 has been operating for some time.

"Sighting the Alberto Treves, the submarine brought its guns into action. The Alberto Treves responded vigorously, and finally made the submarine withdraw on the surface at full speed, it being impossible to submerge owing to the damage inflicted by the Italian vessel.

"The Alberto Treves has had several similar encounters with enemy submarines, always coming off victorious. In this last encounter she received only slight damage.

"The commander of the Alberto Treves earnestly praised the behaviour and the ability of the officers and crew of his vessel."

Submarine U-39 is believed to be the one that torpedoed the Lusitania.

### LUSITANIA, ETC.

Editor Jersey Journal:

Dear Sir—In order to settle an argument, will you please inform a couple of your readers on the following questions:

First—In whose territorial waters was the Lusitania sunk?

Second—Was Great Britain in the habit of taxing the ships of the United States for the privilege of entering the waters or her ports?

Yours truly, L. S. Clarke.  
Jersey City, Sept. 28, 1919.

The Lusitania was sunk about 11 miles off the Head of Kinsale, and was therefore outside of the three mile limit. Being so, the vessel was on the high seas and within no territorial limit.

The only charges made by Great Britain on United States ships were the usual port charges, such as the United States imposes on all ships of Great Britain and other countries entering American ports.—ED.

### LUSITANIA DAY.

This is the fourth anniversary of the sinking of the Lusitania. How stern is the retribution and the punishment that to-day is meted out at Versailles to the nation that approved that atrocity in the hour of its supposed might!

Lusitania Day is a fitting day for the handing of the Allied peace terms to conquered Germany.

## FINAL DECREE IN LUSITANIA CASES ABSOLVES OWNERS

Cunard Company Held Not Liable for Damages and Free from Blame.

The Cunard Steamship Company, owners of the Lusitania, sunk off the Irish coast on May 7, 1915, by a torpedo from a German submarine, was made exempt from damage actions aggregating between \$5,000,000 and \$6,000,000 begun by relatives of the victims, in a decree signed yesterday by Judge Julius M. Mayer in the Admiralty Branch of the United States District Court.

Judge Mayer's decree, which supplements the opinion handed down several months ago in which the imperial German government was blamed for the sinking, drops the curtain on the greatest single tragedy of the war so far as the courts of the United States are concerned. It absolves the steamship company from all liability, while only limitation of liability was asked, and strongly emphasizes the fact that the deaths of the passengers were not due to any negligence on the company's part.

### Submits Draft of Decree.

Allan B. A. Bradley, of Lord, Day & Lord, submitted the draft for the decree to Judge Mayer. The petition asked the federal court to decree that the Cunard Steamship Company, Ltd., was not liable to any extent for any loss, damage or injury suffered as a result of the attack on the Lusitania and the subsequent sinking of the vessel.

Judge Mayer in the decree finds that the sinking of the Lusitania and the subsequent loss of life and property were caused solely by the illegal act of the imperial German government acting through its instrument, the submarine commander, and were not "caused or contributed to by any fault or neglect on the part of the petitioner or any of its officers, agents or servants, and were incurred without the privity or knowledge of said petitioner."

In the opinion handed down by Judge Mayer several months ago he intimated that the claimants probably would be reimbursed for their losses through indemnities which the United States would demand from the German government in the peace treaty.

### Principal Claimants.

The principal claims filed against the Cunard company, of which there were sixty-four, were as follows:—

May Davies Hopkins, administratrix of Albert Lloyd Hopkins, for \$750,000; Fannie E. Salt, administratrix of Henry J. Salt, for \$500,000; Arthur D. Wolf and Salmon P. Halle, executors of Max M. Schwarz, for \$500,000; Ettie Friedman, administratrix of Solomon Friedman, for \$300,000; Stevenson Scott, as executor of Charles Frederick Fowles, \$250,000; Anna B. Mills, administratrix of Charles Veight Mills, for \$250,000, and Anna L. Stansfield, executrix of Thomas B. King, for \$200,000.

Also Winifred H. Brown, administratrix of William H. Brown, for \$150,000; Margaret L. Kellet, executrix of Francis Kellet, for \$112,000; Mary McC. Stone, administratrix of Herbert Stuart Stone, for \$100,000; Frank V. Kelly, administrator of Catharine Waters, for \$100,000; Paya Nelmark, administrator of Abraham Nelmark, for \$100,000; Cherry A. Myers, administratrix of Herman A. Myers, for \$100,000, and Daniel Frohman and Alfred Hayman, administrators of Charles Frohman, for \$265,000.

Also Gertrude Adams, administratrix of Arthur Henry Adams, for \$253,707; John H. Hammond and other executors and trustees of Mary Hammond, for \$131,143; Maud R. Thompson, widow of E. Blish Thompson, for \$102,000; Charles Hunsicker, executor of Harry J. Keser, for \$101,428; Peter M. Callan, administrator of Patrick Callan, for \$101,000; James Connolly, administrator of Michael Connolly, for \$100,974, and Sarah Hornberger, for personal injuries and loss of property, \$100,297.

## GERMANS ASHAMED OF LUSITANIA MEDAL

Overpresident of Rhine Province Forbids Their Peddling.

With the American Forces in Germany, Sept. 2 (Associated Press Correspondence).—Sale of a reproduction of the Lusitania medal, which for a time was being peddled in the occupied areas, has been forbidden in the Rhine province by the overpresident. Hundreds of these medals were bought by American soldiers as souvenirs.

Writing to Col. L. L. Hunt, officer in charge of civil affairs in the American area, regarding the sale of the medal by Germans, the overpresident says:

"I wish to inform you that such a medal has, of course, never been coined or caused to be coined by any German government. The medal is simply the outcome of misguided thrift and greediness on the part of certain private dealers, who, in a most unwarrantable manner, published this tasteless reproduction and have hawked it about, without considering for one moment that by so doing they stimulate the animosity against Germany."

The story generally current with the sale of this issue of the medals was that they were made in Munich by the manu-

facturer of the original, which was issued in 1915 after the sinking of the Lusitania, and from the same dies on which the original issue was cast.

These dies, the story has it, were ordered destroyed by the German government after only twenty-eight medals had been struck off, but were surreptitiously saved by Karl Guertz, who is reported to have been the designer.

The German government has several times denied that any Lusitania medal was ever issued with consent of any government officials.

*Dispatch*

## GERMANY MUST PAY 11-4 MILLIONS FOR LUSITANIA

U. S. Will Collect From \$5,000 to \$10,000 For Each Victim

SAME FOR VANDERBILTS AS FOR OTHERS DROWNED

By Universal Service.

Washington, March 19.—Germany is to be charged the same amount for each and every individual victim of the Lusitania tragedy, it was announced today at the State Department.

After a long controversy which began when Count Bernstorff the late German Ambassador tried to compromise on \$5,000 per head the Government has decided that it would be no respecter of persons. As a result the heirs of Alfred Vanderbilt, Charles Frohman and other well-known and very prominent people will get no more indemnity than the humblest and youngest victim of the disaster.

The United States, however, raised the individual indemnity above \$5,000 but how much more is not disclosed here. It is stated the amount may be fixed at \$10,000 per head. This would make the sum total about a million and a quarter dollars.



LUSITANIA CAPTAIN TO RETIRE.



Copyright, International Film Service.  
Capt. W. T. Turner, one of the best known transatlantic skippers, who announces he intends to leave the sea.

## LUSITANIA MASTER IS ON RETIRED LIST

### Captain Turner Also Com- manded the Ivernia.

Capt. William T. Turner, commodore of the Cunard line, the man who commanded the Lusitania when she was torpedoed off the Irish coast on May 7, 1915, and later the Ivernia, torpedoed on Jan. 1, 1917, has retired after fifty years' service, say advices from Liverpool. Capt. Turner has been forty-one years with the Cunard line. He is 63 years old, the company's age limit for commanders.

It will be remembered that Capt. Turner recently was criticised by Parliament for the loss of the Lusitania, in that he disobeyed orders by reducing speed, and coming in close to land, instead of keeping out in mid-channel. He was defended by his brother shipmates, who said the Captain was not responsible for the reduction of speed, for six boilers of the Lusitania had been shut down in January, 1915, which reduced the speed from twenty-five knots to twenty-one, at best.

The captain had taken command of the Ivernia only four hours before she was torpedoed. That was his last seagoing command. Since then he has been relieving captain at Glasgow and Liverpool.

Capt. Turner commanded the Mauretania and Louisiana on some of their fastest runs between New York and Liverpool. He docked the Aquitania in fourteen minutes on her first voyage, which was record time for such a big ship.

Capt. Turner is regarded in New York and Liverpool as one of the best shipmasters in the Atlantic trade. The earlier part of his nautical career was spent in sailing ships trading around the Cape of Good Hope and Cape Horn.

## NEW YORK TIMES, NOVEMBER 11, 1919.

### LUSITANIA'S CAPTAIN QUILTS.

Commodore Turner of Cunard Line  
Retired at Age Limit of 63.

Word was received yesterday from Liverpool by the officers of the steamship Royal George that Captain William T. Turner, commodore of the Cunard Line, who commanded the Lusitania when she was torpedoed off the Irish Coast on May 7, 1915, and later the Ivernia, torpedoed on Jan. 1, 1917, in the Mediterranean, had retired after fifty years' service. He had been forty-one years with the Cunard Line and is 63 years old, which is the company's age limit for commanders.

Captain Turner was recently criticised in the Admiralty paper read before Parliament concerning the loss of the Lusitania, which stated that he had disobeyed the instructions by reducing speed, going close into the land instead of keeping out in mid-channel and in not zig-zagging. His brother shipmasters said that while he might not have carried out the Admiralty instructions concerning the course and manoeuvring, he was not to blame for reducing speed, as six boilers in the Lusitania were shut down in January, 1915, which brought the big liner down from 25 knots to 20 or 21 knots at the best.

In the Ivernia the Captain was in very hard luck, for he had only relieved Captain Arthur Rostron four hours before he steamed to sea and was torpedoed. That was his last seagoing command. Since then Captain Turner has been relieving Captain at Glasgow and Liverpool.

He had another accident in the war early in 1915 as commander of the auxiliary cruiser Aquitania when she rammed a big freighter in the Irish Sea and stove her bow in, but a naval officer was in charge of the bridge at the time.

Captain Turner commanded the Lusitania and Mauretania when they made some of their fastest runs between New York and Liverpool and docked the Aquitania at the Cunard pier, foot of West Fourteenth Street, in nineteen minutes on her first voyage, which was a record for such a big ship.

Captain Turner is a first-class navigator and seaman and is regarded in New York and Liverpool as one of the ablest shipmasters in the Atlantic trade. Pilots describe him as a wizard in docking a ship and a man who has the fullest confidence in his own ability to handle a situation. The early part of his nautical career was passed in sailing ships trading round the Cape of Good Hope and Cape Horn.



# LUSITANIA CRIME NOT ONE OF MANY ON KAISER'S LIST

British Jurist Authority for  
Statement That Kinsale  
Coroner's Verdict Not in In-  
dictment Sent to the Dutch.

## JURY RETURNED THE KAISER AS GUILTY

London, Jan. 18.—The "wholesale murder" indictment returned against Wilhelm II., the former German Emperor, by a coroner's jury on May 11, 1915, is not contained among the counts enumerated in the final draft of charges sent to the Dutch Government together with the demand for the ex-Kaiser's extradition, it was learned to-night.

Sir Ernest Pollack, one of the British jurists who have been in charge of completing the case against Wilhelm, said:

"I should be very much surprised if the indictment contained the result of the Lusitania inquest; if it were, information to that effect would certainly have reached me at the meetings in Paris."

Sir Ernest has just returned from that city. The Lusitania indictment, returned at Kinsale, Ireland, four days after the catastrophe, reads:

"We find an appalling crime has been committed, contrary to international law and the conventions of civilized nations. We charge the officers of raid submarine and the Emperor and the Government of Germany, under whose orders they acted, with the crime of wholesale murder before the tribunal of the civilized world."



## 'LUSITANIA' OUR BATTLE CRY

Americans with Anzacs  
Went Into Hamel Fight  
Seeking Vengeance.

## NO TENDERNESS TO FOE

One Boy Corporal Slew Seven  
Germans, Although Thrice  
Wounded Himself.

## ALLIES PRAISE OUR MEN

Some Had Never Been at the  
Front Nor Seen the Shell-  
fire of Battle.

By PHILIP GIBBS.

Copyright, 1918, by The New York Times Company.  
Special Cable to THE NEW YORK TIMES.

### WAR CORRESPONDENTS' HEAD- QUARTERS IN FRANCE, July 5.—

After the Australian attack south of the Somme yesterday morning, the enemy, whose guns had been almost silenced during the battle by the intense counter-battery work, shelled some of the new allied positions rather heavily, and in the evening made three counterattacks. These seem to have been directed on the wings and centre of the Australian line, but were feeble and unsuccessful.

Groups of German machine gunners and infantry established themselves within fifty yards of Australians, who were annoyed by this close approach and decided not to tolerate it. So last night a number of them went out, drove in the German outposts, and brought back another batch of prisoners to the number of something over fifty.

I was unable to mention yesterday one of the most interesting features of this action, and that was the share taken in the fighting by American troops. There were not many of them, compared with the strength of the Australian brigades, but these few companies were eager to go forward to meet the enemy face to face for the first time and prove their fighting quality. They have proved it up to the hilt of that sword, which is in their temper and spirit.

Australian officers with whom I spoke yesterday and today all told me the Americans attacked with astonishing ardor, discipline, and courage. If they had any fault at all, it was over-eagerness to advance, so that they could hardly be restrained from going too rapidly behind the wide belt of the British shellfire as the barrage rolled forward.

### Our First Fight on British Front.

It was a historic day for them and for the British. It was the Fourth of July, the day of American independence, when, as I described yesterday, many French villages quite close to the fighting lines were all fluttering with the tricolor and the Stars and Stripes in honor of their comradeship in arms and symbolizing the hope of peace in the united strength of the armies that now defend her soil.

And it was the first time the American soldiers had fought on the British front. They understood that on their few companies fighting as platoons

## Allies in Past Week Have Won Important Positions, Captured 5,000 Prisoners, Clinched Control of Air

LONDON, July 5, (Associated Press.)—During the last week the Entente Allies on the western front have taken more than 5,000 prisoners. A series of minor operations also resulted in their gaining possession of several important strategic points, inflicting heavy losses on the enemy and obtaining valuable information as to the German plans for the immediate future.

Another satisfactory feature of the last week's operations has been the work of the Allies in the air. Great damage was done by the aviators to German communications and the concentrations of men and material behind the lines. The superiority of the entente air fighters is shown by the fact that during the last week on the British front alone 173 German airplanes were downed, while only thirty-six British machines are missing.

British military reports for the week pay high tribute to the work of the Americans at Vaux and on the Somme, stating that the American soldiers have shown the highest fighting qualities, while their staff work has been excellent.

Field Marshal Haig has sent this telegram to the 4th Army in recognition of its success at Hamel yesterday:

Officer Commanding 4th Army:

Please convey to Lieut. Gen. Sir John Monash and the ranks of his command, including the tanks and the detachments of American troops, my warm congratulations on the success which attended operations carried out Thursday morning and on the skill and gallantry with which they were conducted.

among the Australians, rested the honor of the United States in this adventure. Their General and his officers addressed them before the battle and called on them to make good.

"You are going in with the Australians," they said, "and those lads always deliver the goods. We expect you to do the same. We shall be very disappointed if you do not fulfill the hopes and belief we have in you."

The American boys listened to these words with a light in their eyes. They were ready to take all the risks to prove their mettle. They were sure of themselves, and were tuned up to a high pitch of nervous intensity at the thought of going into battle for the first time on the Fourth of July.

### Thousands More Wanted to Go.

There were thousands of other American soldiers desperately eager to go with them, though a battle is not a pleasant pastime, but all their training, all their purpose in this war, and their pride in their regiments lead up to the fighting line, and they wanted to pass the test of it and measure their spirit against its terrors and dangers. In the hearts of these men, new to war, the adventure of battle is greater than its chance of pain or death; and

there is the call to the hunter's instinct in them, so they went gladly.

The Australians had many requests from American companies who were not allowed to share in the battle.

"Can't we lend you a hand?" they asked. "Can't we be of any use to you?"

In one case outside of the order of battle their offer was accepted. The Australians took so many prisoners that they found it difficult for the moment to provide a proper escort for them from the forward to the back inclosure.

"Some of your lads might help us to conduct prisoners," said an Australian officer in charge of this work.

They did help. No German prisoners had such a strong and proud escort as that provided by the Americans who had not the luck, as they thought it, to take part in the actual fighting with their comrades who had gone forward with the Australian infantry and the tanks into the smoke clouds and the light of shell fire.

Up there these lads from America were engulfed in the frightful excitement of battle, and found it an easier and less fearful thing than they had thought, because of the utter surprise of the enemy, and the silencing of his guns more formidable to them was intensity of the British gunfire which swept the ground in front of them and close to them with a backward blast of shell splinters and an informal tumult of drumfire. They could not tell at first whether it was the British barrage or the enemy's. They seemed by in the centre of its fury and were surprised to find themselves

alive, still moving forward with their comrades and with the dark line of Australians on either side of them.

"The barrage passed like a storm," said an Australian officer, "leaving behind perfect peace." And it was in this peace of the battlefield like the peace of death that the Americans and Australians met groups of men who were the enemy, strange, uncanny creatures, many of them in gas masks and with hands up in submission, knowing that surrender was their only chance of life. Those who showed any fight, like some who used their machine guns to the last, had hardly a thread of a chance.

The Americans were not tender-hearted in that eighty minutes of the advance to the ultimate objective with any of the enemy who tried to bar their way. They went forward with fixed bayonets, shouting the word "Lusitania" as a battlecry.

Again and again the Australians heard that word on American lips, as if there was something in the sound of it strengthening to their souls and terrifying to the enemy. They might well have been terrified—any German who heard that name, for to the American soldiers it is a call for vengeance.

It is a curious fact that with less provocation than the French, who see their own towns destroyed before their eyes and a great bolt of ruin across their country and a world of tragedy where their own families are separated from them by the German lines, the American soldiers have come over here with such a stern spirit and with no kind of forgiveness in their hearts for the men who caused all this misery.

Today the young American soldiers who come out of battle wounded tell their experiences, and through them all is the conviction that the Germans are "bad men," and that death is a just punishment for all that they have done.

One young Corporal with a most boyish look described in a simple way how before the battle he was placed in charge of twenty-four of his comrades because he had worked hard and done his best to become a good soldier, and how then they had gathered together the night before going into the line and had resolved to inflict as much loss upon the enemy as they could because that was their duty.

Not knowing that they would ever meet again in this life, they then

shook hands with each other and the young Corporal placed himself at the head of the platoon and went with them up to the support line and afterward to the front line.

None of them had seen the front-line trench before, as their regiment had come to France only a few weeks ago, and for the first time they saw shell-fire, and then, two minutes before the attack, a barrage. It astounded them so that they held their breath, they



The line of country in front of them to Hamel Village and the trench system beyond was over a little ridge and then into a valley, and then over another small ridge of ground. In the valley they were held up for a few minutes by some barbed wire and machine gun fire, but got forward and did not meet much trouble in Hamel.

It was beyond that in the trench system that the Germans fought hard, though some surrendered without fighting. Two of them ran forward, shouting "Kamerad" to the young American Corporal, who did not understand their meaning and would have killed them but for an officer, who told him not to. Then a little later he was wounded by a bullet, and as he stumbled to his knees two Germans ran at him with bayonets. He had his finger on the trigger of his rifle, and shot one dead as he came forward. But the other "drew near with bayonet lowered. Then," said this Corporal, who is not more than a boy in looks, "I knew I had to get up and fight him like a man."

He stood up in spite of his wound, and with his fixed bayonet turned aside a lunge which the German made to kill him, and then swung up his rifle and cracked the man's skull.

#### One Boy Killed Seven Germans.

Another American Corporal, 21 years of age, was wounded three times, but killed seven Germans, which, as he reckons, is two boches for each wound and one over. He has an astonishing series of episodes in which it was his life or the enemy's. After going through the enemy's wire near Valr Wood, he found himself under fire from a machine gun hidden in a wheat field, and was wounded badly in the thigh with an armor-piercing bullet designed for tanks.

He fell at once, but staggering up again threw a bomb at the German gun crew and killed four of them. One ran and disappeared into a dug-out. The American Corporal followed him down and the man turned to leap at him in the darkness, but he killed him with his bayonet.

He went up from the dugout again to the light of day above, and a German soldier wounded him again, but he paid a price for the blow with his own life.

Another German attacked him, wounded him for a third time, and was killed by this lad whose bayonet was so quick.

That made six Germans, and the seventh was a machine gunner whom he shot. By this time the American Corporal was weak and bleeding from his wounds, and while he lay, unable to go further, he hoisted a rag onto his rifle as a signal to the stretcher-bearers, who came and carried him back.

The American companies had very light casualties and are satisfied. They accounted for many of the enemy. They are glad of that in a simple, serious way, and the spirit shown by those American soldiers in action on the British front for the first time seems to me, in spite of their youth, like that of Cromwell's Ironsides, stern and terrible to the enemy, who to them is the enemy of God and mankind.

## STAHL, LUSITANIA PERJURER, SEIZED

Alien Who Served Time, Again  
Locked Up by Federal  
Agents as Dangerous.

### GYROSCOPE SPIES JAILED

Hungarian, Not Cured of His  
Hatred of U. S. by Prison,  
Is Up for Internment.

Gustave Stahl, the German reservist who made an affidavit that he saw four six inch guns in position on the Lusitania before she sailed on her last voyage and served eighteen months in the Atlanta Penitentiary after, pleading guilty to a perjury charge was arrested again yesterday.

Agents of the bureau of investigation of the Department of Justice who have been looking for Stahl for a year found him in an East Twelfth street employment agency. He was taken to the Enemy Alien Bureau. Rufus W. Sprague, Jr., chief of the bureau, committed Stahl to the Raymond street jail in Brooklyn to be held. Details of the charges against Stahl were not given out. He was suspected of being a dangerous enemy alien it was said.

Stahl was a big figure in the news in the summer of 1915. Agents of the Department of Justice were put on his trail after he signed the Lusitania affidavit which was presented to the State Department as part of the German Government's case in justifying the torpedoing of the English liner. Stahl led the investigators on an exciting chase for several weeks. After his arrest he pleaded guilty, and the Government's case against him did not become public.

#### Never Paid for False Affidavit.

Mr. Sprague said yesterday that Stahl put the blame for the Lusitania affidavit on Paul Koenig, who was chief of the bureau of investigation of the Hamburg-American Line in 1915. Stahl said that Koenig, using the name of Stemler, approached him at a Hoboken boarding house and got him to sign the Lusitania affidavit.

Stahl said that Koenig as Stemler promised him a position paying \$30 a week. The promise was not made good, he said, and he never received a penny for the deed that led to his imprisonment. He never was on board the Lusitania he said. Stahl is 30 years old and once was a sergeant in the German army.

Mr. Sprague yesterday examined Hans Jacobson and Court Courant, two Germans charged with having transmitted drawings of the Sperry Gyroscope Company to Germany through Capt. Franz von Papen and a man named Berg of the Hamburg-American Line.

Courant worked for the Sperry company in its office at 40 Flatbush avenue, Brooklyn. He is alleged to have stolen the plans and given them to Jacobson, who carried them to Von Papen at the German Club in Central Park South or to Berg.

#### Spies for Love of Fatherland.

The men are said to have confessed and to have explained that they acted through love of their country and not for pay. They vigorously asserted that the transactions ceased when the United States became a belligerent.

The plans are said to have been drawings of improvements on the gyroscope which had been superseded. The Sperry company had no knowledge of the thefts until after the men were arrested.

Jacobson and Courant probably will be interned for the duration of the war. Lucas Verchovski of Orangeburg, N. Y., a Hungarian, who persisted in threatening men of his nationality who were friendly to the United States after he had served six months imprisonment and paid a fine of \$50 for that offence, was recommended for internment yesterday by Mr. Sprague.

Verchovski, who is 47 years old and has been in this country since 1907, was arrested for the first time in December and was released only a few weeks ago.

An investigation was begun yesterday after the finding of 180 pounds of dynamite on a farm at Carmel, N. Y., near the Catskill aqueduct. It was found by a trooper of the State constabulary. L. D. Rheinhardt, lessee of the farm, said he had been in possession of the farm only a short time and had no knowledge of the dynamite. The explosive was taken to a licensed magazine.

## STAHL HELD HERE; LUSITANIA'S 'GUNS' MYTHS, HE ADMITS

Says Koenig Had Him Sign  
Affidavit Which Landed  
Him in Atlanta.

Gustave Stahl, who was sent to the federal penitentiary at Atlanta, Ga., for eighteen months for having falsely sworn in an affidavit that he saw guns on the deck of the steamship Lusitania, of the Cunard line, the day she left this port, prior to being torpedoed by a U-boat, was arrested yesterday by agents of the Department of Justice as a dangerous alien enemy. His arrest followed a seven months' search for him by government agents. He was found in an employment agency in East Twelfth street, where, it is said, he had an appointment to meet other German sympathizers.

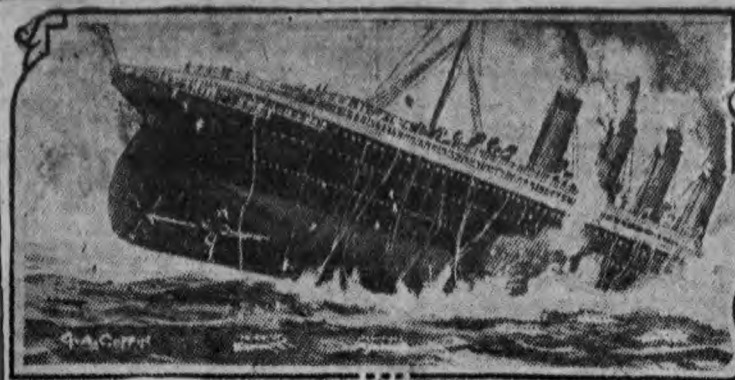
Stahl was hurried to the Alien Enemy Bureau, in the Federal Building, where he was questioned for more than two hours. As a result of his examination Rufus W. Sprague, Jr., announced that it was learned from Stahl that he had never seen the Lusitania and that at the time he made the affidavit he did so at the behest of Paul Koenig, then commercial agent of the Hamburg-American line, who was arrested in connection with the German plot to dynamite the Welland Canal.

Stahl said he met Koenig in a German boarding house and that the latter placed before him a paper and told him it was his duty as a German to sign it for the Fatherland. It wasn't until his arrest on a charge of perjury in connection with the affidavit that he learned the true nature of it, he said. He admitted he had been a sergeant in the German army up to a few months before he came to this country in August, 1914.

Government agents, it is understood, in their search for Stahl had learned that at various times since his release from Atlanta penitentiary he had been employed as a bartender in saloons along the New Jersey and New York waterfront, and that he had carried on secret propaganda work. Other information, which the government is investigating, indicates that his activities since his release have resulted disadvantageously to the government forces.

Stahl was sent to Raymond street jail, pending further investigation by agents of the Department of Justice. He is thirty years old and was born at Frankfurt, Germany.





# Lusitania!

by N. A. JENNINGS  
AUTHOR OF "REMEMBER THE MAINE"

Many a battle cry has stirred brave men  
To mighty deeds upon a hard fought field,  
Has led forlorn hopes to victory when  
The voice of caution would have bade them yield.  
Through ages soldiers, dashing to the fray,  
Have yelled defiance as they swept along  
And with some doughty deed have won the day,  
And gained high place in history and song.

"Pro Patria!" That battle cry of old  
Nerved Caesar's legions in the tumult hurled;  
"Pro Patria!" And centuries have told  
How Rome became the master of the world.  
Crusaders when they faced great pagan hordes  
Cried, "God Almighty!" as they onward press'd;  
Then wielded with new strength their flashing swords,  
Nor ever paused till triumph gave them rest.

With "En Avant!" the fighting men of France  
Have gone ahead on battlefields and won;  
Their cry has ever been "Advance!" "Advance!"  
War's records teem with wondrous deeds they've done.  
"For God and Merry England!" was the cry  
Of Britons charging in a raging hell  
Of battle, proud that they could do and die  
For their dear country that they loved so well.

"Remember the Alamo!" Rangers cried,  
And crushed the foe on San Jacinto's plain,  
Avenging those who manfully had died  
That Texas might her independence gain.  
"Remember the Maine!" twenty years ago  
Aroused our people to a stern demand  
For punishment upon a treach'rous foe;  
A battle cry that rang throughout the land.

To-day our men, advancing in their might  
Amid the shriek of shells and roar of guns,  
Cry out one word that, heard above the fight,  
Strikes mortal terror to the dastard Hun.  
That word is "LUSITANIA!" Its sound  
Is as a trumpet call to forge ahead,  
Avenging babes and women who were drowned  
And lie unshriven on the ocean bed.

No greater battle cry has ever passed  
The lips of men who in the world have fought;  
No call to action from a bugle blast  
Was ever with a sterner purpose fraught.  
"Vengeance is Mine," the Lord of Hosts hath said,  
And we are instruments to work His will;  
Until the last foul murderer is dead  
Cry "LUSITANIA!" And kill, and kill!



## HE SANK LUSITANIA, AND DIES IN U BOAT

Schwieger's End in Undersea  
Explosion Kept Secret  
Since Last September.

LONDON, Aug. 10 (Associated Press).—Capt. Lieut. Schwieger, who commanded the submarine which sank the Lusitania, is dead. His death occurred in September, 1917, but not until now has it been admitted by the German Admiralty, according to reports received here.

Last September, Schwieger, in command of the U-88, was in the Bight of Heligoland with another submarine. Both U boats submerged, and the other commander felt a chain sweeping along the side of his boat, and believed he had run into an unknown British mine field.

A terrific explosion under water followed. The second boat rose rapidly, and signalled for the other. There was no reply. A vain watch was kept for the U-88, and she has not been heard from since. There is little doubt, the reports say, that she sank.



Capt. Lieut. SCHWIEGER

© by UNDERWOOD & UNDERWOOD



## SERGEANT JOYCE KILMER DIES TO AVENGE THE LUSITANIA

Sergeant Joyce Kilmer, an alumnus of Columbia University and well known as a writer of prose and verse, is reported killed in action in advices which reached New York yesterday. He was a native of Brunswick, N. J., and was attached to the 165th infantry, the old Sixty-ninth. He enlisted in the Seventh regiment immediately after the sinking of the Lusitania. At the time he published one of the most dramatic efforts in verse resulting from the Lusitania crime. He was included in the detachment of the Seventh regiment merged with the old Sixty-ninth and went to France with the 165th infantry last September.

Corporal Edward S. Mulligan, reported killed in action, was thirty years old, and before entering military service was a chauffeur. He lived with an aunt, Mrs. Mary Mulligan, No. 2,036 Walton avenue, the Bronx, until his enlistment in the Sixty-ninth regiment when it was mobilizing soon after the United States entered the war.

In his last letter to his aunt Corporal Mulligan, who had seen three years of service in the regular army, declared that the fighting which he was now on the way toward was worth being mixed in, and that he would not change places with any one in the world. "They've been looking for trouble, and unless I am mistaken about the boys in our outfit the Germans are going to get all they'll care to get," he wrote. A brother of Corporal Mulligan, James, is serving in the navy.

Lieutenant Patrick Lamb, of the British army, reported killed in action, was a son of Commissioner David C. Lamb, international secretary of the Salvation army, and before going to France lived with his aunt, Mrs. John Pickering, in Brooklyn. Lieutenant Lamb was one of the 90,000 members of the Salvation Army who left the army of peace to aid the allied cause. He lost his life in the fighting which resulted in the halting of the German advance just before the present allied drive.

Joseph Kaiser, reported killed in action July 23, lived with his father and mother at No. 296 Simpson street, the Bronx. He was a member of K company, Eighteenth infantry. He was gassed in June, and after a month in a hospital returned to the front. In private life Kaiser was a clerk in one of the United Cigar Stores in New York city. He is the first man out of a total of 1,039 United Cigar Stores men now in the service to have been killed in action. Private John J. Kelly, K company, 165th infantry, gave his life for his country July 27. A week before he wrote to his brother, Bennett Kelly, of No. 2,038 Madison avenue, describing a recent action with the Huns. The letter is indicative of the spirit of the "Fighting Sixty-ninth" and shows how the boys of the old New York regiment hold the Hun in contempt. The letter reads in part:—

"We just came back last night after having a scrap with the Boche. We were in the Champagne front this time. The Prussian Guards never got such a scare in their lives, and any of them that were

up against the Sixty-ninth will never see the Kaiser again. They were beaten nearly ten to one, and they went down on their knees and begged us for mercy, but there was no mercy here for a Hun. The only good one is a dead one."

Sergeant Joseph O'Rourke, a member of the Sixty-ninth and a veteran of the Mexican border, reported killed in action, won his chevrons for gallant service with his regiment on the Marne front. He was twenty-four years old. Patrick O'Rourke, a brother, is a machine gunner in France, and Michael, another brother, is in a Texas army camp training with a regiment of engineers. The father, James O'Rourke, resides at No. 144 East Twenty-eighth street, and the elder brother, Timothy, is manager of Thomas Healy's restaurant, 145th street and Broadway.

Private Patrick Joseph Grimes, twenty-seven years old, reported killed in action, made his home with his aunt, Mrs. Anna Sheehy, No. 215 West Houston street. Mrs. Sheehy received a telegram Friday announcing that her nephew was killed on July 16. He enlisted in G company, of the old Sixty-ninth, three months before the United States declared war. His brother, Bernard, is "over there" in the coast artillery, and in a letter received Friday inquired how his brother Patrick was getting along, not knowing he was dead.

Private Patrick J. Farley, reported killed, was also a member of the Sixty-ninth. He lived at No. 452 West Fifty-seventh street with his brother, Michael Farley.

The children in West Sixty-third street in the block bounded by Columbus and Amsterdam avenues went to bed last night with heavy hearts as they learned of the death of Private Thomas Fitzgerald, H company of the Sixty-ninth, lived with his aunt, Mrs. John Sheehan, at No. 132 West Sixty-third street, and at night when he returned from his daily toil as a carpenter he always had a hand full of pennies, which he passed out to the children of the block.

Information reached New York yesterday to the effect that Captain Ferner Blanton Barrett, a well known newspaper man in New York, has been missing since an action on July 21. He was one of the organizers of the Newspaper Men's Officers' Training Corps, which drilled in New York for several months and furnished scores of officers for various branches of the army. He was a native of Georgia and a nephew of Senator Swanson, of Virginia. He was graduated from the Naval Academy at Annapolis in 1913, but after two years of service resigned and took up newspaper work in this city. Captain Barrett began his military experience as a member of the New York National Guard, and during the Mexican border activities in 1916 served with the Twelfth regiment as a second lieutenant. When the regiment returned from the border Lieutenant Barrett attended a Plattsburg Camp and won a captain's commission.

## LUSITANIA LIAR IS FACING INTERNMENT

Since Leaving Prison Stahl  
Has Been Making Remarks  
Hostile to U. S.

Gustave Stahl, the perjurer who served eighteen months in the Atlanta Penitentiary for signing an affidavit that he saw six inch guns mounted on the deck of the Lusitania the night before she left New York on her last voyage, was recommended for internment as a dangerous enemy alien by Rufus W. Sprague, chief of the Enemy Alien Bureau, yesterday.

Stahl, who was released at Atlanta in the fall of 1917, has been working since in and near this city and has been voicing sentiments hostile to the United States. He was arrested last week in an employment agency in Twelfth street.

Herman Falkenhauer, 107 Garden street, Hoboken; George Wardetski, Elizabeth, N. J., and Emil Klotzbach, Bayonne, German aliens, were examined at the Enemy Alien Bureau yesterday and committed to the Raymond street jail in Brooklyn to await further investigation. They were arrested by the Bayonne police early Thursday after a party attended largely by Teutons broke up in a fight.

They are accused of shouting, "To hell with the United States!" and of making other similar remarks. Other members of the party were arrested, but were not accused of hostile utterances.

Word was received in Brooklyn this afternoon that United States Supreme Court Justice Brandeis had refused to take bail for Joseph B. Rutherford and the other Russellites now in Atlanta Penitentiary serving terms of twenty years each for conspiracy against the United States Government. The Justice suggested that the matter be taken up before the full court.

THE WORLD: MONDAY,

AUGUST 26, 1918.

### THE LUSITANIA DECISION.

The decision of Judge Mayer of the United States District Court relieving the Cunard Company of all liability for the loss of life and property in the sinking of the Lusitania accords with the public law of nations and the public sense of right pretty much throughout the civilized world. It accords as well with the German Prize Code as it had existed before Germany tore it up along with everything else that had identified her as a member of the family of nations.

"The whole blame for the cruel destruction of life in this catastrophe," says Judge Mayer, "rests solely upon those who plotted and with those who committed this crime." No part of it can be shifted to any one else. The place to look for reparation is the Imperial German Government and the high and mighty scoundrels in that Government who are directly responsible for "one of the most indefensible acts of modern times."

And in the fulness of time that reparation going to be exacted from the plotters and orderers of the crime.

### NAMES A TANK "LUSITANIA."

American Soldier Sponsor at War  
Front Christening.

LONDON, Aug. 26.—An Australian soldier here on leave tells of an interesting incident in the Fourth of July attack on Hamel, in which American participated.

"When our tanks went into action the Americans charged alongside us," he said.

"One of them noticed that the tank he was following hadn't been named.

"Gotta have a name," he said.

"So, producing a piece of white chalk, he scribbled the word 'Lusitania' across the side of the tank."



# LUSITANIA CLAIMS ASKING \$6,000,000 REFUSED BY COURT

**U. S. Judge Mayer Dismisses 67  
Damage Suits — Exonerates  
Cunard Line—Blames Ger-  
many Alone for Sinking.**

**VESSEL PROVED UNARMED;  
CARRIED NO EXPLOSIVES.**

**Was Struck With Two Torpe-  
does, After Which Crew  
Showed Great Heroism—Ger-  
man Law Forbade Atrocity.**

Claims in sixty-seven suits for damages of about \$6,000,000 brought against the Cunard Steamship Company as a result of the sinking of the Lusitania have been dismissed without costs by Federal District Court Judge Julius M. Mayer.

The decision, which was filed here late Saturday and made public yesterday, holds the Cunard Company blameless of negligence. It finds no cause for censure, but many reasons for praise, of Capt. Turner, his officers and crew. It places the whole blame on the Imperial German Government and stated:

"But while in this lawsuit there may be no recovery, it is not to be doubted that the United States of America and her allies will well remember the rights of those affected by the sinking of the Lusitania and, when the time shall come, will see to it that reparation shall be made for one of the most indefensible acts of modern times."

## Quotes German Law.

Judge Mayer led up to this conclusion by quoting a section of the German prize code, that:

Before proceeding to a destruction of the vessel, the safety of all persons on board and, so far as possible, their effects, is to be provided for.

The decision continued:

"Thus, when the Lusitania sailed from New York her owner and master were justified in believing that, whatever else had heretofore happened, this simple, humane and universally accepted principle would not be violated. Few at this time would be likely to construe the warning advertisement (printed in New York newspapers before the Lusitania sailed) as calling attention to more than the perils to be expected from quick disembarkation and the possible rigors of the sea, after the proper safeguarding of the lives of passengers by at least full opportunity to take to the boats.

## Company Not to Blame.

"It is of course, easy now, in the light of many later events added to preceding acts, to look back and say that the Cunard Line and its Captain should have known that the German Government would authorize or permit so shocking a breach of international law and so foul an offense not only against an enemy but as well against peaceful citizens of a then friendly nation.

"But the unexpected character of the act was best evidenced by the horror which it excited in the minds and hearts of the American people.

"The fault, therefore, must be laid upon those who are responsible for the sinking of the vessel, in the legal as well as moral sense. It is, therefore, not the Cunard line, the petitioner, which must be held liable for the loss of life and property. The cause of the sinking of the Lusitania was the illegal act of the Imperial German Government, acting through

its instrument, the submarine commander, and violating a cherished and humane rule observed, until this war, by even the bitterest antagonists, as Lord Mersey said:

## Kaiser's Plotters Responsible.

"The whole blame for the cruel destruction of life in this catastrophe must rest solely upon those who plotted and with those who committed the crime."

The decision, which comprised forty-five typed pages, sifted carefully the evidence. It states emphatically:

"The proof is absolute that she was not and never had been armed, nor did she carry any explosives. She did carry some 18 fuse cases and 125 shrapnel cases, consisting merely of empty shells, without any powder charge; 4,200 cases of safety cartridges and 189 cases of infantry equipment, such as leather fittings, pouches and the like. All these were for delivery abroad, but none of these munitions could be exploded by setting them on fire in mass or in bulk, nor by subjecting them to impact.

"It is fortunate for many reasons that such a comprehensive judicial investigation has been had, for in addition to a mass of facts which give opportunity for a clear understanding of the case in its various aspects, the evidence presented has disposed, without question and for all time, of any false claims brought forward to justify this inexpressibly cowardly attack upon an unarmed passenger liner."

## Had Right to Sail.

Referring to the warning advertisements printed on the advertised sailing date of the Lusitania and signed by the Imperial German Embassy, the decision said:

"It is perfectly plain that the master was fully justified in sailing on the appointed day from a neutral port with many neutral and non-combatant passengers, unless he and his company were willing to yield to the attempt of the German Government to terrify British shipping.

"No one familiar with the British character would expect that such a threat would accomplish any more than to emphasize the necessity of taking every precaution to protect life and property which the exercise of judgment would invite."

Judge Mayer paid this tribute to the passengers:

"The conduct of the passengers constitutes an enduring record of calm heroism, with many individual instances of sacrifice and, in general, a marked consideration for women and children. There was no panic."

He led up to his exoneration of Capt. Turner thus:

"A submarine commander, when attacking an armed vessel, knows that he, as the attacker, may and likely will also be attacked by his armed opponent. The Lusitania was as helpless in that regard as a peaceful citizen suddenly set upon by murderous assailants.

## Knew Vessel Was Helpless.

"It must be assumed that the German submarine commanders realized the obvious disadvantages which necessarily attached to the Lusitania and, if she had evaded one submarine, who can say what might have happened five minutes later.

"If there was, in fact, a third torpedo fired from the Lusitania's port side, then that incident would strongly suggest that, in the immediate vicinity of the ship, there were at least two submarines.

"No transatlantic passenger liner, and certainly none carrying American citizens, had been torpedoed up to that time. The submarines, therefore, could lay their plans with facility to destroy the vessel somewhere

on the way from Fastnet to Liverpool, knowing full well the easy prey which would be afforded by an unarmed, unconvoyed, well known merchantman, which, from every standpoint of international law, had the right to expect a warning before its peaceful passengers were sent to their death.

## Attack Planned, Says Court.

"That the attack was deliberate and long contemplated and intended ruthlessly to destroy human life as well as property can no longer be open to doubt. And when a foe follows such tactics, it is idle and purely speculative to say that the action of the captain of a merchant ship, in doing or not doing something, or in taking one course and not another, was a contributing cause of disaster, or that, had the captain not done what he did or had he done something else, then the ship and her passengers would have evaded their assassins."

The decision further asserted that: Capt. Turner was justified in proceeding at eighteen knots, because he wished to make the last 150 miles in the dark.

The weight of the testimony is that two torpedoes hit the Lusitania.

All doors and bulkheads were hermetically sealed at once.

The crew showed heroism in launching the boats.

The natural feeling of passengers that there had been inefficiency or individual negligence "does injustice to a great majority of the crew."

"True, she was, as between the German and British Governments, an enemy ship as to Germany, but she was unarmed and a carrier of not merely non-combatants, but, among others, of many citizens of the United States, then a neutral country, at peace with all the world."

The Cunard line's successful petition was to limit damages to the amount of passage money and salvage. The salvage was two lifeboats.



# LUSITANIA ACT A CRIME, COURT HOLDS

Germany and Its Submarine Commander Guilty of Violating Human Law, Says Judge Mayer

Cunard Line Relieved of All Legal and Moral Responsibility for the Vessel's Sinking

The Cunard Steamship Company was relieved of all legal and moral responsibility for the sinking of the Lusitania by a decision of Judge Julius M. Mayer, in the Federal District Court, last night.

The decision stated that only the German Government and the submarine commander who torpedoed the liner were liable for damages. In refusing to allow any claims against the steamship company for compensation for the loss of life and property, Judge Mayer said:

"The fault must be laid on those who are responsible for the sinking of the vessel, in the legal as well as the moral sense. It is, therefore, not the Cunard Line which must be held liable for the loss of life and property. The cause of the sinking of the Lusitania was the illegal act of the German Imperial Government, acting through its instrument, the submarine commander, and violating a cherished and humane rule, observed until this year, by even the bitterest antagonists. As Lord Mersey said: 'The whole blame for the cruel destruction of life in this catastrophe must rest solely with those who plotted and with those who committed the crime.'"

## HOPE OF REPARATION.

Hope of reparation for life and property damage was held out to the hundreds who have sued the company in this paragraph:

"But, while in this lawsuit there may be no recovery, it is not to be doubted that the United States of America and her Allies will remember the rights of those affected by the sinking of the Lusitania, and, when the time shall come, will see to it that reparation shall be made for one of the most indefensible acts of modern times."

The decision was handed down on the application of the Cunard Line, as owner of the vessel for a limitation of its liability, if any, to its interest in the vessel and her pending freight. Witnesses for plaintiffs offered testimony to show that owner, officers and crew were negligent or incompetent. Evidence was put on record that Captain Turner disobeyed sailing instructions, that lifeboat drills were not properly conducted, and it was intimated that the liner carried explosives.

German newspapers exploited this testimony last week. Reports from Stockholm were printed on the basis of survivors' evidence in the suit which were construed as proof that the Lusitania carried ammunition. Dr. George Barthelme, former Washington correspondent of the Cologne Gazette, wrote that the ship carried guns and was sunk by the deliberate opening of portholes and bulkheads.

## LINER WAS NEVER ARMED.

On that point, Judge Mayer said: "The proof is absolute that she was not and never had been armed nor did she carry any explosives. She did carry some eighteen fuse cases and 125 shrapnel cases, consisting merely of empty shells without any powder charge, 4,200 cases of safety cartridges and 189 cases of infantry equipment, such as leather fittings, pouches and the like. All these were for delivery abroad, but none of these munitions could be exploded by setting them on fire in mass or in bulk nor by subjecting them to impact.

"She had been duly inspected on March 17, April 15, 16 and 17, all in 1915, and before she left New York the boat gear and boats were examined, overhauled, checked up and defective articles properly replaced."

## OFFICER AND CREWS HEROES.

Owner, officers and crew were exonerated from charge of incompetence, negligence and failure to obey instructions. Port-holes and bulkheads were declared to have been properly attended to as far as possible. Praise was given the courage and discipline displayed by passengers in this sentence:

"The conduct of the passengers constitutes an enduring record of calm heroism, with many individual instances of sacrifice and in general a marked consideration for women and children."

Even if negligence were proved on the part of officers and crew, Judge Mayer held that damage could not be recovered, since the independent illegal act of a third party caused the loss. The decision specifically freed Captain Turner from any blame, and asserted that the great majority of his men acted with the traditional courage and fidelity of seamen.

## JUSTIFIED IN SAILING.

In commenting on the advertisement of the German Embassy warning Americans against sailing on English vessels, Judge Mayer said:

"It is perfectly plain that the master was fully justified in sailing on the appointed day from a neutral port with many neutral and non-combatant passengers, unless he and his company were willing to yield to the attempt of the German Government to terrify British shipping. No one familiar with the British character would expect that such a threat would accomplish more than to emphasize the necessity of taking every precaution to protect life and property which the exercise of judgment would invite."

The decision discussed at length the fact that Captain Turner did not obey admiralty instructions literally, and did not take a different course to avoid the submarines. The judge said:

"The fundamental principle in navigating a merchantman, whether in times of peace or of war, is that the commanding officer must be left free to exercise his own judgment. Safe navigation denies the proposition that the judgment and sound

discretion of the captain of a vessel must be confined in a mental strait-jacket."

## BRANDS GERMAN GOVERNMENT.

The decision branded the German Government as the third party whose independent illegal act caused the loss of the liner. Violation of the international law requiring the safeguarding of passengers and crew of an enemy ship was the German crime, the decision said, adding:

"There is, of course, no doubt as to the right to make prize of an enemy ship on the high seas and under certain conditions to destroy her, and equally no doubt of the obligation to safeguard the lives of all persons aboard, whether passengers or crew."

"That the attack was deliberate and long contemplated and intended ruthlessly to destroy human life, as well as property, can no longer be open to doubt. And when a foe employs such tactics it is idle and purely speculative to say that the action of the captain of a merchant ship in doing or not doing something, or in taking one course and not another was a contributing cause of disaster, or that had the captain had no done what he did or had he done something else then his ship would have evaded their assassins."

The point was made in the decision that even the German Government did not officially dispute the binding force of the international law protecting the liner's passengers and crew.

## SUNK BY TWO TORPEDOES.

Judge Mayer held that the weight of evidence indicated that the ship was sunk by two torpedoes, though testimony that one and three missiles struck her was given in good faith. The court affirmed that Captain Turner was right in believing even after the ship was struck that passengers and crew would be safeguarded by the enemy.

The judge refused to admit certain testimony regarding methods by which the British cope with submarine warfare. He said it could not be expected that an American court would ask for the disclosure of information held secret by the British Admiralty. He declined to withhold the decision until the British released the information, insisting that it would be irrelevant anyway.

## As to the Lusitania.

It was misuse of a word to say, as we did the other day, that the Lusitania carried no munitions. "Munitions" includes certain other articles besides explosives, and of non-explosive munitions the decision of Judge MEYER stated that the ship did carry some: a fact made plain at the time of the sinking. That she did not carry explosives is the main point, as it frees the company from a liability they would thus have incurred for the safety of the passengers. The fact that the vessel carried goods that would have made her a lawful prize could furnish no excuse for the murder of men, women and children aboard her, and the responsibility for that atrocious act rests wholly with Germany.

JERSEY JOURNAL, FRIDAY

EVENING, SEPTEMBER 6, 1918.

## JUSTIFIED SINKING OF LUSITANIA

Hudson City Chemist is Held in \$5,000 Bail for the Grand Jury.

"Germany had a right to sink the Lusitania, but not to murder the passengers on the ship," remarked Karl W. Post, a chemist, living at 254 New York Avenue at 9:30 o'clock this morning in the saloon of Nathan Faber at 557 Palisade Avenue. Post was arraigned in the First Criminal court before Judge Leo Sullivan and committed to the County Jail in default of \$5,000 bail for action by the Grand Jury.

William H. Brown of 209 Webster Avenue testified in court that he and Post were arguing over the bar in the saloon on the subject of 100 per cent. Americanism, when Post is alleged to have made the aforementioned statement. Patrolman John Dempsey of the Central Avenue police station locked up Post and later brought him to court. Post admitted to Judge Sullivan he made the statement.

## Historic Spot is Passed in Silence With Bared Heads

Brest, Dec. 13.—A thrilling moment abroad the U. S. S. George Washington was when the vessel passed over the spot where the Lusitania sank. The President, who was on deck at the time, and all men bared their heads. For several minutes all abroad kept reverently quiet, sending silent prayers heavenward—prayers of thanks to Him who steered America's arm in avenging her dead.

## LUSITANIA MODEL DONE.

Huerta, Spanish Sculptor, Completes Work for Monument.

MADRID, Sunday, Sept. 6.—Moises Huerta, the Spanish sculptor, has completed the model for a monument dedicated to the victims of the Lusitania which is to be erected on the seashore near Boston.

The monument represents the earth drawing from the sea bed the bodies of the torpedoed vessel's victims.



# THE LUSITANIA CRIME.

The decisions of the United States Courts in cases involving the application of the law of nations have always commanded high respect among the jurists of other nations. It may be said that our courts bore a leading part in establishing the laws of neutrality. The decision of Judge JULIUS M. MAYER of the Federal District Court of New York holding the Cunard Company blameless for the loss of the Lusitania and declaring that the guilt of that crime is Germany's alone will take its place beside other American opinions that have so notably contributed to the determination of law and national practice in this great field of jurisprudence.

Judge MAYER proceeds from a lucid and ordered review of the facts and the evidence to a well-reasoned conclusion. He finds it established by evidence that the Lusitania was a ship of unimpaired and unmistakable merchant character. She was unarmed, she carried no explosives, no munitions that could be exploded by fire or impact of collision. She was in charge of a competent commander, who was skillful in the navigation of his vessel under the orders of his company and the dictates of his own experienced judgment. She had drawn near to the coast of Ireland in order that her exact position might be determined; her speed had been reduced somewhat, because of Captain TURNER's wish to pass through the most dangerous waters of the voyage, from the entrance of St. George's to the Liverpool Bar, in the darkness of night; and in order that he might have a favorable tide for going over the bar without waiting to pick up a pilot, which would have occasioned a dangerous delay. The Court, therefore, finds "as a fact," that the Captain, and hence the company, were not negligent.

The Lusitania was struck while Captain TURNER was taking observations to determine accurately his bearings. Torpedoes were discharged against the side of the vessel without any warning, without any opportunity for the passengers and crew to seek safety. The pretense that the newspaper advertisement published on the morning of May 1 by the Imperial German Embassy at Washington constituted a warning is dismissed by Judge MAYER as having no bearing upon the issue other than that the advertisement served to emphasize the necessity for taking all precautions, which, in fact, were taken. Neither the company nor the Captain could have believed that it was the intention of the German Government, by the instrumentality of a submarine, to send the Lusitania to the bottom without warning. By a multitude of citations from the law of

nations as established by civilized usage, and evidenced by the words of commentators and jurists, Judge MAYER justifies the belief, everywhere entertained prior to the criminal act, that, notwithstanding its danger zones decree, the German Government would not take upon itself the guilt of such an infamous deed. Even the German Prize Code declares that "before proceeding to the destruction of a vessel, the safety of all persons on board, and, so far as possible, their effects, is to be provided for."

The Court finds that there was abundant warrant for the belief "that this simple, humane, and universally accepted principle would not be violated." It is, therefore, the finding of the Court that:

The fault must be laid upon those who are responsible for the sinking of the vessel, in the legal as well as in the moral sense. \* \* \* But while in this lawsuit there may be no recovery, it is not to be doubted that the United States of America and her allies will well remember the rights of those affected by the sinking of the Lusitania, and, when the time shall come, will see to it that reparations shall be made for one of the most indefensible acts of modern times.

The Imperial Government could meet with baseless assumptions, false reasoning and assurances given only to be disregarded the emphatic protests of our State Department against the outrage upon the laws of man and God committed in the wanton and unlawful destruction of the Lusitania. Those protests came from a political department of the Government. In the decision of Judge MAYER it is laid down by a high court of law that the act of the submarine commander was a crime, for which the German Government must be held responsible in the legal as well as in the moral sense. From that there is no escape. The Imperial Government stands condemned as a criminal. And it is in a highly interesting addendum to his legal opinion that the Judge declares the belief that "when the time shall come," which may be assumed to be when the peace conference meets, reparation will be demanded and enforced for this monstrous act of savagery.

## Officer Who Sank Lusitania Taken by French Patrol

PARIS, Aug. 27.

LIEUTENANT SCHWIEGER, the man who sank the Lusitania, has been captured by a French patrol boat in the Mediterranean, according to Le Journal. A large submarine of which he was second in command had just torpedoed a British steamer between Malta and Sicily.

The German was waiting to see the vessel sink when two French patrol boats emerged from the fog and sank the U-boat. Of the crew of seventy-five, only one officer and four men were rescued by the patrol boats.

While being taken to Toulon, the officer appeared ill at ease. When he thought no one was looking he tried to throw some papers overboard, but a sailor seized his arms. He refused to answer questions, but an examination of the papers explained his uneasiness.

La Journal asks if the man who committed "the most vile, the most barbarous and the most cowardly act in the annals of war," is merely to be sent to a prison camp.

## "LUSITANIA MEDAL" MADE BASIS OF SUIT

Unjust Suspicions and Damage Charged in \$1,500 Claim.

The "Lusitania Medal," struck by the ex-Kaiser's Government in celebration of the sinking of the ill-fated British liner, is responsible for the suit brought in the Supreme Court by Armen P. Aleon to recover \$1,500 from Raphael Constantian for alleged injury to the "souvenir of the World War," and "unjust suspicions" cast upon the plaintiff by agents of the Department of Justice. Papers in the suit were filed yesterday.

In his complaint, Aleon said he bought the medal in Holland for "the sole purpose of justifying the position of the United States in its war upon the German Government." At a date unmentioned, he said he lent the trinket to Constantian and that the latter organized a company for the manufacture and distribution of replicas. In the process of making impressions the medal was broken.

Agents of the Department of Justice learned of the matter and, according to Aleon, caused him considerable annoyance by inquiring how he came into possession of the medal and why duplicates were being made of it. This annoyance, he emphasized, was intensified by reason of the fact that he "is a loyal citizen of the United States."



# FINDS LUSITANIA THE VICTIM OF AN ACT OF PIRACY

U. S. Court Finds Germany  
Alone Responsible and Must  
Pay at Peace Table.

CUNARD LINE IS ABSOLVED

Sinking of Unarmed Merchant-  
man Was "An Inexpressi-  
bly Cowardly Attack."

LAW OF NATIONS VIOLATED

Damages for Life and Property,  
Judge Mayer Holds, Must Be Col-  
lected by Government and Allies.

The Federal District Court of New York, in a decision written by Judge Julius M. Mayer and filed late on Saturday night, holds that the Cunard Lusitania, torpedoed by a German submarine in the afternoon of May 7, 1915, was an unarmed merchant vessel which had no explosives of any kind on board.

The court further decides that when the German Government, acting through its submarine commander, destroyed the great ship, it committed "an inexpressibly cowardly attack," which was a violation of all laws governing civilized warfare at sea. The contention of the British owners of the Lusitania that the act was that of a pirate and a common enemy of mankind is upheld by the court. This is the first time that an American court has had an opportunity to pass directly upon the various contentions put forward in regard to the sinking.

Refusing to hold the Cunard Line liable for damages due to loss of life and property, as a result of the act of the German Government, Judge Mayer expresses his sympathy for survivors and relatives of those who were lost, and suggests that the place to get the damages undoubtedly due them is not from the treasury of the Cunard Line, but from that of the Imperial German Government, a payment which should be exacted at the peace table by the United States and Great Britain.

The decision followed litigation which has lasted more than a year, and which involved more than forty suits in which the claimants maintained that the Cunard Line was responsible for the loss of the Lusitania, which some claimed "was painted like a transport," and which, they urged, carried ammunition and high explosives, and was improperly navigated while passing through the submarine infested waters off the Irish coast.

## TEXT OF THE DECISION.

Here is the full text of the decision:

*United States District Court, Southern District of New York.—In the matter of the petition of the Cunard Steamship Company, Ltd., as owner of the steamship LUSITANIA, for limitation of its liability.—Mayer, District Judge:*

On May 1, 1915, the British passenger carrying merchantman Lusitania sailed from New York bound for Liverpool, with 1,257 passengers and a crew of 702, making a total of 1,959 souls on board, men, women and children. At approximately 2:10 on the afternoon of May 7, 1915, weather clear and sea smooth, without warning, the vessel was torpedoed and went down by the head in about eighteen minutes, with an ultimate tragic loss of life of 1,195.

Numerous suits having been begun against The Cunard Steamship Company, Limited, the owner of the vessel, this proceeding was brought in familiar form by the steamship company, as petitioner, to obtain an adjudication of liability and to limit petitioner's liability to its interest in the vessel and her pending freight, should the court find any liability.

The sinking of the Lusitania was inquired into before the Wreck Commissioner's Court in London, June 15, 1915, to July 1, 1915, and the testimony then adduced, together with certain depositions taken pursuant to commissions issued out of this court and the testimony of a considerable number of passengers, crew, and experts, heard before this court, constitute the record of the cause. It is fortunate, for many reasons, that such a comprehensive judicial investigation has been had; for, in addition to a mass of facts which give opportunity for a clear understanding of the case in its various aspects, the evidence presented has disposed, without question and for all time, of any false claims sought forward to justify this inexpressibly cowardly attack upon an unarmed passenger liner.

## Unarmed, Had No Explosives.

So far as equipment went, the vessel was seaworthy in the highest sense. Her carrying capacity was 2,198 passengers and a crew of about 850, or about 3,000 persons in all. She had 22 open lifeboats capable of accommo-

dating 1,322 persons, 26 collapsible boats with a capacity for 1,283, making a total of 48 boats with a capacity for 2,605 in all, or substantially in excess of the requirements of her last voyage. Her total of life belts was 3,187, or 1,959 more than the total number of passengers, and, in addition, she carried 20 life buoys. She was classed 100 A1 at Lloyd's, being 787 feet long over all, with a tonnage of 30,395 gross and 12,611 net. She had 4 turbine engines, 25 boilers, 4 boiler rooms, 12 transverse bulkheads, dividing her into 13 compartments, with a longitudinal bulkhead on either side of the ship for 425 feet, covering all vital parts.

The proof is absolute that she was not and never had been armed nor did she carry any explosives. She did carry some eighteen fuse cases and 125 shrapnel cases consisting merely of empty shells without any powder charge, 4,200 cases of safety cartridges, and 189 cases of infantry equipment, such as leather fittings, pouches, and the like. All these were for delivery abroad but none of these munitions could be exploded by setting them on fire in mass or in bulk nor by subjecting them to impact. She had been duly inspected on March 17, April 15, 16, and 17, all in 1915, and before she left New York the boat gear and boats were examined, overhauled, checked up, and defective articles properly replaced.

There is no reason to doubt that this part of her equipment was in excellent order when she left New York. The vessel was under the command of a long service and experienced Captain and officered by competent and experienced men. The difficulties of the war prevented the company from gathering together a crew fully reaching a standard as high as in normal times, (many of the younger British sailors having been called to the colors,) but, all told, the crew was good and, in many instances, highly intelligent and capable. Due precaution was taken in respect of boat drills while in port, and the testimony shows that those drills were both sufficient and efficient. Some passengers did not see any boat drills on the voyage while others characterized the drills, in effect, as formally superficial. Any one familiar with ocean traveling knows that it is not strange that boat drills may take place unobserved by some of the passengers who, though on deck, may be otherwise occupied or who may be in another part of the ship, and such negative testimony must give way to the positive testimony that there were daily boat drills, the object of which mainly was to enable the men competently and quickly to lower the boats.

## Boat Drills Were Held.

Each man had a badge showing the number of the boat to which he was assigned, and a boat list was posted in three different places in the ship. Each day of the voyage a drill was held with the emergency boat, which was a fixed boat, either No. 13 on the starboard side or No. 14 on the port side, according to the weather, the idea, doubtless, being to accustom the men quickly to reach the station on either side of the ship. The siren was blown and a picked crew from the watch assembled at the boat, put on life belts, jumped into the boat, took their places, and jumped out again.

Throughout this case it must always be remembered that the disaster occurred in May, 1915, and the whole subject must be approached with the knowledge and mental attitude of that time. It may be that more elaborate and effective methods and precautions

have been adopted since then, but there is no testimony which shows that these boat drills, as practiced on the voyage, were not fully up to the then existing standards and practices. There can be no criticism of the bulkhead door drills, for there was one each day.

In November, 1914, the Directors of the Cunard Company, in view of the falling off of the passenger traffic, decided to withdraw the Lusitania's sister ship, Mauretania, and to run the Lusitania at three-fourths boiler power, which involved a reduction of speed from an average of about twenty-four knots to an average of about twenty-one knots. The ship was operated under this reduced boiler power and reduced rate of speed for six round trips until and including the fatal voyage, although at the reduced rate she was considerably faster than any passenger ship crossing the Atlantic at that time. This reduction was in part for financial reasons and in part "a question of economy of coal and labor in time of war." No profit was expected and none was made, but the company continued to operate the ship as a public service. The reduction from twenty-four to twenty-one knots is, however, quite immaterial to the controversy, as will later appear.

Nothing thus outlined the personnel, equipment, and cargo of the vessel, reference will now be made to a series of events preceding her sailing on May 1, 1915.

## Germany's Warning.

On Feb. 4, 1915, the Imperial German Government issued a proclamation as follows:

## PROCLAMATION.

1. The waters surrounding Great Britain and Ireland, including the whole English Channel, are hereby declared to be war zone. On and after the 18th of February, 1915, every enemy merchant ship found in the said war zone will be destroyed without its being always possible to avert the danger threatening the crews and passengers on that account.

2. Even neutral ships are exposed to danger in the war zone, as in view of the misuse of neutral flags ordered on Jan. 31 by the British Government and of the accidents of naval war, it can not always be avoided to strike even neutral ships in attacks that are directed at enemy ships.

3. Northward navigation around the Shetland Islands, in the eastern waters of the North Sea and in a strip of not less than thirty miles width along the Netherlands coast is in no danger.

VON POHL.

Chief of the Admiralty Staff of the Navy.  
Berlin, Feb. 4, 1915.

This was accompanied by a so-called memorial, setting forth the reasons advanced by the German Government in support of the issuance of this proclamation, an extract from which is as follows:

Just as England declared the whole North Sea between Scotland and Norway to be comprised within the seat of war, so does Germany now declare the waters surrounding Great Britain and Ireland, including the whole English Channel, to be comprised within the seat of war, and will prevent by all the military means at its disposal all navigation by the enemy in those waters. To this end it will endeavor to destroy, after Feb. 18 next, any merchant vessels of the enemy which present themselves at the seat of war above indicated, although it may not always be possible to avert the dangers which may menace persons and merchandise. Neutral powers are accordingly forewarned not to intrust their crews, passengers, or merchandise to such vessels.

## The American Protest.

To this proclamation and memorial the Government of the United States made due protest under date of Feb. 10, 1915. On the same day protest was made to England by this Government regarding the use of the American flag by the Lusitania on its voyage through the war zone on its trip from New York to Liverpool of Jan. 30, 1915, in response to which, on Feb. 19, Sir Edward Grey, Secretary of State for Foreign Affairs, handed a memorandum to Mr. Page, the American Ambassador to England, containing the following statement:

It is understood that the German Government had announced their intention of sinking British merchant vessels at sight by torpedoes without giving any opportunity of making any provisions for saving the lives of noncombatant crews and passengers. It was in consequence of this threat that the Lusitania raised the United States flag on her inward voyage and on her subsequent outward voyage. A request was made by the United States passengers who were embarking on board her that the United States flag should be hoisted, presumably to insure their safety.

The British Ambassador, the Hon. Cecil Spring-Rice, on March 1, 1915, in a communication to the American Secretary of State, regarding an economic blockade of Germany, stated in reference to the German proclamation of Feb. 4:

Germany has declared that the English Channel, the north and west coasts of France, and the waters around the British Isles are a war area and has officially notified that all enemy ships found in that area will be destroyed, and that neutral vessels may be exposed to danger. This is in effect a claim to torpedo at sight, without regard to the safety of the crew or passengers, any merchant vessel under any flag. As it is not in the power of the German Admiralty to maintain any surface craft in these waters, this attack

can only be delivered by submarine agency.

Beginning with the 30th of January, 1915, and prior to the sinking of the Lusitania on May 7, 1915, German submarines attacked and seemed to have sunk twenty merchant and passenger ships within about 100 miles of the usual course of the Lusitania, chased two other vessels which escaped, and damaged still another.



# Full Text of Federal Decision That Lusitania Was Sunk as an Act of Piracy

## The Changed Course.

It will be noted that nothing is stated in the German memorandum, supra, as to sinking enemy merchant vessels without warning but, on the contrary, the implication is that settled international law as to visit and search and an opportunity for the lives of passengers to be safeguarded, will be obeyed "although it may not always be possible to avert the dangers which may menace persons and merchandise."

As a result of this submarine activity, the Lusitania, on its voyages from New York to Liverpool beginning with that of Jan. 30, 1915, steered a course further off from the south coast of Ireland than formerly.

In addition, after the German proclamation of Feb. 4, 1915, the Lusitania had its boats swung out and provisioned while passing through the danger zone, did not use its wireless for sending messages, and did not stop at the Mersey Bar for a pilot, but came directly up to its berth.

The petitioner and the master of the Lusitania received certain advices from the British Admiralty on Feb. 10, 1915, as follows:

Instructions with Reference to Submarines, 10th February, 1915.

Vessels navigating in submarine areas should have their boats turned out and fully provisioned. The danger is greatest in the vicinity of ports and off prominent headlands on the coast. Important landfalls in this area should be made after dark whenever possible. So far as is consistent with particular trades and state of tides, vessels should make their ports at dawn.

On April 15 and 16, 1915, and after the last voyage from New York, preceding the one on which the Lusitania was torpedoed, the Cunard Company and the master of the Lusitania received at Liverpool the following advices from the British Admiralty:

Confidential Daily Voyage Notice 15th April, 1915, issued under Government War Risks Scheme.

German submarines appear to be operating chiefly off prominent headlands and landfalls. Ships should give prominent headlands a wide berth.

Confidential memo. issued 15th April, 1915:

War experience has shown that fast steamers can considerably reduce the chance of successful surprise submarine attack by zig-zagging—that is to say, altering the course at short and irregular intervals, say in ten minutes to half an hour. This course is almost invariably adopted by warships when cruising in an area known to be infested by submarines. The underwater speed of a submarine is very slow and it is exceedingly difficult for her to get into position to deliver an attack unless she can observe and predict the course of the ship attacked.

Sir Alfred Booth, Chairman of the Cunard Line, was a member of the War Risks Committee at Liverpool, consisting of ship owners, representatives of the Board of Trade and the Admiralty, which received these instructions and passed them on to the owners of vessels, including the Cunard Company, who distributed them to the individual masters.

On Saturday, May 1, 1915, the advertised sailing date of the Lusitania from New York to Liverpool on the voyage on which she was subsequently sunk, there appeared the following advertisement in THE NEW YORK TIMES, New York Tribune, New York Sun, New York Herald, and The New York World this advertisement, being in all instances except one placed directly over, under, or adjacent to the advertisement of the Cunard Line, regarding the sailing of the Lusitania:

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, April 22, 1915. Washington, D. C.

## Cunard Line Not Advised.

This was the first insertion of this advertisement, although it was dated more than a week prior to its publication. Captain Turner, the master of the vessel, saw the advertisement or "something of the kind" before sailing and realized that the Lusitania was included in the warning. The Liverpool office of the Cunard Company was advised of the sailing and the number of passengers by cable from the New York office, but no mention was made of the above quoted advertisement. Sir Alfred Booth was informed through the press of this advertisement on either Saturday evening, May 1, or Sunday morning, May 2.

The significance and construction to be given to this advertisement will be discussed infra, but it is perfectly plain that the master was fully justified in sailing on the appointed day from a neutral port with many neutral and noncombatant passengers, unless he and his company were willing to yield to the attempt of the German Government to terrify British shipping. No one familiar with the British character would expect that such a threat would accomplish more than to emphasize the necessity of taking every precaution to protect life and property which the exercise of judgment would invite.

And so, as scheduled, the Lusitania sailed, undisguised, with her four funnels and a figure so familiar as to be readily discernible not only by naval officers and mariners, but by the ocean-going public generally.

The voyage was uneventful until May 6. On approaching the Irish coast on May 6 the Captain ordered all the boats hanging on the davits to be swung out and lowered to the promenade deckrail, and this order was carried out under the supervision of Staff Captain Anderson, who later went down with the ship. All bulkhead doors which were not necessary for the working of the ship were closed, and it was reported to Captain Turner that this had been done. Lookouts were doubled, and two extra were put forward and one on either side of the bridge; that is, there were two lookouts in the crow's-nest, two in the eyes of the ship, two officers on the bridge, and a quartermaster on either side of the bridge.

## All Steam Possible Ordered.

Directions were given to the engine room to keep the highest steam they could possibly get on the boilers, and in case the bridge rang for full speed to give as much as they possibly could. Orders were also given that ports should be kept closed.

At 7:50 P. M. on May 6 the Lusitania received the following wireless message from the Admiralty at Queenstown: "Submarines active off south coast of Ireland," at 7:56 the vessel asked for and received a repetition of his message. The ship was then going at a rate of 21 knots per hour.

At 8:30 P. M. of the same day the following message was received from the British Admiralty:

To All British Ships 0005:  
Take Liverpool pilot at bar and avoid headlands. Pass harbors at full speed; steer mid-channel course. Submarines off Fastnet.

At 8:32 the Admiralty received a communication to show that this message had been received by the Lusitania, and the same message was offered to the vessel seven times between midnight of May 6 and 10 A. M. of May 7.

At about 8 A. M. on the morning of May 7, on approaching the Irish coast, the vessel encountered an intermittent fog, or Scotch mist, called "banks" in seafaring language, and the speed was reduced to fifteen knots. Previously the speed, according to Captain Turner's recollection, had been reduced to eighteen knots. This adjustment of speed was due to the fact that Captain Turner wished to run the last 150 miles of the voyage in the dark, so as to make Liverpool early on the morning of May 8, at the earliest time when he could cross the bar without a pilot.

Judging from the location of previous submarine attacks, the most dangerous waters in the Lusitania's course were from the entrance to St. George's Channel to Liverpool Bar. There is no dispute as to the proposition that a vessel darkened is much safer from submarine attack at night than in the daytime, and Captain Turner exercised good judgment in planning accordingly as he

approached dangerous waters. It is futile to conjecture as to what would or would not have happened had the speed been higher prior to the approach to the Irish coast, because, obviously, until then the Captain could not figure out his situation, not knowing how he might be impeded by fog or other unfavorable weather conditions.

On the morning of May 7, 1917, the ship passed about 25 or 26, and, in any event, at least 18½ miles south of Fastnet, which was not in sight. The course was then held up slightly to bring the ship closer to land, and a little before noon land was sighted, and what was thought to be Brow Head was made out.

## Her Speed Increased.

Meanwhile, between 11 A. M. and noon, the fog disappeared, the weather became clear, and the speed was increased to eighteen knots. The course of the vessel was S. 87 E. Mag. At 11:25 A. M. Captain Turner received the following message:

Submarines active in southern part of Irish Channel, last heard of twenty miles south of Coningbeg. Light vessel make certain "Lusitania" gets this.

At 12:40 P. M. the following additional wireless message from the Admiralty was received:

Submarines five miles south of Cane Clear, proceeding west when sighted at 10 A. M.

After picking up Brow Head and at about 12:40 P. M., the course was altered in shore by about 30 degrees to about N. 63 or 67 E. Mag. Captain Turner did not recall which. Land was sighted which the Captain thought was Galley Head but he was not sure and, therefore, held in shore. This last course was continued for an hour at a speed of 18 knots until 1:40 P. M. when the Old Head of Kinsale was sighted and the course was then changed back to the original course of S. 87 E. Mag.

At 1:50 P. M. the Captain started to take a four point bearing on the Old Head of Kinsale and while thus engaged and at about 2:10 P. M., as heretofore stated, the ship was torpedoed on the starboard side. Whether one, two or three torpedoes were fired at the vessel cannot be determined with certainty. Two of the ship's crew were confident that a third torpedo was fired and missed the ship. While not doubting the good faith of these witnesses, the evidence is not sufficiently satisfactory to be convincing.

There was, however, an interesting and remarkable conflict of testimony as to whether the ship was struck by one or two torpedoes, and witnesses, both passengers and crew, differed on this point, conscientiously and emphatically, some witnesses for claimants and some for petitioner holding one view and others called by each side holding the opposite view. The witnesses were all highly intelligent and there is no doubt that all testified to the truth.

recollection, knowledge, or impression, and in accordance with their honest conviction. The weight of the testimony (too voluminous to analyze) is in favor of the "two torpedo" contention, not only because of some convincing direct testimony, (as, for instance, Adams, Lehman, Morton,) but also because of the unquestioned surrounding circumstances. The deliberate character of the attack upon a vessel whose identity could not be mistaken, made easy on a bright day, and the fact that the vessel had no means of defending herself, would lead to the inference that the submarine commander would make sure of her destruction. Further, the evidence is overwhelming that there was a second explosion. The witnesses differ as to the impression which the sound of this explosion made upon them—a natural difference due to the fact, known by common experience, that persons who hear the same explosion even at the same time will not only describe the sound differently, but will not agree as to the number of detonations. As there were no explosives on board, it is difficult to account for the second explosion, except on the theory that it was caused by a second torpedo. Whether the number of torpedoes was one or two is relevant, in this case, only upon the question of what effect, if any, open ports had in accelerating the sinking of the ship.

## Where Torpedoes Struck.

While there was much testimony and some variance as to the places where the torpedoes struck, judged by the sound or shock of the explosions, certain physical effects, especially as to smoke and blown-up debris, tend to locate the areas of impact with some approach to accuracy.

From all the testimony it may be reasonably concluded that one torpedo struck on the starboard side somewhere abreast of No. 2 boiler room and the other, on the same side, either abreast of No. 3 boiler room or between No. 3 and No. 4. From knowledge of the torpedoes then used by the German submarines, it is thought that they would effect a rupture of the outer hull thirty to forty feet long and ten to fifteen feet vertically.

Cockburn, senior second engineer, was of opinion that the explosion had done a great deal of internal damage. Although the lights were out, Cockburn could hear the water coming into the engine room. Water at once entered No. 1 and No. 2 boiler rooms, a result necessarily attributable to the fact that one or both of the coal bunkers were also blown open. Thus, one torpedo flooded some or all of the coal bunkers on the starboard side of Nos. 1 and 2 boiler rooms, and apparently flooded both boiler rooms.

The effect of the other torpedo is not entirely clear. If it struck midway between two bulkheads, it is quite likely to have done serious bulkhead injury. The Lusitania was built so as to float with two compartments open to the sea and with more compartments open she could not stay afloat. As the side coal bunkers are regarded as compartments, the ship could not float with two boiler rooms flooded and also any adjacent bunker, and, therefore, the damage done by one torpedo was enough to sink the ship.

To add to the difficulties, all the steam had gone as the result of the explosions, and the ship could not be controlled by her engines.

Little, senior third engineer, testified that in a few seconds after the explosion, the steam pressure fell from 190 to 50 pounds, his explanation being that the main steam pipes or boilers had been carried away.

The loss of control of and by the engines resulted in disability to stop the engines, with the result that the ship kept her headway until she sank. That the ship commenced to list to starboard immediately is abundantly established by many witnesses.

Some of the witnesses, (Lauriat and Adams, passengers; Duncan, Bestic, and Johnson, officers,) testified that the ship stopped listing to starboard and started to recover and then listed again to starboard until she went over.

## Overweighted by Water.

This action, which is quite likely, must have resulted from the inrush of water on the port side. There can be no other adequate explanation consistent with elementary scientific knowledge; for, if the ship temporarily righted herself, it must have been because the weight of water on the two sides was equal or nearly so. The entry of water into the port side must, of course, have been due to some rupture on that side. Such a result was entirely possible, and, indeed, probable.

The explosive force was sufficiently powerful to blow debris far above the radio wires—i.e., more than 180 feet above the water. The boiler rooms were not over sixty feet wide, and so strong a force could readily have weakened the longitudinal bulkheads on the port side in addition to such injury as flying metal may have done. It is easy to understand, therefore, how the whole pressure of the water rushing in from the starboard side against the weakened longitudinal bulkheads on the port side would cause them to give way and thus open up some apertures on the port side for the entry of water. Later, when the water continued to rush in on the starboard side, the list to starboard naturally again occurred, increased and continued to the end. As might be expected, the degree of list to starboard is variously described, but there is no doubt that it was steep and substantial.



A considerable amount of testimony was taken upon the contention of claimants that many of the ship's ports were open, thus reducing her buoyancy and substantially hastening her sinking. There is no doubt that on May 6 adequate orders were given to close all ports. The testimony is conclusive that the ports on Deck W (the majority of which were dummy ports) were closed. Very few, if any, ports on E deck were open, and, if so, they were starboard ports in a small section of the first class in the vicinity where one of the torpe-

does did its damage. A very limited number of passengers testified that the port holes in their staterooms were open, and, if their impressions are correct, these portholes, concerning which they testified, were all, or nearly all, so far above the water that they could not have influenced the situation.

There was conflicting testimony as to the ports in the dining room on D deck. The weight of the testimony justifies the conclusion that some of these ports were open—how many it is impossible to determine. These ports, however, were from twenty-three to thirty feet above water, and when the gap made by the explosion and the consequent severe and sudden list are considered, it is plain that these open ports were not a contributing cause of the sinking, and had a very trifling influence, if any, in accelerating the time within which the ship sank.

From the foregoing the situation can be visualized. Two sudden and extraordinary explosions, the ship badly listed so that the port side was well up in the air, the passengers scattered about on the decks and in the staterooms, saloons and companion ways, the ship under headway and, as it turned out, only eighteen minutes afloat—such was the situation which confronted the officers, crew, and passengers in the endeavor to save the lives of those on board.

#### Heroism of the Passengers.

The conduct of the passengers constituted an enduring record of calm and heroic sacrifice and, in general, a marked example of the open boats had gotten of consideration for women and children. There was no panic but, naturally, there was a considerable amount of excitement and rush and much confusion, and, as the increasing list rendered ineffective the lowering of the boats or the port side, the passengers, as is readily understandable, crowded over on the starboard side.

The problem presented to the officers of the ship was one of exceeding difficulty, occasioned largely because of the serious list and the impossibility of stopping the ship or reducing her headway.

The precaution of extra lookouts resulted in a prompt report to the Captain via the bridge, of the sighting of the torpedo. Second Officer Heppert, who was on the bridge, immediately closed all watertight doors worked from the bridge, and the testimony satisfactorily shows that all watertight doors worked by hand were promptly closed. Immediately after Captain Turner saw the wake of the torpedo there was an explosion and then Turner went to the navigation bridge and took the obvious course, i. e., had the ship's head turned to the land. He signaled the engine room for full speed astern, hoping thereby, to take the way off the ship and then ordered the boats lowered down to the rail and directed the women and children should be first provided for in the boats. As the engine room failed to respond to the order to go full speed astern, and as the ship was continuing under way, Turner ordered that the boats should not be lowered until the vessel should lose her headway, and he told Anderson, the Staff Captain, who was in charge of the port boats, to lower the boats when he thought the way was sufficiently off to allow that operation. Anderson's fidelity to duty is sufficiently exemplified by the fact that he went down with the ship.

Jones, First Officer, and Lewis, Acting Third Officer, were in charge of the boats on the starboard side and personally superintended their handling and launching. Too much cannot be said both for their courage and skill; but, difficult as was their task, they were not confronted with some of the problems which the port side presented. There, in addition to Anderson, were Bestic, Junior Third Officer, and another officer, presumably the second officer. These men were apparently doing the best they could and standing valiantly to their duty. Anderson's fate has already been mentioned, and Bestic, although surviving, stuck to his post until the ship went down under him. The situation can readily be pictured even by a novice.

#### Boats Were Damaged.

With the ship listed to starboard, the port boats, of course, swung inboard. If enough man power were applied, the boats could be put over the rail, but then a real danger would follow. Robertson, the ship's carpenter, aptly described that danger in answer to a question as to whether it was possible to lower the open boats on the port side. He said:

No. To lower the port boats would just be like drawing a crate of unpacked china along a dock road. What I mean is that if you started to lower the boats you would be dragging them down the rough side of the ship on rivets which are what we call "snap-headed rivets"—they stand up about an inch from the shell of the ship, so you would be dragging the whole side of the boat away if you tried to lower the boats with a 15-degree list.

That some boats were and others would have been seriously damaged is evidenced by the fact that two port boats were lowered to the water and got away (though one afterward filled) and not one boat reached Queenstown.

Each boat has its own history (except possibly boats 2 and 4), although it is naturally difficult, in each case, to allocate all the testimony to a particular boat.

There is some testimony given in undoubted good faith, that painted or rusted davits stuck out but the weight of the testimony is to the contrary. There were some lamentable occurrences on the port side, which resulted in spilling passengers, some of whom thus thrown out or injured went to their death. These unfortunate accidents, however, were due either to lack of strength of the seaman who was lowering or possibly, at worst, to an occasional instance of incompetency due to the personal equation so often illustrated where one man of many may not be equal to the emergency. But, the problem was of the most vexatious character. In addition to the crowding of passengers in some instances, was this extremely hazardous feat of lowering boats swung inboard from a tilted height, heavily weighted by human beings, with the ship tilted under way. It cannot be said that it was negligent to attempt this because, obviously, all the passengers could not be accommodated in the starboard boats.

On the starboard side, the problem, in some respects, was not so difficult while, in others, troublesome conditions existed quite different from those occurring on the port side. Here the boats swung so far out as to add to the difficulty of passengers getting in them, a difficulty intensified by the fact that many more passengers went to the starboard side than to the port side and, also, that the ship maintained her way. Six boats successfully got away. In the case of the remaining boats, some were successfully lowered but later met with some unavoidable accident and some were not successfully launched (such as Nos. 1, 5, and 17) for entirely explainable reasons which should not be charged to inefficiency on the part of the officers or crew.

#### Crew Was Not Inefficient.

The collapsible boats were on the deck under the open lifeboats, and were intended to be lifted and lowered by the collapsible boats after the open boats had gotten the officers to get the open boats away before giving attention to the collapsible boats, and that was a question of time. These boats are designed and arranged to float free if the ship should sink before they can be hoisted over. They were cut loose and some people were saved on these boats.

It is to be expected that those passengers who lost members of their families or friends, and who saw some of the unfortunate accidents, should feel strongly and entertain the impression that inefficiency or individual negligence was widespread among the crew. Such an impression, however, does an inadvertent injustice to the great majority of the crew, who acted with that matter of fact courage and fidelity to duty which are traditional with men of the sea. Such of these men, presumably fairly typical of all, as testified in this court, were impressive not only because of inherent bravery, but because of intelligence and clear-headedness, and they possessed that remarkable gift of simplicity so characteristic of truly fearless men who cannot quite understand why an ado is made of acts which seem to them merely as, of course, in the day's work.

Mr. Grab, one of the claimants and an experienced transatlantic traveler, concisely summed up the situation when he said:

They were doing the best they could—they were brave and working as hard as they could without any fear; they

didn't care about themselves. It was very admirably done. While there was great confusion, they did the best they could.

It will unduly prolong a necessarily extended opinion to sift the voluminous testimony relating to this subject of the boats and the conduct of the crew and, something is sought to be made of comments of Captain Turner, construed by some to be unfavorable but afterward satisfactorily supplemented and explained, but if there were some instances of incompetency they were very few and the charge of negligence in this regard cannot be successfully maintained.

In arriving at this conclusion, I have not overlooked the argument earnestly pressed that the men were not sufficiently instructed and drilled; for I think the testimony establishes the contrary in the light of conditions in May, 1915.

I now come to what seems to be the only debatable question of fact in the case, i. e., whether Captain Turner was negligent in not literally following the Admiralty advice and, also, in not taking a course different from that which he adopted.

#### Responsibility of Captain.

The fundamental principle in navigating a merchantman, whether in times of peace or of war, is that the commanding officer must be left free to exercise his own judgment. Safe navigation denies the proposition that the judgment and sound discretion of the Captain of a vessel must be confined in a mental straitjacket. Of course, when movements are under military control, orders must be strictly obeyed, come what may. No such situation, however, was presented either to petitioner or Captain Turner. The vessel was not engaged in military service nor under naval convoy. True, she was, as between the German and British Governments, an enemy ship as to Germany, but she was unarmed and a carrier of not merely noncombatants, but, among others, of many citizens of the United States, then a neutral country, at peace with all the world.

In such circumstances the Captain could not shield himself automatically against error behind a literal compliance with the general advice or instructions of the Admiralty, nor can it be supposed that the Admiralty, any more than the petitioner, expected him so to do. What was required of him was that he should seriously consider and, as far as practicable, follow the Admiralty advice and use his best judgment as events and exigencies occurred; and if a situation arose where he believed that a course

should be pursued to meet emergencies which required departure from some of the Admiralty advice as to general rules of action, then it was his duty to take such course, if in accordance with his carefully formed deliberate judgment. After a disaster has occurred, it is not difficult for the expert to show how it might have been avoided, and there is always opportunity for academic discussion as to what ought or ought not to have been done; but the true approach is to endeavor, for the moment, to possess the mind of him upon whom rested the responsibility.

Let us now see what that responsibility was and how it was dealt with. The rules of naval warfare allowed the capture and, in some circumstances, the destruction of an enemy merchant ship, but, at the same time, it was the accepted doctrine of all civilized nations (as will be more fully considered infra) that, as Lord Mersey put it, "there is always an obligation first to secure the safety of the lives of those on board."

The responsibility, therefore, of Captain Turner, in his task of bringing the ship safely to port, was to give heed not only to general advice advanced as the outcome of experience in the then developing knowledge as to submarine warfare, but particularly to any special information which might come to him in the course of the voyage.

Realizing that if there was a due warning, in accordance with international law, and an opportunity, within a limited time, for the passengers to leave the ship, nevertheless that the operation must be quickly done, Captain Turner, on May 6, had taken the full precautions such as swinging out the boats, properly provisioned, which have been heretofore described. The principal features of the Admiralty advice were (1) to give the headlands a wide berth; (2) to steer a mid-channel course; (3) to maintain as high a speed as practicable; (4) to zig-zag, and (5) to make ports, if possible, at dawn, thus running the last part of the voyage at night.

#### Followed His Instructions.

The reason for the advice as to keeping off headlands was that the submarines lurked near these prominent headlands and landfalls to and from which ships were likely to go. This instruction Captain Turner entirely followed in respect of Fastnet, which was the first point on the Irish coast which a vessel bound from New York to Liverpool would ordinarily approach closely, and, in normal times, the passing would be very near, or even inside of Fastnet. The Lusitania passed Fastnet so far out that Captain Turner could not see it. Whether the distance was about twenty-five miles, as petitioner contends, or about eighteen and one-half miles, as claimant calculates, the result is that either distance must be regarded as a wide berth, in comparison with the customary navigation at that point, and, besides, nothing happened there. At 8:30 P. M. on May 6 the message had been received from the British Admiralty that submarines were off Fastnet, so that Captain Turner, in this regard, not only followed the general advice, but the specific information from the Admiralty.

At 11:25 A. M. on May 7 Captain Turner received the wireless from the Admiralty plainly intended for the Lusitania, informing him that submarines (plural) were active in the southern part of the Irish Channel and when last heard of were twenty miles south of Coningberg Light Vessel. This wireless message presented acutely to the Captain the problem as to the best course to pursue, the always bearing in mind his determination and the desirability of getting to the Liverpool Bar when it could be crossed while the tide served and without a pilot. Further, as was stated by Sir Alfred Booth, "The one definite instruction we did give him to come up without a pilot." The reasons for this instruction were cogent and were concisely summed up by Sir Alfred Booth during his examination as a witness as follows:

It was one of the points that we felt it necessary to make the Captain of the Lusitania understand the importance of. The Lusitania can only cross the Liverpool Bar at certain states of the tide, and we therefore warned the Captain, or whoever might be Captain, that we did not think it would be safe for him to arrive off the bar at such a time that he would have to wait there, because that area had been infested with submarines, and we thought therefore it would be wiser for him to arrange his arrival in such a way, leaving him an absolutely free hand as to how he would do it, that he could come straight up without stopping at all. The one definite instruction we did give him with regard to that was to authorize him to come up without a pilot.

The tide would be high at Liverpool Bar at 6:53 on Saturday morning, May 8. Captain Turner planned to cross the bar as much earlier than that as he could get over without stopping, while at the same time figuring on passing during the darkness the dangerous waters from the entrance of St. George's Channel to the Liverpool Bar.

#### Decision of the Captain.

Having thus in mind his objective, and the time approximately when he intended to reach it, the message received at 11:25 A. M. required that he should determine whether to keep off land approximately the same distance as he was when he passed Fastnet, or to work inshore and go close to Coningberg Lightship. He determined that the latter was the better plan to avoid the submarines in mid-channel ahead of him. When Galley Head was sighted the course was changed so as to haul closer to the land, and this course was pursued until 1:40 P. M., at which time Captain Turner concluded that it was necessary for him to get his bearings accurately. This he decided should be done by taking a four-point bearing, during which procedure the ship was torpedoed. It is urged that he should have taken a two-point bearing or a cross bearing, which would have occurred



pled less time, but if, under all the conditions which appealed to his judgment as a mariner, he had taken a different method of ascertaining his exact distance and the result would have been inaccurate, or while engaged in taking a two-point bearing the ship had been torpedoed, then somebody would have said he should have taken a four-point bearing. The point of the matter is that an experienced Captain took the bearing he thought proper for his purposes, and to predicate negligence upon

such a course is to assert that a Captain is bound to guess the exact location of a hidden and puzzling danger.

Much emphasis has been placed upon the fact that the speed of the ship was eighteen knots at the time of the attack instead of twenty-four, or, in any event, twenty-one knots, and upon the further fact (for such it is) that the ship was not zigzagging as frequently as the Admiralty advised or in the sense of that advice.

Upon this branch of the case much testimony was taken, (some in camera, as in the Wreck Commissioners' Court,) and, for reasons of public interest, the methods of successfully evading submarines will not be discussed. If it be assumed that the Admiralty advice as of May, 1915, were sound and should have been followed, then the answer to the charge of negligence is twofold: (1) that Captain Turner, in taking a four-point bearing off the Old Head of Kinsale, was conscientiously exercising his judgment for the welfare of the ship, and (2) that it is impossible to determine whether, by zigzagging off the Old Head of Kinsale or elsewhere, the Lusitania would have escaped the German submarine or submarines.

As to the first answer I cannot better express my conclusion than in the language of Lord Mersey:

Captain Turner was fully advised as to the means which in the view of the Admiralty were best calculated to avert the perils he was likely to encounter, and in considering the question whether he is to blame for the catastrophe in which his voyage ended I have to bear this circumstance in mind. It is certain that in some respects Captain Turner did not follow the advice given to him. It may be (though I seriously doubt it) that had he done so his ship would have reached Liverpool in safety. But the question remains: Was his conduct the conduct of a negligent or of an incompetent man? On this question I have sought the guidance of my assessors, who have rendered me invaluable assistance, and the conclusion at which I have arrived is that blame ought not to be imputed to the Captain. The advice given to him, although meant for his most serious and careful consideration, was not intended to deprive him of the right to exercise his skilled judgment in the difficult questions that might arise from time to time in the navigation of his ship. His omission to follow the advice in all respects cannot fairly be attributed either to negligence or incompetence.

He exercised his judgment for the best. It was the judgment of a skilled and experienced man, and, although others might have acted differently, and, perhaps, more successfully, he ought not, in my opinion, to be blamed.

As to the second answer, it is only necessary to outline the situation in order to realize how speculative is the assertion of fault. It is plain from the radio messages of the Admiralty (May 6, 7:50 P. M., "Submarines active off south coast of Ireland"; May 6, 8:30 P. M., "Submarines off Fastnet"; the 11:25 message of May 7, supra; May 7, 11:40 A. M., "Submarines five miles south of Cape Clear, proceeding west when sighted at 10 A. M."), that more than one submarine was lying in wait for the Lusitania.

#### Lusitania Was Helpless.

A scientific education is not necessary to appreciate that it is much more difficult for a submarine successfully to hit a naval vessel than an unarmed merchant ship. The destination of a naval vessel is usually not known, that of the Lusitania was. A submarine commander, when attacking an armed vessel, knows that he, as the attacker, may and likely will also be attacked by his armed opponent. The Lusitania was as helpless in that regard as a peaceful citizen suddenly set upon by murderous assailants. There are other advantages of the naval vessel over the merchant ship which need not be referred to.

It must be assumed that the German submarine commanders realized the obvious disadvantages which necessarily attached to the Lusitania, and, if she had evaded one submarine, who can say what might have happened five minutes later? If there was, in fact, a third torpedo fired from the Lusitania's port side, then that incident would strongly suggest that, in the immediate vicinity of the ship, there were at least two submarines.

It must be remembered also, that the Lusitania was still in the open sea, considerably distant from the places of heretofore submarine activity and comfortably well off the Old Head of Kinsale, from which point it was about 140 miles to the Scilly Islands, and that she was nearly 100 miles from the entrance to St. George's Channel, the first channel she would enter on her way to Liverpool.

No transatlantic passenger liner and, certainly none carrying American citizens, had been torpedoed up to that time. The submarine, therefore, could lay their plans with facility to destroy the vessel somewhere on the way from Fastnet to Liverpool, knowing full well that any prey which would be afforded by an unarmed, unconverted well-known merchantman, which from every standpoint of international law, had the right to expect a warning before its peaceful passengers were sent to their death. That the attack was deliberate and long contemplated and intended ruthlessly to destroy human life, as well as property, can no longer be open to doubt. And when a foe employs such tactics it is idle and purely speculative to say that the action of the Captain of a merchant ship, in doing or not doing something or in taking one course and not another, was a contributing cause of disaster or that had the Captain not done what he did or had he done something else, then had the ship and her passengers would have evaded their assassins.

I find, therefore, as a fact, that Captain and, hence, the petitioner, were not negligent.

The importance of the cause, however, justifies the statement of another ground which effectually disposes of any question of liability.

It is an elementary principle of law that even if a person is negligent, recovery cannot be had unless the negligence is the proximate cause of the loss or damage.

#### Germany Intervened.

There is another rule, settled by ample authority, viz.: that, even if negligence is shown, it cannot be the proximate cause of the loss of damage, if an independent illegal act of a third party intervenes to cause the loss.

Jarnagin v. Travelers' Protective Assn., 133 F. R. 802.

Cole v. German Savings and Loan Soc., 124 F. R. 113.

See also, Insurance Co. v. Tweed, 7 Wall. 44.

Railroad Co. v. Reeves, 10 Wall. 176.

Insurance Co. v. Boon, 95 U. S. 117.

The Young America, 31 F. R. 749.

Goodlander Mill Co. v. Standard Oil Co., 63 F. R. 400.

Claimants contend strongly that the case at bar comes within *Holladay vs. Kennard*, 12 Wall. 254, where Mr. Justice Miller, who wrote the opinion, carefully stated that that case was not to be construed as laying down a rule different from that of *Railroad Company vs. Reeves*, supra. An elaborate analysis of the *Holladay* and other cases will not be profitable, suffice it to say, neither that nor any other case has changed the rule of law above stated, as to the legal import of an intervening illegal act of a third party.

The question then, is whether the act of the German submarine commander was an illegal act.

The United States courts recognize the binding force of international law. As was said by Mr. Justice Gray in the *Paquete Habana*, 175 U. S. 677, 700:

International law is part of our law, and must be ascertained and administered by the courts of justice of appropriate jurisdiction, as often as questions of right depending upon it are duly presented for their determination.

At least since as early as June 5, 1793, in the letter of Mr. Jefferson, Secretary of State, to the French Minister, our Government has recognized the law of nations as an "integral part" of the laws of the land.

Moore's International Law Digest, I., P. 10.

The Scotia, 14 Wall. 170, 187.

The New York, 175 U. S. 187, 197.

Kansas v. Colorado, 185 U. S. 125, 146.

Kansas v. Colorado, 206 U. S. 48.

To ascertain international law, "resort must be had to the customs and usages of civilized nations; and, as evidence of these, to the works of commentators and jurists. Such works are resorted to by judicial tribunals for trustworthy evidence of what the law really is."

The Paquete Habana, 175 U. S. 677;

(and authorities cited)

Let us first see the position of our Government and then ascertain whether that position has authoritative support. Mr. Lansing, in his official communication to the German Government, dated June 9, 1915, stated:

But the sinking of passenger ships involves principles of humanity which throw

into the background any special circumstances of detail that may be thought to affect the cases, principles which lift it as the Imperial German Government will no doubt be quick to recognize and acknowledge, out of the class of ordinary subjects of diplomatic discussion or of international controversy. Whatever be the other facts regarding the Lusitania, the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers, and carrying more than a thousand souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women, and children were sent to their death in circumstances unparalleled in modern warfare. The fact that more than one hundred American citizens were among those who perished made it the duty of the Government of the United States to speak of these things and once more with solemn emphasis to call the attention of the Imperial German Government to the grave responsibility which the Government of the United States conceives that it has incurred in this tragic occurrence, and to the indisputable principle upon which that responsibility rests. The Government of the United States is contending for something much greater than mere rights of property or privileges of commerce. It is contending for nothing less high and sacred than the rights of humanity, which every Government honors itself in respecting and which no Government is justified in resigning on behalf of those under its care and authority. Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those on board the ship in jeopardy. This principle the Government of the United States understands the explicit instructions issued on Aug. 3, 1914, by the Imperial German Admiralty to its commanders at sea to have recognized and embodied as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend. It is upon this principle of humanity, as well as upon the law founded upon this principle, that the United States must stand.

The Government of the United States can not admit that the proclamation of a war zone from which neutral ships have been warned to keep away may be made to operate as in any degree an abbreviation of the rights either of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It does not understand the Imperial German Government to question those rights. It understands it, also, to accept as established beyond question the principle that the lives of noncombatants can not lawfully or rightfully be put in jeopardy by the capture or destruction of an unresisting merchantman, and to recognize the obligation to take sufficient precaution to ascertain whether a suspected merchantman is in fact of belligerent nationality or is in fact carrying contraband of war under a neutral flag. The Government of the United States therefore deems it

unnecessary to put these principles into practice in respect of the safeguarding of American lives and American ships, and asks for assurances that this will be done. White Book of Department of State entitled "Diplomatic Correspondence with Belligerent Governments Relating to Neutral Rights and Duties, European War, No. 2," at Page 172. Printed and distributed Oct. 21, 1915.

The German Government found itself compelled ultimately to recognize the principles insisted upon by the Government of the United States for, after considerable correspondence, and on May 4, 1916, (after the *Sussex* had been sunk,) the German Government stated:

The German submarine forces have had, in fact, orders to conduct submarine warfare in accordance with the general principles of visit and search and destruction of merchant vessels as recognized by international law, the sole exception being the conduct of warfare against the enemy trade carried on enemy freight ships that are encountered in the war zone surrounding Great Britain.

The German Government, guided by this idea, notifies the Government of the United States that the German naval forces have received the following orders: In accordance with the general principles of visit and search and destruction of merchant vessels recognized by international law, such vessels, both within and without the area declared as naval war zone, shall not be sunk without warning and without saving human lives, unless these ships attempt to escape or offer resistance. See Official Communication by German Foreign Office to Ambassador Gerard, May 4, 1916, (White Book No. 3 of Department of State, pp. 302, 303.)

There is, of course, no doubt as to the right to make prize of an enemy ship on the high seas, and, under certain conditions, to destroy her, and equally no doubt of the obligation to safeguard the lives of all persons aboard, whether passengers or crew.

Philmore on International Law, 3d Ed.

Vol. 3, p. 584;

Sir Sheraton Baker on "First Steps in International Law," p. 236;

G. B. Davis on "Elements of International Law," pp. 358, 359;

A. Pearce Higgins on "War and the Private Citizen," pp. 33, 78, referring to proceedings of "Institute of International Law at Turin" in 1882;

Creasy on International Law, p. 562, quoting Chief Justice Cockburn in his judgment in the *Genera Arbitration*;

L. A. Atherby-Jones on "Commerce in War," p. 529;

Professor Holland's Article, Naval War College, 1907, p. 82;

Oppenheim on International Law, 2 Ed. Vol. 2, pp. 244, 311;

Taylor on International Law, p. 572;

Westlake on International Law, 2d Ed. p. 309, Part II.

Halleck on International Law, Vol. II., p. 15, 16;

Vattel's Law of Nations, Chittrey's Ed. 302.

#### From the Law of Nations.

Two quotations from this long list may be given for convenience, one stating the rule and the other the attitude which obtains among civilized Governments: Oppenheim sets forth as among violations of the rules of war:

(12) Attack on enemy merchantmen without previous request to submit to visit.

The observation in Vattel's Law of Nations is peculiarly applicable to the case of the Lusitania:

Let us never forget that our enemies are men. Though reduced to the disagreeable necessity of prosecuting our right by force of arms, let us not divest ourselves of that charity which connects us with all mankind. Thus shall we courageously defend our country's rights without violating those of human nature. Let our valour preserve itself from every stain of cruelty and the lustre of victory will not be tarnished by inhuman and brutal actions.

In addition to the authorities supra are the regulations and practices of various Governments. In 1512 Henry VIII. issued instructions to the Admiral of the Fleet which accord with our understanding of modern international law. (Hosack's Law of Nations, p. 168.) Such has been England's course since. (22 Geo. 2d C. 33, 2 Sec. 9, 1749; British Admiralty Manual of Prize Law 188, Secs. 303, 304.)

Substantially the same rules were followed in the Russian and Japanese regulations, and probably in the codes or rules of many other nations. Russian Prize Regulations, March 27, 1895, (cited in Moore's Digest, Volume VII., p. 518.) Japanese Prize Law of 1894, Article 22, (cited in Moore, supra, Volume VII., p. 525.) Japanese Regulations, March 7, 1904, (see Takahashi's Cases on International Law during Chino-Japanese war.)

The rules recognized and practiced by the United States, among other things, provide:

(16) In the case of an enemy merchantman it may be sunk, but only, if it is impossible to take it into port, and provided always that the persons on board are put in a place of safety. (U. S. White Book, European War, No. 3, P. 192.)

These humane principles were practiced both in the war of 1812 and during our own war of 1861-65. Even with all the bitterness (now happily ended and forgotten) and all the difficulties of having no port to which to send a prize, Captain Semmes of the Alabama strictly observed the rule as to human life, even going so far as to release ships because he could not care for the passengers. But we are not confined to American and English precedents and practices.

While acting contrary to its official statements, yet the Imperial German Government recognized the same rule as the United States, and prior to the sinking of the Lusitania had not announced any other rule. The war zone proclamation of Feb. 4, 1915, contained no warning that the accepted rule of civilized naval warfare would be discarded by the German Government.

#### Did Not Dispute Rule.

Indeed, after the Lusitania was sunk, the German Government did not make any such claim, but in answer to the first American note in reference to the Lusitania the German Foreign Office, per von Jagow, addressed to Ambassador Gerard a note dated May 18, 1915, in which, inter alia, it is stated in connection with the sinking of the Lusitania:



German submarine had the intention of allowing passengers and crew ample opportunity to save themselves. It was not until the Captain disregarded the order to lay to and look to flight, sending up rocket signals for help, that the German commander ordered the crew and passengers by signals and megaphone to leave the ship within ten minutes. As a matter of fact, he allowed them twenty-three minutes, and did not fire the torpedo until suspicious steamers were hurrying to the aid of the Falaba. (White Book N. 2, U. S. Department of State, p. 169.)

Indeed, as late as May 4, 1916, Germany did not dispute the applicability of the rule, as is evidenced by the note written to our Government by von Jagow of the German Foreign Office, an extract of which has been quoted supra. Further, Section 116 of the German Prize Code, (Huberich and Kind translation, p. 68,) in force at the date of the Lusitania's destruction, conformed with the American rule. It provided:

Before proceeding to a destruction of the vessel the safety of all persons on board, and, so far as possible, their effects, is to be provided for, and all ship's papers and other evidentiary material which, according to the views of the persons at interest, is of value for the formulation of the judgment of the prize court, are to be taken over by the commander.

Thus, when the Lusitania sailed from New York, her owner and master were justified in believing that, whatever else had theretofore happened, this simple, humane and universally accepted principle would not be violated. Few, at that time, would be likely to construe the warning advertisement as calling attention to more than the perils to be expected from quick disembarkation and the possible rigors of the sea after the proper safeguarding of the lives of passengers by at least full opportunity to take to the boats.

It is, of course, easy now in the light of many later events, added to preceding acts, to look back and say that the Cunard Line and its Captain should have known that the German Government would authorize or permit so shocking a breach of international law and so foul an offense, not only against an enemy, but as well against peaceful citizens of a then friendly nation.

But, the unexpected character of the act was best evidenced by the horror which it excited in the minds and hearts of the American people.

#### Germany Is Responsible.

The fault, therefore, must be laid upon those who are responsible for the sinking of the vessel, in the legal as well as moral sense. It is, therefore, not the Cunard Line, petitioner, which must be held liable for the loss of life and property. The cause of the sinking of the Lusitania was the illegal act of the Imperial German Government, acting through its instrument, the submarine commander and violating a cherished and humane rule observed, until this war, by even the bitterest antagonists. As Lord Mersey said, "The whole blame for the cruel destruction of life in this catastrophe must rest solely with those who plotted and with those who committed the crime."

But, while in this law suit there may be no recovery, it is not to be doubted that the United States of America and her allies will well remember the rights of those affected by the sinking of the Lusitania and, when the time shall come, will see to it that reparation shall be made for one of the most indefensible acts of modern times.

The petition is granted and the claims dismissed, without costs.

JULIUS M. MAYER,  
District Judge.

Aug. 23, 1918.

#### Addendum.

The grounds upon which the decision is put render unnecessary the discussion of some other interesting questions suggested.

As to the exception to interrogatory twentieth, brushing aside all technical points, I am satisfied that the withheld answer relates to matters irrelevant to the issues here. It certainly cannot be expected, in wartime, that an American court will ask for the disclosure of information deemed confidential by the British Admiralty nor can I see any good reason for delaying a decree until some future date when the information may be forthcoming; for it seems to me that no matter what other general advices of the Admiralty may have been given prior to May 7, 1915, the result of this case, must be the same.

D. J.

#### REST IN PEACE.

The Lusitania is avenged—its martyrs crowned.

#### A DAY TO CELEBRATE.

The Journal's flag this morning was flying at the topmast before 4 o'clock. The official news of the signing of the armistice was not received in Washington until a quarter before 3, and within the hour a bright calcium light was shining on our fluttering flag, the Journal clock was ablaze and Jersey City knew that peace was at hand.

The telegraphic service of the great Associated Press, of which the Jersey Journal is a member, was the guarantee that the Journal's news was authentic, and when the light in our tower was turned on and the Stars and Stripes flew at our masthead Jersey City had no fear that there was any fake about this peace announcement, as there had been about the announcement sent out by another news service last Thursday.

To-day we are all celebrating. Autocracy is broken. The Hohenzollerns and the Hapsburgs have gone into the discard. Here penalties, punishments, indemnities or anything of that sort have been forgotten for the moment in the joy over a world war's ending. These other matters will all be attended to in due time. To-day we are all too happy for such things and we want everyone else to know it.

Ours is a land of peace and order, the worst we have to fear being the occasional outburst of perhaps a little too much enthusiasm. What a different state of affairs exists in Germany, where an empire is breaking up! There the red hand of revolution is already raised. The Chancellor frantically begs for order, but to little avail.

In both America and Germany is the war's end being celebrated to-day, but in those celebrations there is a world of difference.



# INTERNATIONAL CONCILIATION

Published monthly by the  
American Association for International Conciliation.  
Entered as second class matter at New York, N. Y.,  
Post office, February 23, 1909, under act of July 16, 1894

## THE "LUSITANIA"

Opinion of Court, United States District Court, Southern  
District of New York—In the matter of the petition of  
the Cunard Steamship Company, Limited, as owners of  
the Steamship "Lusitania", for limitation of its liability.



NOVEMBER, 1918

No. 132

AMERICAN ASSOCIATION FOR INTERNATIONAL CONCILIATION  
SUB-STATION 84 (407 WEST 117TH STREET)  
NEW YORK CITY



It is the aim of the Association for International Conciliation to awaken interest and to seek coöperation in the movement to promote international good will. This movement depends for its ultimate success upon increased international understanding, appreciation, and sympathy. To this end, documents are printed and widely circulated, giving information as to the progress of the movement and as to matters connected therewith, in order that individual citizens, the newspaper press, and organizations of various kinds may have accurate information on these subjects readily available.

The Association endeavors to avoid, as far as possible, contentious questions, and in particular questions relating to the domestic policy of any given nation. Attention is to be fixed rather upon those underlying principles of international law, international conduct, and international organization, which must be agreed upon and enforced by all nations if peaceful civilization is to continue and to be advanced. A list of publications will be found on pages 47, 48 and 49.

Subscription rate: twenty-five cents for one year, or one dollar for five years.



# COUNCIL OF DIRECTION OF THE AMERICAN ASSOCIATION FOR INTERNATIONAL CONCILIATION

LYMAN ABBOTT, NEW YORK  
EDWIN A. ALDERMAN, CHARLOTTESVILLE,  
VA.

JOHN R. ALPINE, CHICAGO, ILL.  
ROBERT BACON, NEW YORK  
RICHARD BARTHOLDT, ST. LOUIS, MO.  
GEORGE BLUMENTHAL, NEW YORK  
CLIFTON R. BRECKENRIDGE, FORT SMITH,  
ARKANSAS

WILLIAM J. BRYAN, LINCOLN, NEBRASKA  
T. E. BURTON, CLEVELAND, OHIO  
NICHOLAS MURRAY BUTLER, NEW YORK  
ANDREW CARNEGIE, NEW YORK  
RICHARD H. DANA, BOSTON, MASS.  
ARTHUR L. DASHER, MACON, GA.

HORACE E. DEMING, NEW YORK  
GANO DUNN, NEW YORK  
CHARLES W. ELIOT, CAMBRIDGE, MASS.  
AUSTEN G. FOX, NEW YORK  
ROBERT A. FRANKS, ORANGE, N. J.

JOHN P. FREY, CINCINNATI, OHIO  
ROBERT GARRETT, BALTIMORE, MD.  
JOSEPH P. GRACE, NEW YORK  
WILLIAM GREEN, INDIANAPOLIS, IND.

WILLIAM J. HOLLAND, PITTSBURGH, PA.  
HAMILTON HOLT, NEW YORK  
DAVID STARR JORDAN, STANFORD  
UNIVERSITY, CAL.

J. H. KIRKLAND, NASHVILLE, TENN.  
MRS. JAMES LEES LAIDLAW, NEW YORK  
THOMAS W. LAMONT, NEW YORK  
ADOLPH LEWISOHN, NEW YORK  
CLARENCE H. MACKAY, NEW YORK

THEODORE MARBURG, BALTIMORE, MD.  
BRANDER MATTHEWS, NEW YORK  
SILAS MCBEE, NEW YORK

GEORGE B. MCCLELLAN, PRINCETON, N. J.  
ANDREW J. MONTAGUE, RICHMOND, VA.  
MRS. PHILIP N. MOORE, WASHINGTON, D. C.  
W. W. MORROW, SAN FRANCISCO, CAL.

LEVI P. MORTON, NEW YORK  
STEPHEN H. OLIN, NEW YORK

MRS. PERCY V. PENNYBACKER, NEW YORK  
HENRY S. PRITCHETT, NEW YORK  
A. V. V. RAYMOND, BUFFALO, N. Y.  
IRA REMSEN, BALTIMORE, MD.

JAMES FORD RHODES, BOSTON, MASS.  
ELIHU ROOT, NEW YORK

J. G. SCHURMAN, ITHACA, N. Y.  
JAMES BROWN SCOTT, WASHINGTON, D. C.  
CHARLES HITCHCOCK SHERRILL, NEW YORK  
MRS. SEWARD A. SIMONS, LOS ANGELES, CAL.

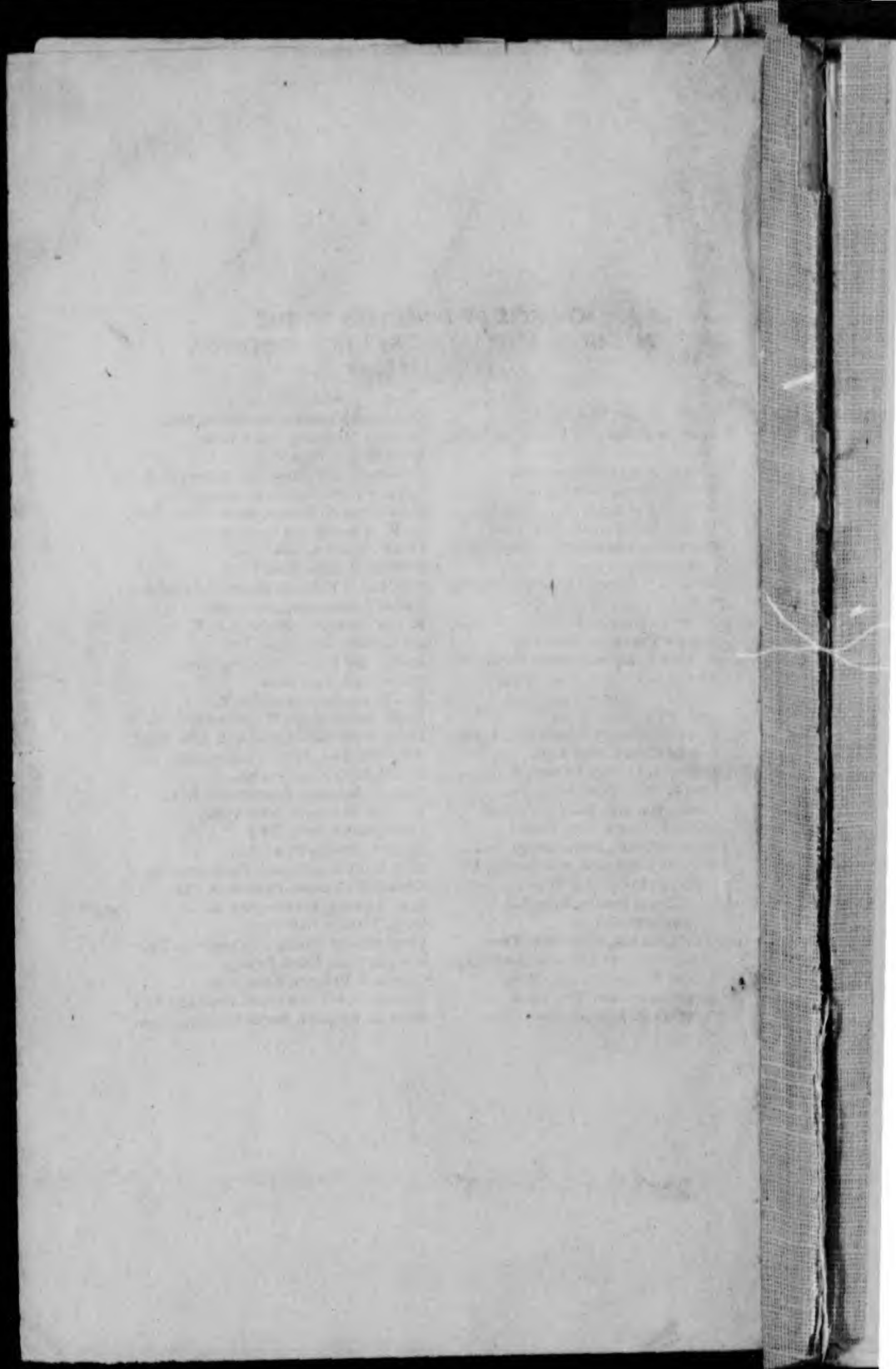
F. J. V. SKIFF, CHICAGO, ILL.  
JAMES L. SLAYDEN, WASHINGTON, D. C.  
WILLIAM M. SLOANE, NEW YORK

JAMES SPEYER, NEW YORK  
OSCAR S. STRAUS, NEW YORK  
MRS. MARY WOOD SWIFT, BERKELEY, CAL.

GEORGE W. TAYLOR, DEMOPOLIS, ALA.  
O. H. TITTMAN, WASHINGTON, D. C.  
W. H. TOLMAN, NEW YORK

CHARLEMAGNE TOWER, PHILADELPHIA, PA.  
EDWARD TUCK, PARIS, FRANCE  
GEORGE E. VINCENT, NEW YORK  
WILLIAM D. WHEELWRIGHT, PORTLAND, ORE.  
MARY E. WOOLLEY, SOUTH HADLEY, MASS.







## STATEMENT AS TO LEGAL PROCEEDINGS GROWING OUT OF DESTRUCTION OF THE "LUSITANIA"

After the destruction of the "Lusitania" a series of actions were begun against the Cunard Company. Some of these were brought in England and have not yet been tried. Sixty-seven actions at law and suits in Admiralty were instituted in the United States. Most of these were brought in the United States District Court for the Southern District of New York, but some were brought in the United States Courts, in Illinois and Massachusetts, and some in the New York State Supreme Court in New York and Kings Counties.

All of the actions were brought either by passengers who claimed to have been injured or by the representatives of passengers who had lost their lives. The total damages demanded in the sixty-seven actions amounted to \$5,883,479. Most of this was claimed for loss of life. The total claims for personal injuries amounted to \$444,700 and there were some relatively small claims for loss of baggage.

Many of the claimants contended that the Cunard Company was responsible because the speed of the ship had been reduced without notice, because ports were left open, because collapsible boats were not loose, because the crew did not distribute life belts, because the German Embassy in the United States had given public warning; because the Company did not direct the master of the ship to depart from the



usual course, and failed to instruct him to make land-falls after dark, to cross the danger zone in the dark, to pass through the danger zone at the highest speed and to zigzag. They further claimed that the navigation of the ship was negligent; that the master disobeyed Admiralty instructions; that the Company had failed to provide a competent master and crew, and that after the torpedoing ports were left open and boats negligently handled.

Some of the claimants, while admitting that the "Lusitania" was sunk by a public enemy, denied that the sinking was unlawful, and some claimed that the German Government had given due notice that vessels would be torpedoed without warning. One of the claimants contended that the "Lusitania" was loaded with highly explosive materials; that these exploded when the steamship was torpedoed by a German submarine; that the speed had been reduced to about eight nautical miles; that she carried the component parts of war vessels, to wit, of submarines; that she carried troops; that she was painted a grey color; that she carried gun cotton, nitroglycerine, dynamite and other munitions of war and highly dangerous explosives, and that she had the appearance and character of a war vessel.

Under the statutes of the United States it was permissible to consolidate and try together all these actions by means of a proceeding to limit liability of the owners of the "Lusitania." Such a proceeding was accordingly brought in the United States District Court for the Southern District of New York, and the initial steps in that proceeding, as well as the trial itself, were had before Judge Julius M. Mayer, of that court. In that proceeding, the first issue was



whether there was negligence on the part of either the Cunard Company or of the officers of the vessel. If it had been determined that there was negligence, the court would then have had to consider whether the negligent acts were the acts of the Company itself or of the officers of the vessel, for in the latter case the Company would be entitled to have its liability limited to the value of its interest in the S.S. "Lusitania" and her pending freight.

From Judge Mayer's opinion it will appear that the court held that there was no negligence and it was therefore not necessary for the court to consider the second question.

In June, 1915, almost immediately following the destruction of the "Lusitania," a proceeding was had in the Wreck Commissioners' Court in Great Britain to inquire as to the circumstances of the destruction of the vessel. Lord Mersey, Wreck Commissioner of the United Kingdom, presided at those proceedings which continued from June 15 to July 1, 1915, thirty-six witnesses being examined. All of the testimony taken before Lord Mersey which was deemed material by either side was offered at the trial before Judge Mayer.

By reason of war conditions, it was necessary to take considerable additional testimony by commission before trial. The District Court accordingly issued two commissions to take testimony in the United States and one to take testimony in England. The latter commission was issued to Mr. R. V. Wynne, of London, and thirty-three witnesses were examined before him, the proceedings extending from June 12 to June 22, 1917.



The trial itself was opened before Judge Mayer and continued from April 17 to May 6, 1918, forty witnesses being examined. After the conclusion of the testimony the case was orally argued and subsequently, on July 10, 1918, briefs were filed. Decision was rendered August 23, 1918.



## THE LUSITANIA

Opinion of Court, United States District Court, Southern District of New York—In the matter of the petition of the Cunard Steamship Company, Limited, as owners of the Steamship "Lusitania," for limitation of its liability.

Before Hon. JULIUS M. MAYER, *District Judge*:

On May 1, 1915, the British passenger-carrying merchantman "Lusitania" sailed from New York bound for Liverpool, with 1,257 passengers and a crew of 702, making a total of 1,959 souls on board, men, women and children. At approximately 2:10 on the afternoon of May 7, 1915, weather clear and sea smooth, without warning, the vessel was torpedoed and went down by the head in about 18 minutes, with an ultimate tragic loss of life of 1,195.

Numerous suits having been begun against the Cunard Steamship Company, Limited, the owner of the vessel, this proceeding was brought in familiar form, by the steamship company, as petitioner, to obtain an adjudication as to liability and to limit petitioner's liability to its interest in the vessel and her pending freight, should the court find any liability.

The sinking of the "Lusitania" was inquired into before the Wreck Commissioner's Court in London, June 15, 1915, to July 1, 1915, and the testimony then adduced, together with certain depositions taken pursuant to commissions issued out of this court and the testimony of a considerable number of passengers,



crew and experts heard before this court, constitute the record of the cause. It is fortunate for many reasons, that such a comprehensive judicial investigation has been had; for in addition to a mass of facts which give opportunity for a clear understanding of the case in its various aspects, the evidence presented has disposed, without question and for all time, of any false claims brought forward to justify this inexpressibly cowardly attack upon an unarmed passenger liner.

So far as equipment went, the vessel was seaworthy in the highest sense. Her carrying capacity was 2,198 passengers and a crew of about 850 or about 3,000 persons in all. She had 22 open life boats capable of accommodating 1,322 persons, 26 collapsible boats with a capacity of 1,283, making a total of 48 boats with a capacity for 2,605, in all, or substantially in excess of the requirements of her last voyage. Her total of life belts was 3,187 or 1,959 more than the total number of passengers, and, in addition, she carried 20 life buoys. She was classed 100 A1 at Lloyd's, being 787 feet long over all, with a tonnage of 30,395 gross and 12,611 net. She had four turbine engines, 25 boilers, 4 boiler rooms, 12 transverse bulkheads dividing her into 13 compartments, with a longitudinal bulkhead on either side of the ship for 425 feet, covering all vital parts.

The proof is absolute that she was not and never had been armed nor did she carry any explosives. She did carry some 18 fuse cases and 125 shrapnel cases consisting merely of empty shells without any powder charge, 4,200 cases of safety cartridges and 189 cases of infantry equipment, such as leather fittings, pouches, and the like. All these were for deliv-



ery abroad but none of these munitions could be exploded by setting them on fire in mass or in bulk nor by subjecting them to impact. She had been duly inspected on March 17, April 15, 16 and 17, all in 1915, and before she left New York, the boat gear and boats were examined, overhauled, checked up and defective articles properly replaced.

There is no reason to doubt that this part of her equipment was in excellent order when she left New York. The vessel was under the command of a long service and experienced captain and officered by competent and experienced men. The difficulties of the war prevented the company from gathering together a crew fully reaching a standard as high as in normal times (many of the younger British sailors having been called to the colors), but, all told, the crew was good and, in many instances, highly intelligent and capable. Due precaution was taken in respect of boat drills while in port, and the testimony shows that those drills were both sufficient and efficient. Some passengers did not see any boat drills on the voyage, while others characterized the drills, in effect, as formally superficial. Anyone familiar with ocean traveling knows that it is not strange that boat drills may take place unobserved by some of the passengers who, though on deck, may be otherwise occupied or who may be in another part of the ship and such negative testimony must give way to the positive testimony that there were daily boat drills, the object of which mainly was to enable the men competently and quickly to lower the boats.

Each man had a badge showing the number of the boat to which he was assigned and a boat list was posted in three different places in the ship.



Each day of the voyage a drill was held with the emergency boat which was a fixed boat, either No. 13 on the starboard side or No. 14 on the port side, according to the weather, the idea, doubtless, being to accustom the men quickly to reach the station on either side of the ship. The siren was blown and a picked crew from the watch assembled at the boat, put on the life belts, jumped into the boat, took their places and jumped out again.

Throughout this case it must always be remembered that the disaster occurred in May, 1915, and the whole subject must be approached with the knowledge and mental attitude of that time. It may be that more elaborate and effective methods and precautions have been adopted since then, but there is no testimony which shows that these boat drills, as practised on the voyage, were not fully up to the then existing standards and practices. There can be no criticism of the bulkhead door drills, for there was one each day.

In November, 1914, the directors of the Cunard Company, in view of the falling off of the passenger traffic, decided to withdraw the "Lusitania's" sister ship, "Mauretania", and to run the "Lusitania" at three-fourth's boiler power, which involved a reduction of speed from an average of about 24 knots to an average of about 21 knots. The ship was operated under this reduced boiler power and reduced rate of speed for six round trips until and including the fatal voyage, although at the reduced rate she was considerably faster than any passenger ship crossing the Atlantic at that time. This reduction was in part for financial reasons and in part "a question of economy of coal and labor in time of war." No profit was expected



and none was made, but the Company continued to operate the ship as a public service. The reduction from 24 to 21 knots is, however, quite immaterial to the controversy, as will later appear.

Having thus outlined the personnel, equipment and cargo of the vessel, reference will now be made to a series of events preceding her sailing on May 1, 1915.

On February 4, 1915, the Imperial German Government issued a proclamation as follows:

#### PROCLAMATION

1. The waters surrounding Great Britain and Ireland, including the whole English Channel are hereby declared to be war zone. On and after the 18th of February, 1915, every enemy merchant ship found in the said war zone will be destroyed without its being always possible to avert the dangers threatening the crews and passengers on that account.

2. Even neutral ships are exposed to danger in the war zone as, in view of the misuse of neutral flags ordered on January 31 by the British Government and of the accidents of naval war, it cannot always be avoided to strike even neutral ships in attacks that are directed at enemy ships.

3. Northward navigation around the Shetland Islands, in the eastern waters of the North Sea and in a strip of not less than 30 miles width along the Netherlands coast is in no danger.

VON POHL

*Chief of the Admiral Staff of the Navy*

Berlin, February 4, 1915

This was accompanied by a so-called memorial, setting forth the reasons advanced by the German Government in support of the issuance of this proclamation, an extract from which is as follows:

Just as England declared the whole North Sea between Scotland and Norway to be comprised within the seat of war, so does Germany now declare the waters surrounding Great Britain and Ireland, including the whole English Channel to be comprised within the seat of war, and will prevent by all the military means



at its disposal all navigation by the enemy in those waters. To this end it will endeavor to destroy, after February 18 next, any merchant vessels of the enemy which present themselves at the seat of war above indicated, although it may not always be possible to avert the dangers which may menace persons and merchandise. Neutral powers are accordingly forewarned not to continue to entrust their crews, passengers or merchandise to such vessels.

To this proclamation and memorial the Government of the United States made due protest under date of February 10, 1915. On the same day protest was made to England by this Government regarding the use of the American flag by the "Lusitania" on its voyage through the war zone on its trip from New York to Liverpool of January 30, 1915, in response to which, on February 19, Sir Edward Grey, Secretary of State for Foreign Affairs, handed a memorandum to Mr. Page, the American Ambassador to England, containing the following statement:

It was understood that the German Government had announced their intention of sinking British merchant vessels at sight by torpedoes without giving any opportunity of making any provisions for saving the lives of non-combatant crews and passengers. It was in consequence of this threat that the "Lusitania" raised the United States flag on her inward voyage and on her subsequent outward voyage. A request was made by the United States passengers who were embarking on board her that the United States flag should be hoisted, presumably to insure their safety.

The British Ambassador, Hon. Cecil Spring-Rice, on March 1, 1915, in a communication to the American Secretary of State, regarding an economic blockade of Germany, stated in reference to the German proclamation of February 4th:



Germany has declared that the English Channel, the north and west coasts of France, and the waters around the British Isles are a war area and has officially notified that all enemy ships found in that area will be destroyed and that neutral vessels may be exposed to danger. This is in effect a claim to torpedo at sight, without regard to the safety of the crew or passengers, any merchant vessel under any flag. As it is not in the power of the German Admiralty to maintain any surface craft in these waters, this attack can only be delivered by submarine agency.

Beginning with the 30th of January, 1915, and prior to the sinking of the "Lusitania" on May 7, 1915, German submarines attacked and seemed to have sunk 20 merchant and passenger ships within about 100 miles of the usual course of the "Lusitania", chased two other vessels which escaped, and damaged still another.

It will be noted that nothing is stated in the German memorandum, *supra*, as to sinking enemy merchant vessels without warning but, on the contrary, the implication is that settled international law as to visit and search and an opportunity for the lives of passengers to be safeguarded, will be obeyed "although it may not always be possible to avert the dangers which may menace persons and merchandise."

As a result of this submarine activity, the "Lusitania", on its voyages from New York to Liverpool beginning with that of January 30, 1915, steered a course further off from the South Coast of Ireland than formerly.

In addition, after the German Proclamation of February 4, 1915, the "Lusitania" had its boats swung out and provisioned while passing through the danger zone, did not use its wireless for sending



messages, and did not stop at the Mersey Bar for a pilot, but came directly up to its berth.

The petitioner and the master of the "Lusitania" received certain advices from the British Admiralty on February 10, 1915, as follows:

INSTRUCTIONS WITH REFERENCE TO SUBMARINES

10th February, 1915

Vessels navigating in submarine areas should have their boats turned out and fully provisioned. The danger is greatest in the vicinity of ports and off prominent headlands on the coast. Important landfalls in this area should be made after dark whenever possible. So far as is consistent with particular trades and state of tides, vessels should make their ports at dawn.

On April 15, and 16, 1915, and after the last voyage from New York, preceding the one on which the "Lusitania" was torpedoed, the Cunard Company and the master of the "Lusitania" received at Liverpool the following advices from the British Admiralty:

Confidential Daily Voyage Notice 15th April, 1915, issued under Government War Risk Scheme.

German submarines appear to be operating chiefly off prominent headlands and landfalls. Ships should give prominent headlands a wide berth.

Confidential memo. issued 16th April, 1915:

War experience has shown that fast steamers can considerably reduce the chance of successful surprise submarine attack by zig-zagging—that is to say, altering the course at short and irregular intervals, say in 10 minutes to half an hour. This course is almost invariably adopted by war ships when cruising in an area known to be infested by submarines. The underwater speed of a submarine is very low and it is exceedingly difficult for her to get into position to deliver an attack unless she can observe and predict the course of the ship attacked.

Sir Alfred Booth, Chairman of the Cunard Line, was a member of the War Risks Committee at Liver-



pool, consisting of shipowners, representatives of the Board of Trade and the Admiralty, which received these instructions, and passed them on to the owners of vessels, including the Cunard Company, who distributed them to the individual masters.

On Saturday, May 1, 1915, the advertised sailing date of the "Lusitania" from New York to Liverpool on the voyage on which she was subsequently sunk, there appeared the following advertisement in the *New York Times*, *New York Tribune*, *New York Sun*, *New York Herald* and the *New York World*, this advertisement being in all instances, except one, placed directly over, under or adjacent to the advertisement of the Cunard Line regarding the sailing of the "Lusitania":

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.

April 22, 1915

IMPERIAL GERMAN EMBASSY  
WASHINGTON, D. C.

This was the first insertion of this advertisement, although it was dated more than a week prior to its publication. Captain Turner, the master of the vessel, saw the advertisement or "something of the kind" before sailing and realized that the "Lusitania" was included in the warning. The Liverpool office of the Cunard Company was advised of the sailing and the number of passengers by cable from the New York office, but no mention was made of the above quoted



advertisement. Sir Alfred Booth was informed through the press of this advertisement on either Saturday evening, May 1, or Sunday morning, May 2.

The significance and construction to be given to this advertisement will be discussed *infra*, but it is perfectly plain that the master was fully justified in sailing on the appointed day from a neutral port with many neutral and non-combatant passengers, unless he and his company were willing to yield to the attempt of the German Government to terrify British shipping. No one familiar with the British character would expect that such a threat would accomplish more than to emphasize the necessity of taking every precaution to protect life and property, which the exercise of judgment would invite.

And, so, as scheduled, the "Lusitania" sailed, undisguised, with her four funnels and a figure so familiar as to be readily discernible not only by naval officers and mariners, but by the ocean-going public generally.

The voyage was uneventful until May 6. On approaching the Irish coast, on May 6, the Captain ordered all the boats hanging on the davits to be swung out and lowered to the promenade deck rail and this order was carried out under the supervision of Staff Captain Anderson who later went down with the ship. All bulkhead doors which were not necessary for the working of the ship were closed and it was reported to Captain Turner that this had been done. Lookouts were doubled, and two extra were put forward and one on either side of the bridge; that is, there were two lookouts in the crow's-nest, two in the eyes of the ship, two officers on the bridge, and a quartermaster on either side of the bridge.



Directions were given to the engine room to keep the highest steam they could possibly get on the boilers and in case the bridge rang for full speed to give as much as they possibly could. Orders were also given that ports should be kept closed.

At 7:50 p. m. on May 6, the "Lusitania" received the following wireless message from the Admiral at Queenstown:

Submarines active off south coast of Ireland

and at 7:56 the vessel asked for and received a repetition of this message. The ship was then going at a rate of 21 knots per hour.

At 8:30 p. m. of the same day the following message was received from the British Admiralty:

To all British ships 0005.

Take Liverpool Pilot at bar and avoid headlands. Pass harbors at full speed; steer mid-channel course. Submarines off Fastnet.

At 8:32 the Admiralty received a communication to show that this message had been received by the "Lusitania" and the same message was offered to the vessel seven times between midnight of May 6 and 10 a. m. of May 7.

At about 8 a. m. on the morning of May 7, on approaching the Irish coast, the vessel encountered an intermittent fog or Scotch mist, called "banks" in sea-faring language and the speed was reduced to 15 knots. Previously, the speed, according to Captain Turner's recollection, had been reduced to 18 knots. This adjustment of speed was due to the fact that Captain Turner wished to run the last 150 miles of the voyage in the dark so as to make Liverpool early on the morning of May 8, at the



earliest time when he could cross the bar without a pilot.

Judging from the location of previous submarine attacks, the most dangerous waters in the "Lusitania's" course were from the entrance to St. George's Channel to Liverpool Bar. There is no dispute as to the proposition that a vessel darkened is much safer from submarine attack at night than in the daytime and Captain Turner exercised proper and good judgment in planning accordingly as he approached dangerous waters. It is futile to conjecture as to what would or would not have happened had the speed been higher prior to the approach to the Irish coast, because, obviously, until then, the Captain could not figure out his situation, not knowing how he might be impeded by fog or other unfavorable weather conditions.

On the morning of May 7, 1915, the ship passed about 25 or 26 and, in any event, at least 18½ miles south of Fastnet, which was not in sight. The course was then held up slightly to bring the ship closer to land and a little before noon land was sighted and what was thought to be Brow Head was made out.

Meanwhile, between 11 a. m. and noon, the fog disappeared, the weather became clear and the speed was increased to 18 knots. The course of the vessel was S. 87 E. Mag. At 11:25 a. m. Captain Turner received the following message:

Submarines active in southern part of Irish Channel last heard of 20 miles south of Coningbeg Light vessel make certain "Lusitania" gets this.

At 12:40 p. m. the following additional wireless message from the Admiralty was received:

Submarines 5 miles south of Cape Clear proceeding west when sighted at 10 a. m.



After picking up Brow Head and at about 12:40 p. m., the course was altered in shore by about 30 degrees to about N. 63 or 67 E. Mag., Captain Turner did not recall which. Land was sighted which the Captain thought was Galley Head, but he was not sure and, therefore, held in shore. This last course was continued for an hour at a speed of 18 knots until 1:40 p. m. when the Old Head of Kinsale was sighted and the course was then changed back to the original course of S. 87 E. Mag.

At 1:50 p. m. the Captain started to take a four-point bearing on the Old Head of Kinsale and while thus engaged and at about 2:10 p. m., as heretofore stated, the ship was torpedoed on the starboard side. Whether one, two or three torpedoes were fired at the vessel cannot be determined with certainty. Two of the ship's crew were confident that a third torpedo was fired and missed the ship. While not doubting the good faith of these witnesses, the evidence is not sufficiently satisfactory to be convincing.

There was, however, an interesting and remarkable conflict of testimony as to whether the ship was struck by one or two torpedoes and witnesses, both passengers and crew, differed on this point, conscientiously and emphatically, some witnesses for claimants and some for petitioner holding one view and others called by each side holding the opposite view. The witnesses were all highly intelligent and there is no doubt that all testified to the best of their recollection, knowledge or impression, and in accordance with their honest conviction. The weight of the testimony (too voluminous to analyze) is in favor of the "two torpedo" contention, not only because of some convincing direct testimony (as, for instance, Adams, Lehman,



Morton), but also because of the unquestioned surrounding circumstances. The deliberate character of the attack upon a vessel whose identity could not be mistaken, made easy on a bright day, and the fact that the vessel had no means of defending herself, would lead to the inference that the submarine commander would make sure of her destruction. Further, the evidence is overwhelming that there was a second explosion. The witnesses differ as to the impression which the sound of this explosion made upon them—a natural difference due to the fact, known by common experience, that persons who hear the same explosion even at the same time will not only describe the sound differently but will not agree as to the number of detonations. As there were no explosives on board, it is difficult to account for the second explosion except on the theory that it was caused by a second torpedo. Whether the number of torpedoes was one or two is relevant, in this case, only upon the question of what effect, if any, open ports had in accelerating the sinking of the ship.

While there was much testimony and some variance as to the places where the torpedoes struck, judged by the sound or shock of the explosions, certain physical effects, especially as to smoke and blown-up debris, tend to locate the areas of impact with some approach to accuracy.

From all the testimony it may be reasonably concluded that one torpedo struck on the starboard side somewhere abreast of No. 2 boiler room and the other, on the same side, either abreast of No. 3 boiler room or between No. 3 and No. 4. From knowledge of the torpedoes then used by the German submarines, it is thought that they would effect a rupture of the



outer hull 30 to 40 feet long and 10 to 15 feet vertically.

Cockburn, Senior Second Engineer, was of the opinion that the explosion had done a great deal of internal damage. Although the lights were out, Cockburn could hear the water coming into the engine room. Water at once entered No. 1 and No. 2 boiler rooms, as a result necessarily attributable to the fact that one or both of the coal bunkers were also blown open. Thus, one torpedo flooded some or all of the coal bunkers on the starboard side of Nos. 1 and 2 boiler rooms and apparently flooded both boiler rooms.

The effect of the other torpedo is not entirely clear. If it struck midway between two bulkheads, it is quite likely to have done serious bulkhead injury. The "Lusitania" was built so as to float with two compartments open to the sea and with more compartments open she could not stay afloat. As the side coal bunkers are regarded as compartments, the ship could not float with two boiler rooms flooded and also any adjacent bunker and, therefore, the damage done by one torpedo was enough to sink the ship.

To add to the difficulties, all the steam had gone as a result of the explosions and the ship could not be controlled by her engines.

Little, Senior Third Engineer, testified that in a few seconds after the explosion, the steam pressure fell from 190 to 50 pounds, his explanation being that the main steam pipes or boilers had been carried away.

The loss of control of and by the engines resulted in disability to stop the engines, with the result that the ship kept her headway until she sank. That the ship commenced to list to starboard immediately is abundantly established by many witnesses.



Some of the witnesses (Lauriat and Adams, passengers, Duncan, Bestic and Johnson, officers) testified that the ship stopped listing to starboard and started to recover and then listed to starboard until she went over.

This action, which is quite likely, must have resulted from the inrush of water on the port side. There can be no other adequate explanation consistent with elementary scientific knowledge; for, if the ship temporarily righted herself, it must have been because the weight of water on the two sides was equal or nearly so. The entry of water into the port side must, of course, have been due to some rupture on that side. Such a result was entirely possible and, indeed, probable.

The explosive force was sufficiently powerful to blow debris far above the radio wires—*i.e.*, more than 160 feet above the water. The boiler rooms were not over 60 feet wide and so strong a force could readily have weakened the longitudinal bulkheads on the port side in addition to such injury as flying metal may have done. It is easy to understand, therefore, how the whole pressure of the water rushing in from the starboard side against the weakened longitudinal bulkheads on the port side would cause them to give way and thus open up some apertures on the port side for the entry of water. Later, when the water continued to rush in on the starboard side, the list to starboard naturally again occurred, increased and continued to the end. As might be expected, the degree of list to starboard is variously described but there is no doubt that it was steep and substantial.

A considerable amount of testimony was taken upon the contention of claimants that many of the



ship's ports were open, thus reducing her buoyancy and substantially hastening her sinking. There is no doubt that on May 6, adequate orders were given to close all ports. The testimony is conclusive that the ports on Deck F (the majority of which were dummy ports) were closed. Very few, if any, ports on E deck were open and, if so, they were starboard ports in a small section of the first class in the vicinity where one of the torpedoes did its damage. A very limited number of passengers testified that the port holes in their staterooms were open and, if their impressions are correct, these port holes, concerning which they testified, were all, or nearly all, so far above the water that they could not have influenced the situation.

There was conflicting testimony as to the ports in the dining room on D deck. The weight of the testimony justifies the conclusion that some of these ports were open—how many, it is impossible to determine. These ports, however, were from 23 to 30 feet above the water, and when the gap made by the explosion and the consequent severe and sudden list are considered, it is plain that these open ports were not a contributing cause of the sinking and had a very trifling influence, if any, in accelerating the time within which the ship sank.

From the foregoing, the situation can be visualized. Two sudden and extraordinary explosions, the ship badly listed so that the port side was well up in the air, the passengers scattered about on the decks and in the staterooms, saloons and companionways, the ship under headway and, as it turned out, only 18 minutes afloat—such was the situation which confronted the officers, crew and passengers in the endeavor to save the lives of those on board.



The conduct of the passengers constitutes an enduring record of calm heroism with many individual instances of sacrifice and, in general, a marked consideration for women and children. There was no panic but, naturally, there was a considerable amount of excitement and rush and much confusion and, as the increasing list rendered ineffective the lowering of the boats on the port side, the passengers, as is readily understandable, crowded over on the starboard side.

The problem presented to the officers of the ship was one of exceeding difficulty, occasioned largely because of the serious list and the impossibility of stopping the ship or reducing her headway.

The precaution of extra lookouts resulted in a prompt report to the Captain, via the bridge, of the sighting of the torpedo. Second Officer Heppert, who was on the bridge, immediately closed all watertight doors worked from the bridge and the testimony satisfactorily shows that all watertight doors worked by hand were promptly closed. Immediately after Captain Turner saw the wake of the torpedo, there was an explosion and then Turner went to the navigation bridge and took the obvious course, *i. e.*, had the ship's head turned to the land. He signalled the engine room for full speed astern, hoping, thereby, to take the way off the ship and then ordered the boats lowered down to the rail and directed that women and children should be first provided for in the boats. As the engine room failed to respond to the order to go full speed astern and, as the ship was continuing under way, Turner ordered that the boats should not be lowered until the vessel should lose her headway and he told Anderson, the Staff Captain, who was in charge of the port boats, to lower the boats when he

thought the way was sufficiently off to allow that operation. Anderson's fidelity to duty is sufficiently exemplified by the fact that he went down with the ship.

Jones, First Officer, and Lewis, Acting Third Officer, were in charge of the boats on the starboard side and personally superintended their handling and launching. Too much cannot be said both for their courage and skill but, difficult as was their task, they were not confronted with some of the problems which the port side presented. There, in addition to Anderson, were Bestic, Junior Third Officer, and another officer, presumably the second officer. These men were apparently doing the best they could and standing valiantly to their duty. Anderson's fate has already been mentioned and Bestic, although surviving, stuck to his post until the ship went down under him. The situation can readily be pictured even by a novice.

With the ship listed to starboard, the port boats, of course, swung inboard. If enough man power were applied, the boats could be put over the rail but then a real danger would follow. Robertson, the ship's carpenter, aptly described that danger in answer to a question as to whether it was possible to lower the open boats on the port side. He said:

No. To lower the port boats would just be like drawing a crate of unpacked china along a dock road. What I mean is that if you started to lower the boats you would be dragging them down the rough side of the ship on rivets which are what we call "snap headed rivets," they stand up about an inch from the shell of the ship, so you would be dragging the whole side of the boat away if you tried to lower the boats with a 15 degree list.

That some boats were and others would have been seriously damaged is evidenced by the fact that two



port boats were lowered to the water and got away (though one afterward filled) and not one boat reached Queenstown.

Each boat has its own history (except possibly boats 2 and 4), although it is naturally difficult, in each case, to allocate all the testimony to a particular boat.

There is some testimony given in undoubted good faith, that painted or rusted davits stuck out but the weight of the testimony is to the contrary. There were some lamentable occurrences on the port side, which resulted in spilling passengers, some of whom thus thrown out or injured went to their death. These unfortunate accidents, however, were due either to lack of strength of the seaman who was lowering or possibly, at worst, to an occasional instance of incompetency—due to the personal equation so often illustrated where one man of many may not be equal to the emergency. But the problem was of the most vexatious character. In addition to the crowding of passengers in some instances, was this extremely hazardous feat of lowering boats swung inboard from a tilted height, heavily weighted by human beings, with the ship still under way. It cannot be said that it was negligent to attempt this because, obviously, all the passengers could not be accommodated in the starboard boats.

On the starboard side, the problem, in some respects, was not so difficult while, in others, troublesome conditions existed quite different from those occurring on the port side. Here the boats swung so far out as to add to the difficulty of passengers getting in them, a difficulty intensified by the fact that many more passengers went to the starboard

side than to the port side and also, that the ship maintained her way. Six boats successfully got away. In the case of the remaining boats, some were successfully lowered but later met with some unavoidable accident and some were not successfully launched (such as Nos. 1, 5 and 17) for entirely explainable reasons which should not be charged to inefficiency on the part of the officers or crew.

The collapsible boats were on the deck under the open life-boats and were intended to be lifted and lowered by the same davits which lowered the open boats after the open boats had gotten clear of the ship. It was the duty of the officers to get the open boats away before giving attention to the collapsible boats and that was a question of time. These boats are designed and arranged to float free if the ship should sink before they can be hoisted over. They were cut loose and some people were saved on these boats.

It is to be expected that those passengers who lost members of their family or friends and who saw some of the unfortunate accidents, should feel strongly and entertain the impression that inefficiency or individual negligence was widespread among the crew. Such an impression, however, does an inadvertent injustice to the great majority of the crew, who acted with that matter-of-fact courage and fidelity to duty which are traditional with men of the sea. Such of these men, presumably fairly typical of all, as testified in this court, were impressive not only because of inherent bravery but because of intelligence and clear-headedness and they possessed that remarkable gift of simplicity so characteristic of truly fearless men who cannot quite understand why an ado is made of



acts which seem to them merely as, of course, in the day's work.

Mr. Grab, one of the claimants, and an experienced transatlantic traveler, concisely summed up the situation when he said:

They were doing the best they could—they were very brave and working as hard as they could without any fear; they didn't care about themselves. It was very admirably done. While there was great confusion, they did the best they could.

It will unduly prolong a necessarily extended opinion to sift the voluminous testimony relating to this subject of the boats and the conduct of the crew, and something is sought to be made of comments of Captain Turner, construed by some to be unfavorable but afterwards satisfactorily supplemented and explained, but if there were some instances of incompetency they were very few and the charge of negligence in this regard cannot be successfully maintained.

In arriving at this conclusion, I have not overlooked the argument earnestly pressed that the men were not sufficiently instructed and drilled; for I think the testimony establishes the contrary in the light of conditions in May, 1915.

I now come to what seems to me the only debatable question of fact in the case, *i. e.*, whether Captain Turner was negligent in not literally following the Admiralty advices and, also, in not taking a course different from that which he adopted.

The fundamental principle in navigating a merchantman, whether in times of peace or of war, is that the commanding officer must be left free to exercise his own judgment. Safe navigation denies the proposition that the judgment and sound discretion of the captain of a vessel must be confined in a mental

strait-jacket. Of course, when movements are under military control, orders must be strictly obeyed, come what may. No such situation, however, was presented either to petitioner or Captain Turner. The vessel was not engaged in military service nor under naval convoy. True, she was, as between the German and British governments, an enemy ship as to Germany, but she was unarmed and a carrier of not merely non-combatants but, among others, of many citizens of the United States, then a neutral country, at peace with all the world.

In such circumstances, the captain could not shield himself automatically against error behind a literal compliance with the general advices or instructions of the Admiralty nor can it be supposed that the Admiralty, any more than the petitioner, expected him so to do. What was required of him was that he should seriously consider and, as far as practicable, follow the Admiralty advices and use his best judgment as events and exigencies occurred; and if a situation arose where he believed that a course should be pursued to meet emergencies which required departure from some of the Admiralty advices as to general rules of action, then it was his duty to take such course, if in accordance with his carefully formed deliberate judgment. After a disaster has occurred, it is not difficult for the expert to show how it might have been avoided and, there is always opportunity for academic discussion as to what ought or ought not to have been done; but the true approach is to endeavor, for the moment, to possess the mind of him upon whom rested the responsibility.

Let us now see what that responsibility was and how it was dealt with. The rules of naval warfare



allowed the capture and, in some circumstances, the destruction of an enemy merchant ship but, at the same time, it was the accepted doctrine of all civilized nations (as will be more fully considered *infra*), that, as Lord Mersey put it, "there is always an obligation first to secure the safety of the lives of those on board."

The responsibility, therefore, of Captain Turner, in his task of bringing the ship safely to port was to give heed not only to general advices advanced as the outcome of experience in the then developing knowledge as to submarine warfare, but particularly to any special information which might come to him in the course of the voyage.

Realizing that if there was a due warning in accordance with international law and an opportunity, within a limited time, for the passengers to leave the ship, nevertheless that the operation must be quickly done, Captain Turner, on May 6, had taken the full precautions such as swinging out the boats, properly provisioned, which have been heretofore described. The principal features of the Admiralty advices were (1) to give the headlands a wide berth; (2) to steer a mid-channel course; (3) to maintain as high a speed as practicable; (4) to zig-zag and (5) to make ports, if possible, at dawn, thus running the last part of the voyage at night.

The reason for the advice as to keeping off headlands was that the submarines lurked near those prominent headlands and landfalls to and from which ships were likely to go. This instruction Captain Turner entirely followed in respect of Fastnet which was the first point on the Irish coast which a vessel bound from New York to Liverpool would ordinarily approach closely and, in normal times, the passing

would be very near or even inside of Fastnet. The "Lusitania" passed Fastnet so far out that Captain Turner could not see it. Whether the distance was about 25 miles, as petitioner contends, or about  $18\frac{1}{2}$  miles, as claimant calculates, the result is that either distance must be regarded as a wide berth in comparison with the customary navigation at that point and, besides, nothing happened there. At 8:30 p. m. on May 6, the message had been received from the British Admiralty that submarines were off Fastnet so that Captain Turner, in this regard, not only followed the general advices but the specific information from the Admiralty.

At 11:25 a. m. on May 7, Captain Turner received the wireless from the Admiralty plainly intended for the "Lusitania", informing him that submarines (plural) were active in the southern part of the Irish Channel and when last heard of were 20 miles south of Coningbeg Light Vessel. This wireless message presented acutely to the Captain the problem as to the best course to pursue, always bearing in mind his determination and the desirability of getting to the Liverpool Bar when it could be crossed while the tide served and without a pilot. Further, as was stated by Sir Alfred Booth, "The one definite instruction we did give him with regard to that was to authorize him to come up without a pilot." The reasons for this instruction were cogent and were concisely summed up by Sir Alfred Booth during his examination as a witness as follows:

It was one of the points that we felt it was necessary to make the Captain of the "Lusitania" understand the importance of. The "Lusitania" can only cross the Liverpool Bar at certain states of the tide, and we therefore warned the Captain, or



whoever might be captain, that we did not think it would be safe for him to arrive off the bar at such a time that he would have to wait there, because that area had been infested with submarines, and we thought therefore it would be wiser for him to arrange his arrival in such a way, leaving him an absolutely free hand as to how he would do it, that he could come straight up without stopping at all. The one definite instruction we did give him with regard to that was to authorize him to come up without a pilot.

The tide would be high at Liverpool Bar at 6:53 on Saturday morning, May 8. Captain Turner planned to cross the Bar as much earlier than that as he could get over without stopping, while at the same time figuring on passing during the darkness the dangerous waters from the entrance to St. George's Channel to the Liverpool Bar.

Having thus in mind his objective, and the time approximately when he intended to reach it, the message received at 11:25 a. m. required that he should determine whether to keep off land approximately the same distance as he was when he passed Fastnet, or to work in shore and go close to Coningbeg Lightship. He determined that the latter was the better plan to avoid the submarines reported in mid-channel ahead of him.

When Galley Head was sighted, the course was changed so as to haul closer to the land and this course was pursued until 1:40 p. m., at which time Captain Turner concluded that it was necessary for him to get his bearings accurately. This he decided should be done by taking a four-point bearing during which procedure the ship was torpedoed. It is urged that he should have taken a two-point bearing or a cross bearing which would have occupied less time, but, if, under all the conditions which appealed to his judgment as a

mariner, he had taken a different method of ascertaining his exact distance and the result would have been inaccurate or, while engaged in taking a two-point bearing the ship had been torpedoed, then somebody would have said he should have taken a four-point bearing. The point of the matter is that an experienced captain took the bearing he thought proper for his purposes and to predicate negligence upon such a course is to assert that a captain is bound to guess the exact location of a hidden and puzzling danger.

Much emphasis has been placed upon the fact that the speed of the ship was 18 knots at the time of the attack instead of 24 or, in any event, 21 knots, and upon the further fact (for such it is), that the ship was not zig-zagging as frequently as the Admiralty advised or in the sense of that advice.

Upon this branch of the case much testimony was taken (some *in camera*, as in the Wreck Commissioner's Court) and, for reasons of public interest, the methods of successfully evading submarines will not be discussed. If it be assumed that the Admiralty advices as of May, 1915, were sound and should have been followed, then the answer to the charge of negligence is two-fold; (1) that Captain Turner, in taking a four-point bearing off the Old Head of Kinsale, was conscientiously exercising his judgment for the welfare of the ship, and (2) that it is impossible to determine whether, by zig-zagging off the Old Head of Kinsale or elsewhere, the "Lusitania" would have escaped the German submarine or submarines.

As to the first answer, I cannot better express my conclusion than in the language of Lord Mersey:

Captain Turner was fully advised as to the means which in the view of the Admiralty were best calculated to avert the perils



he was likely to encounter, and in considering the question whether he is to blame for the catastrophe in which his voyage ended I have to bear this circumstance in mind. It is certain that in some respects Captain Turner did not follow the advice given to him. It may be (though I seriously doubt it) that had he done so his ship would have reached Liverpool in safety. But the question remains, was his conduct the conduct of a negligent or of an incompetent man. On this question I have sought the guidance of my assessors, who have rendered me invaluable assistance, and the conclusion at which I have arrived is that blame ought not to be imputed to the Captain. The advice given to him, although meant for his most serious and careful consideration, was not intended to deprive him of the right to exercise his skilled judgment in the difficult questions that might arise from time to time in the navigation of his ship. His omission to follow the advice in all respects cannot fairly be attributed either to negligence or incompetence.

He exercised his judgment for the best. It was the judgment of a skilled and experienced man, and although others might have acted differently and perhaps more successfully he ought not, in my opinion, to be blamed.

As to the second answer, it is only necessary to outline the situation in order to realize how speculative is the assertion of fault. It is plain from the radio messages of the Admiralty (May 6, 7:50 p. m., "Submarines active off south coast of Ireland"; May 6, 8:30 p. m., "Submarines off Fastnet"; the 11:25 message of May 7, *supra*: May 7, 11:40 a. m., "Submarines 5 miles south of Cape Clear, proceeding west when sighted at 10 a. m."), that more than one submarine was lying in wait for the "Lusitania".

A scientific education is not necessary to appreciate that it is much more difficult for a submarine successfully to hit a naval vessel than an unarmed merchant ship. The destination of a naval vessel is usually not known, that of the "Lusitania" was. A submarine commander, when attacking an armed

vessel, knows that he, as the attacker, may and likely will also be attacked by his armed opponent. The "Lusitania" was as helpless in that regard as a peaceful citizen suddenly set upon by murderous assailants. There are other advantages of the naval vessel over the merchant ship which need not be referred to.

It must be assumed that the German submarine commanders realized the obvious disadvantages which necessarily attached to the "Lusitania" and, if she had evaded one submarine, who can say what might have happened five minutes later? If there was, in fact, a third torpedo fired from the "Lusitania's" port side, then that incident would strongly suggest that, in the immediate vicinity of the ship, there were at least two submarines.

It must be remembered also that the "Lusitania" was still in the open sea, considerably distant from the places of theretofore submarine activity and comfortably well off the Old Head of Kinsale from which point it was about 140 miles to the Scilly Islands and that she was nearly 100 miles from the entrance to St. George's Channel, the first channel she would enter on her way to Liverpool.

No transatlantic passenger liner and, certainly none carrying American citizens, had been torpedoed up to that time. The submarines, therefore, could lay their plans with facility to destroy the vessel somewhere on the way from Fastnet to Liverpool, knowing full well the easy prey which would be afforded by an unarmed, unconvoyed, well-known merchantman, which from every standpoint of international law had the right to expect a warning before its peaceful passengers were sent to their death. That the attack was deliberate and long contemplated and intended



ruthlessly to destroy human life, as well as property, can no longer be open to doubt. And when a foe employs such tactics it is idle and purely speculative to say that the action of the captain of a merchant ship, in doing or not doing something or in taking one course and not another, was a contributing cause of disaster or that had the captain not done what he did or had he done something else, then that the ship and her passengers would have evaded their assassins.

I find, therefore, as a fact, that the captain and, hence, the petitioner, were not negligent.

The importance of the cause, however, justifies the statement of another ground which effectually disposes of any question of liability.

It is an elementary principle of law that even if a person is negligent, recovery cannot be had unless the negligence is the proximate cause of the loss or damage.

There is another rule, settled by ample authority, viz.: that, even if negligence is shown, it cannot be the proximate cause of the loss or damage, if an independent illegal act of a third party intervenes to cause the loss.

*Jarnagin v. Travelers' Protective Assn.*, 133 F. R. 892;

*Cole v. German Savings & Loan Soc.*, 124 F. R. 113;

See also, *Insurance Co. v. Tweed*, 7 Wall. 44;

*Railroad Co. v. Reeves*, 10 Wall. 176;

*Insurance Co. v. Boon*, 95 U. S. 117;

*The Young America*, 31 F. R. 749;

*Goodlander Mill Co. v. Standard Oil Co.*, 63 F. R. 400.

Claimants contend strongly that the case at bar comes within *Holladay v. Kennard*, 12 Wall. 254,

where Mr. Justice Miller, who wrote the opinion, carefully stated that that case was not to be construed as laying down a rule different from that of *Railroad Co. v. Reeves*, *supra*. An elaborate analysis of the *Holladay* and other cases will not be profitable; suffice it to say, neither that nor any other case has changed the rule of law above stated, as to the legal import of an intervening illegal act of a third party.

The question then, is whether the act of the German submarine commander was an illegal act.

The United States courts recognize the binding force of International Law. As was said by Mr. Justice Gray in *The Paquete Habana*, 175 U. S. 677, 700:

International law is part of our law, and must be ascertained and administered by the courts of justice of appropriate jurisdiction, as often as questions of right depending upon it are duly presented for their determination.

At least, since as early as June 5, 1793, in the letter of Mr. Jefferson, Secretary of State, to the French Minister, our government has recognized the law of nations as an "integral part" of the laws of the land.

*Moore's International Law Digest*, I, p. 10:

*The Scotia*, 14 Wall. 170, 187;

*The New York*, 175 U. S. 187, 197;

*Kansas v. Colorado*, 185 U. S. 125, 146;

*Kansas v. Colorado*, 206 U. S. 46.

To ascertain International Law, "resort must be had to the customs and usages of civilized nations; and, as evidence of these, to the works of commentators and jurists . . . Such works are resorted to by judicial tribunals . . . for trustworthy evidence of what the law really is."



*The Paquete Habana*, 175 U. S. 677 (and authorities cited).

Let us first see the position of our government and then ascertain whether that position has authoritative support. Mr. Lansing, in his official communication to the German Government, dated June 9, 1915, stated:

But the sinking of the passenger ships involves principles of humanity which throw into the background any special circumstances of detail that may be thought to affect the cases, principles which lift it, as the Imperial German Government will no doubt be quick to recognize and acknowledge, out of the class of ordinary subjects of diplomatic discussion or of international controversy. Whatever be the other facts regarding the "Lusitania", the principal fact is that a great steamer, primarily and chiefly a conveyance for passengers, and carrying more than a thousand souls who had no part or lot in the conduct of the war, was torpedoed and sunk without so much as a challenge or a warning, and that men, women, and children were sent to their death in circumstances unparalleled in modern warfare. The fact that more than one hundred American citizens were among those who perished made it the duty of the Government of the United States to speak of these things and once more, with solemn emphasis, to call the attention of the Imperial German Government to the grave responsibility which the Government of the United States conceives that it has incurred in this tragic occurrence, and to the indisputable principle upon which that responsibility rests. The Government of the United States is contending for something much greater than mere rights of property or privileges of commerce. It is contending for nothing less high and sacred than the rights of humanity, which every Government honors itself in respecting and which no Government is justified in resigning on behalf of those under its care and authority. Only her actual resistance to capture or refusal to stop when ordered to do so for the purpose of visit could have afforded the commander of the submarine any justification for so much as putting the lives of those aboard the ship in jeopardy. This principle the Government of the United States understands the explicit instructions issued on August 3, 1914, by the Imperial

German Admiralty to its commanders at sea to have recognized and embodied as do the naval codes of all other nations, and upon it every traveler and seaman had a right to depend. It is upon this principle of humanity as well as upon the law founded upon this principle that the United States must stand. \* \* \*

The Government of the United States cannot admit that the proclamation of a war zone from which neutral ships have been warned to keep away may be made to operate as in any degree an abbreviation of the rights either of American shipmasters or of American citizens bound on lawful errands as passengers on merchant ships of belligerent nationality. It does not understand the Imperial German Government to question those rights. It understands it, also, to accept as established beyond question the principle that the lives of non-combatants cannot lawfully or rightfully be put in jeopardy by the capture or destruction of an unresisting merchantman, and to recognize the obligation to take sufficient precaution to ascertain whether a suspected merchantman is in fact of belligerent nationality or is in fact carrying contraband of war under a neutral flag. The Government of the United States therefore deems it reasonable to expect that the Imperial German Government will adopt the measures necessary to put these principles into practice in respect of the safeguarding of American lives and American ships, and asks for assurances that this will be done.

*White Book of Department of State entitled "Diplomatic Correspondence with Belligerent Governments Relating to Neutral Rights and Duties European War No. 2," at page 172. Printed and distributed October 21, 1915.*

The German Government found itself compelled ultimately to recognize the principle insisted upon by the Government of the United States for, after considerable correspondence and, on May 4, 1916 (after the *Sussex* had been sunk), the German Government stated:

The German submarine forces have had, in fact, orders to conduct submarine warfare in accordance with the general principles of visit and search and destruction of merchant vessels as recognized by international law, the sole exception being the



conduct of warfare against the enemy trade carried on enemy freight ships that are encountered in the war zone surrounding Great Britain; \* \* \*

The German Government, guided by this idea, notifies the Government of the United States that the German naval forces have received the following orders: In accordance with the general principles of visit and search and destruction of merchant vessels recognized by international law, such vessels, both within and without the area declared as naval war zone, shall not be sunk without warning and without saving human lives, unless these ships attempt to escape or offer resistance.

See Official Communication by German Foreign Office to Ambassador Gerard, May 4, 1916 (White Book No. 3 of Department of State, pp. 302, 305).

There is, of course, no doubt as to the right to make prize of an enemy ship on the high seas and, under certain conditions, to destroy her and equally no doubt of the obligation to safeguard the lives of all persons aboard, whether passengers or crew.

*Phillemore on International Law*, 3d Ed. Vol. 3, p. 584.

*Sir Sherston Baker on "First Steps in International Law,"* p. 236.

*G. B. Davis on "Elements of International Law,"* pp. 358, 359.

*A. Pearce Higgins on "War and the Private Citizen,"* pp. 33, 78, referring to proceedings of "Institute of International Law at Turin" in 1882.

*Creasy on International Law*, p. 562, quoting Chief Justice Cockburn in his judgment in the Geneva Arbitration.

*L. A. Atherby-Jones on "Commerce in War,"* p. 529.

*Professor Holland's Article, Naval War College*, 1907, p. 82.

*Oppenheim on International Law*, 2 Ed. Vol. 2, pp. 244, 311.

*Taylor on International Law*, p. 572.

*Westlake on International Law*, 2nd Ed., p. 309,  
Part II.

*Halleck on International Law*, Vol. II, pp. 15, 16.

*Vattel's Law of Nations*, *Chitley's Ed.*, p. 362.

Two quotations from this long list may be given for convenience, one stating the rule and the other the attitude which obtains among civilized governments: Oppenheim sets forth as among violations of the rules of War:

(12) Attack on enemy merchantmen without previous request to submit to visit.

The observation in Vattel's Law of Nations is peculiarly applicable to the case of the "Lusitania":

Let us never forget that our enemies are men. Though reduced to the disagreeable necessity of prosecuting our right by force of arms, let us not divest ourselves of that charity which connects us with all mankind. Thus shall we courageously defend our country's rights without violating those of human nature. Let our valor preserve itself from every stain of cruelty and the luster of victory will not be tarnished by inhuman and brutal actions.

In addition to the authorities *supra*, are the regulations and practices of various governments. In 1512, Henry VIII issued instructions to the Admiral of the Fleet which accord with our understanding of modern International Law. (Hosack's Law of Nations, p. 168). Such has been England's course since.

22 Geo. 2nd C. 33, 2 Sec. 9 (1749);

British Admiralty Manual of Prize Law 188,  
Secs. 303, 304.

Substantially the same rules were followed in the Russian and Japanese regulations and probably in the codes or rules of many other nations.



Russian Prize Regulations, March 27, 1895  
 (cited in Moore's Digest, Vol. VII, p. 518);  
 Japanese Prize Law of 1894 Art. 22 (cited  
 in Moore, *supra*, Vol. VII, p. 525);  
 Japanese Regulations, March 7, 1904 (see  
 Takahashi's Cases on International Law  
 during Chino-Japanese War).

The rules recognized and practised by the United States, among other things, provide:

(10) In the case of an enemy merchantman it may be sunk, but only, if it is impossible to take it into port, and provided always that the persons on board are put in a place of safety. (*U. S. White Book, European War*, No. 3, p. 192.)

These humane principles were practised both in the war of 1812 and during our own war of 1861-1865. Even with all the bitterness (now happily ended and forgotten) and all the difficulties of having no port to which to send a prize, Captain Semmes of the "Alabama", strictly observed the rule as to human life, even going so far as to release ships because he could not care for the passengers. But we are not confined to American and English precedents and practices.

While acting contrary to its official statements, yet the Imperial German Government recognized the same rule as the United States and prior to the sinking of the "Lusitania", had not announced any other rule. The war zone proclamation of February 4, 1915, contained no warning that the accepted rule of civilized naval warfare would be discarded by the German Government.

Indeed, after the "Lusitania" was sunk, the German Government did not make any such claim but, in

answer to the first American note in reference to the "Lusitania", the German Foreign Office, per von Jagow, addressed to Ambassador Gerard a note dated May 18, 1915, in which, *inter alia*, it is stated in connection with the sinking of the British Steamer "Falaba":

In the case of the sinking of the English steamer "Falaba", the commander of the German submarine had the intention of allowing passengers and crew ample opportunity to save themselves.

It was not until the captain disregarded the order to lay to and took to flight, sending up rocket signals for help, that the German commander ordered the crew and passengers by signals and megaphone to leave the ship within 10 minutes. As a matter of fact he allowed them 23 minutes and did not fire the torpedo until suspicious steamers were hurrying to the aid of the "Falaba". (*White Book No. 2, U. S. Department of State*, p. 169.)

Indeed, as late as May 4, 1916, Germany did not dispute the applicability of the rule as is evidenced by the note written to our Government by von Jagow of the German Foreign Office, an extract from which has been quoted *supra*.

Further, section 116 of the German Prize Code (Huberich & Kind translation, p. 68) in force at the date of the "Lusitania's" destruction, conformed to the American rule. It provided:

Before proceeding to a destruction of the vessel, the safety of all persons on board, and, so far as possible, their effects, is to be provided for, and all ship's papers and other evidentiary material, which according to the views of the persons at interest, is of value for the formulation of the judgment of the prize court, are to be taken over by the commander.

Thus, when the "Lusitania" sailed from New York, her owner and master were justified in believing that, whatever else had theretofore happened, this simple, humane and universally accepted principle would



not be violated. Few, at that time, would be likely to construe the warning advertisement as calling attention to more than the perils to be expected from quick disembarkation and the possible rigors of the sea after the proper safeguarding of the lives of passengers by at least full opportunity to take to the boats.

It is, of course, easy now in the light of many later events, added to preceding acts, to look back and say that the Cunard Line and its captain should have known that the German Government would authorize or permit so shocking a breach of international law and so foul an offense, not only against an enemy but as well against peaceful citizens of a then friendly nation.

But, the unexpected character of the act was best evidenced by the horror which it excited in the minds and hearts of the American people.

The fault, therefore, must be laid upon those who are responsible for the sinking of the vessel, in the legal as well as moral sense. It is, therefore, not the Cunard Line, petitioner, which must be held liable for the loss of life and property. The cause of the sinking of the "Lusitania" was the illegal act of the Imperial German Government, acting through its instrument, the submarine commander, and violating a cherished and humane rule observed, until this war, by even the bitterest antagonists. As Lord Mersey said, "The whole blame for the cruel destruction of life in this catastrophe must rest solely with those who plotted and with those who committed the crime."

But, while in this lawsuit, there may be no recovery, it is not to be doubted that the United States

of America and her Allies, will well remember the rights of those affected by the sinking of the "Lusitania" and, when the time shall come, will see to it that reparation shall be made for one of the most indefensible acts of modern times.

The petition is granted and the claims dismissed without costs.

JULIUS M. MAYER,  
*District Judge*

August 23, 1918

---

#### ADDENDUM

The grounds upon which the decision is put render unnecessary the discussion of some other interesting questions suggested.

As to the exception to Interrogatory Twentieth, brushing aside all technical points, I am satisfied that the withheld answer relates to matters irrelevant to the issues here. It certainly cannot be expected, in war time, that an American court will ask for the disclosure of information deemed confidential by the British Admiralty nor can I see any good reason for delaying a decree until some future date when the information may be forthcoming; for it seems to me that no matter what other general advices of the Admiralty may have been given prior to May 7, 1915, the result of this case must be the same.

J. M. M.  
D. J.





## LIST OF PUBLICATIONS

Nos. 1-112 (April, 1907, to April, 1917). Including papers by Baron d'Estournelles de Constant, George Trumbull Ladd, Elihu Root, Barrett Wendell, Charles E. Jefferson, Seth Low, John Bassett Moore, William James, Andrew Carnegie, Pope Pius X, Heinrich Lammasch, Norman Angell, Charles W. Eliot, Sir Oliver Lodge, Lord Haldane, Alfred H. Fried, James Bryce, and others; also, a series of official documents dealing with the European War. A list of titles and authors will be sent on application.

113. *The Bases of an Enduring Peace*, by Franklin H. Giddings. April, 1917.
114. *Documents Regarding the European War. Series No. XV. The Entry of the United States.* May, 1917.
115. *The War and the Colleges*, from an Address to Representatives of Colleges and Universities, delivered by the Hon. Newton D. Baker, May 5, 1917. June, 1917.
116. *The Treaty Rights of Aliens*, by William Howard Taft. July, 1917.
117. *The Effect of Democracy on International Law*, by Elihu Root. August, 1917.
118. *The Problem of Nationality. Part III of The Principle of Nationality*, by Theodore Ruysen. September, 1917.
119. *Official Documents Looking Toward Peace, Series III.* October, 1917.
120. *The United States and Great Britain*, by Walter H. Page. *The British Commonwealth of Nations*, by Lieutenant-General J. C. Smuts. *America and Freedom*, by Viscount Grey. November, 1917.
121. *The Conference on the Foreign Relations of the United States*, held at Long Beach, N. Y., May 28-June 1, 1917. *An Experiment in Education*, by Stephen Pierce Duggan. December, 1917.
122. *The Aims of the War: Letter of Lord Lansdowne to the London Daily Telegraph*, November 29, 1917. Reply by Cosmos printed in the *New York Times*, December 1, 1917. *The President's Address to the Congress*, December 4, 1917. January, 1918.
123. *Victory or Defeat: No Half-way House*, speech delivered by the Rt. Hon. David Lloyd George, December 14, 1917; *British Labor's War Aims*, statement adopted at the Special National Labor Conference at Central Hall, Westminster, December 28, 1917; *Great Britain's War Aims*, speech delivered by the Rt. Hon. David Lloyd George at the Trade Union Conference on Man Power, January 5, 1918; *Labor's After-War Economic Policy*, by the Rt. Hon. Arthur Henderson, M. P.; *America's Terms of Settlement*, address by President Wilson to the Congress, January 8, 1918. *British Labor Party's Address to the Russian People*, January 15, 1918. February, 1918.



124. The United States and Japan: text of the Root-Takahira Understanding of November 30, 1908, and of the Lansing-Ishii Agreement of November 3, 1917; Japan and the United States, address by the Hon. Elihu Root, October 1, 1917; The Lansing-Ishii Agreement, address by the Hon. James L. Slayden, November 15, 1917; What of Our Fears of Japan? by Kenneth S. Latourette. March, 1918.
125. The Awakening of the German People, by Otfried Nippold. April, 1918.
126. The Anniversary of America's Entry into the War: An address delivered by President Wilson at Baltimore, Maryland, April 6, 1918; an article written for *The Daily Chronicle* of London by Professor Gilbert Murray. May, 1918.
127. The Lichnowsky Memorandum: Introduction and translation by Munroe Smith, German text from the *Berliner Börsen-Courier*, Appendix by Munroe Smith and Henry F. Munro; Reply of Herr von Jagow, June, 1918.
128. America and the Russian Dilemma, by Jerome Landfield. The German Peace Treaties with the Ukraine, Russia, Finland and Rumania. The Constitution of Middle Europe, by Friedrich Naumann. July, 1918.
129. A Voice from Germany: Why German Peace Declarations Fail to Convince, by Professor F. W. Foerster. Austria's Peace Proposals: The Letter to Prince Sixtus. August, 1918.
130. Memoranda and Letters of Dr. Muehlon: Introduction and translation by Munroe Smith, German text and Appendix. September, 1918.
131. The League of Nations, by Viscount Grey of Falloden and Nicholas Murray Butler; Labor and the League of Nations, by Ordway Tead; The European Commission of the Danube, by Edward Krehbiel. Address by President Wilson at the Metropolitan Opera House, New York, September 27, 1918. October, 1918.
132. The "Lusitania": Opinion of Court, United States District Court, Southern District of New York—In the matter of the Cunard Steamship Company, Limited, as owners of the Steamship "Lusitania", for limitation of its liability. November, 1918.

#### Special Bulletins:

- Internationalism. A list of Current Periodicals selected and annotated by Frederick C. Hicks. May, 1915.
- Is Commerce War? By Henry Raymond Mussey. January, 1916.
- Peace Literature of the War, by John Mez. January, 1916.
- Is There a Substitute for Force in International Relations? by Suh Hu. Prize essay, International Polity Club Competition, awarded June, 1916.
- Labor's War Aims: Memorandum on War Aims, adopted by the Inter-Allied Labor and Socialist Conference, February 22, 1918; The Allied Cause is the Cause of Socialist Internationalism: Joint Manifesto of the Social Democratic League of America and the Jewish Socialist League. June, 1918.

The Dawn in Germany? The Lichnowsky and other Disclosures, by  
James Brown Scott. November, 1918.

Copies of the above, so far as can be spared, will be sent to libraries and educational institutions for permanent preservation postpaid upon receipt of a request addressed to the Secretary of the American Association for International Conciliation.

A charge of five cents will be made for copies sent to individuals. Regular subscription rate twenty-five cents for one year, or one dollar for five years.



AMERICAN ASSOCIATION  
FOR INTERNATIONAL CONCILIATION

*Executive Committee*

NICHOLAS MURRAY BUTLER	STEPHEN HENRY OLIN
JAMES SPEYER	ROBERT A. FRANKS
JAMES L. SLAYDEN	GEORGE BLUMENTHAL
JOSEPH P. GRACE	GANO DUNN
THOMAS W. LAMONT	

*Acting Secretary*

HENRY S. HASKELL

*Director of Interamerican Division*

PETER H. GOLDSMITH

*Correspondents*

FRANCIS W. HIRST, London, England  
T. MIYAOKA, Tokio, Japan

*Organizing Secretaries for South America*

BENJAMIN GARCIA VICTORICA, American Legation, Buenos Aires  
A. G. ARAUJO JORGE, Foreign Office, Rio de Janeiro  
JUAN BAUTISTA DE LAVALLE, San Pedro, 88, Lima

# To Raise the Lusitan





I must say here that I did not keep the ill-fitting uniform that I had picked out at first. I was soon given a proper one, together with three others for wear on various special occasions. I was cautioned to take scrupulous care of all of them. We were constantly impressed with the fact that our uniforms were the outward symbol of our exalted station as future officers. "The King's Coat" was a familiar phrase at the academy.

Let me give you a few details of my life at Potsdam. The Spartan idea was carried out consistently. The furnishings, both of the public rooms and our own dormitories, were of the scantiest and plainest. The beds, as I have said, were hard as boards. Equally hard were the wooden chairs. One almost forgot what an upholstered seat felt like. Extreme changes in temperature were not officially recognized to the extent of causing any essential change in the weight of our clothing. Our underclothing consisted of a pair of white linen drawers, tied in with string at the bottom of the legs. Undershirts were not allowed to be worn by boys under eighteen—why this particular age limit I don't know.

Infractions of the rules were severely punished, and there were plenty of rules, covering every conceivable thing a growing boy might or might not think of doing. The forms of punishment included whipping, extra drill, loss of furlough and, worst of all, from our standpoint, being deprived of dinner. This last form has since been abolished. The list of things that we must and must not do is too long to set down in detail. We had to write home once a week, and an officer opened and read all the letters before they went out. If the contents were not satisfactory the offender was punished with a riding whip. The contents were usually satisfactory.

#### PRUSSIAN HISTORY AS IT IS GOOD TO KNOW MEANS PRUSSIAN HISTORY IN A ROSY LIGHT.

Our scholastic curriculum was not elaborate, but it was sufficient for our needs; and it was surprising how many opportunities it afforded for reminding us of our duty and our loyalty. French, English, mathematics and history were the staple items, together with Prussian history. "Prussian history as it is good to know" was a recital of the triumphs of Prussia and the victories of German arms. Every page was painted in the rosiest colors. The German defeats that we were allowed to know about were those inflicted by Napoleon at Jena and Auerstadt; and those were cited merely as "horrible examples" of the disastrous effects of easy living and lax discipline upon otherwise splendidly organized and equipped army. The less creditable phases of German history were ignored entirely. It was not for some time after I had left the academy, for instance, that I learned that there had been a revolution in Germany in 1849.

The enemy for whom we were preparing and with whom we were told Germany would some day have to fight was Russia, not France. England was never mentioned in my hearing as a possible foe. I do not believe she ever figured in our plans to any extent.

#### EVERY YOUNG OFFICER MUST BE FAMILIAR WITH DUELLING.

Our staple article of educational diet was, naturally, drill, of all kinds and at any and

all times; individually, at first, then in formation. When we were a little more proficient we drilled with the entire company. This was every day, except Sundays, when we had three hours of forced marching by way of variety. When I was thirteen I was introduced to the "fleurette," a vicious looking sword much used in duelling. Oh, yes, we learned duelling. It would come in handy later, when we became officers. The following year I got my rifle, and began bayonet practice with another gun, a wooden one.

By the way, the famous "goose-step," or

Parademarsch, as it looks. It is so different of marching that it furnishes a means of relieving tired leg muscles and "hike"; furthermore, it is great exercise. I am very slight of build, myself, but long exhausting hours of goose-stepping have given me leg muscles like a Russian dancer.

Not only were we being made into army officers, however; we were being moulded into Prussian officers. That means that not only our military development, but our mental and moral training likewise, was being attended to by the German government. When a Prussian officer shoulders civilians off the sidewalk, or shoots a private soldier for some trifling breach of discipline, it is not just "meanness," mere individual brutality. He is only doing what years of training have taught him to consider the right thing to do. He is what Prussia has made him.

Five attributes, we were told, distinguished the Prussian officer: Loyalty, obedience, patriotism, honor and honesty. First and foremost came loyalty, loyalty to the Fatherland, loyalty to the army and, above all, loyalty to His Majesty the Kaiser. To question any act or word of the Kaiser was the unforgivable sin. Almost equally important was obedience; it was our duty to execute any command given by a superior officer, no matter how incomprehensible it might seem or how dangerous or impossible its execution might appear. Not only that, but we must obey without any sign of surprise or other emotion of any sort. These two precepts especially were hammered into us until they became second nature.

The sacredness of our uniform, to which I have already alluded, was constantly being impressed upon us. The everlasting refrain was: "You yourself do not count; you are nothing; a piece of dirt. It is your office and your uniform as a symbol of that office that are sacred and inviolable." It is difficult for any one who has not lived in Germany to realize how seriously this creed is taken. Failure to care for one's uniform was severely punished. One of the worst lickings I ever got was for getting a spot of grease on my coat sleeve. We were compelled, under heavy penalties, to wear our uniforms at all times, either in the academy or on leave. To assume civilian dress at any time without a special permit was to incur severe punishment. This particular rule, by the way, applies to every officer in the German army, from the youngest sub-lieutenant to the highest general, even the Crown Prince himself.

#### CONTEMPT FOR CIVILIANS IS PART OF THE CURRICULUM.

We were taught to look upon all civilians with supreme contempt—taught, mind you, not merely allowed to, or secretly encouraged to. There was nothing secret about it. "The civilian wears the coat of a waiter; you wear the coat of the King." This phrase I remember above all others. I heard it probably three or four times a day for five years. Small wonder that I came to accept it and all it implied as being a basic truth! The private soldier was considered a little higher than the civilian, but not much. He was a little more useful, perhaps; but he was a thing, not a man; a chattel—something to take orders and carry them out.

We had instructions to hold absolutely aloof while travelling. "Cadets should speak to no one while travelling or walking, and if spoken to should answer as briefly and coldly as possible." That was the order. Most of us were

faithful in its observance. I was especially so. I remember once when I was just twelve years old, a cadet of two years' standing, I was waiting in a railroad station on my way home for a week's furlough. While I was standing there, a civilian, a respectable looking man of about forty, came up to me and started a conversation. I believe he remarked that it was a nice day.

He got no further. "You swine! How dare you speak to me without being spoken to?" I snarled at him, and proceeded to give him the most awful calling down any man ever got.



#### To Guard or Duck Was a Sign of Cowardice.

The poor devil stood there, absolutely thunderstruck and wondering what it was all about, while I grew increasingly abusive. Pretty soon the station master came up to see what the row was about. I explained the insult I had received.

"What do you mean by speaking to this gentleman?" roared the station master.

"I—I did not know it was forbidden," stammered the unfortunate civilian.

"Don't you know that that's no excuse at all?" Whereupon the station master repeated most of my previous remarks, with some additions of his own.

How ridiculous that seems now, and what an unbearable little nuisance I must have been! And to think of that station master backing me up! However, that is modern Germany.

Rules at the academy were many and strict, but the unwritten rules were even more so. Our customs were iron-bound. Woe be unto the cadet who broke his word! I remember one boy who did. The older boys dragged him out of his bed one night, laid him across a chair, and gave him one blow for every member of the company. There were one hundred and twenty members in that company, and the boy just escaped with his life, after a fortnight in bed.

We were supposed to endure all pain with indifference. And never, under any circumstances, did the code permit us to show the slightest sign of fear or reluctance to attempt any feat, however hazardous. We were taught to swim, for example, by being compelled to dive off into deep water the first day. Moreover, we must dive off with our hands at our sides. We dived off on the end of a rope; if we flinched, they let go of the rope.

In order to keep us ever jealous of our honor, the school authorities encouraged fighting among us. Somehow I cannot feel that this was an unmixed evil. The surest way to keep a boy from being cowardly is to get him into a fist fight or two. If he wins, he discovers that an adversary is only a human being after all, not an invulnerable monster; if he loses, he discovers that a licking is not necessarily fatal. There was one feature about those scraps, though, that would strike an Anglo-Saxon as strange. We must strike at the face only, and must not guard. To guard or duck was a sign of cowardice. To act on the defensive for the sake of dealing a future blow is not the German way. It is a method of fighting that he does not understand. We fought in school as the German army fights to-day—on the offensive, always, without regard for the damage that might be inflicted by an opponent who was equally on the offensive.





"You swine! How dare you speak to me without being spoken to?"

#### TEARS OFFICIALLY PERMITTED ON SPECIAL OCCASIONS.

Tears were unforgivable, no matter what their cause—except upon one occasion. During the twenty-four hours immediately following one's return from furlough he was, by common custom, suffered to shed tears to his heart's content. Otherwise, we must be little stoics. After eight years of such training a Prussian sub-lieutenant is prepared to face any danger, endure any pain, without flinching. He has learned that it is easier to die in torture than to face an accusation of cowardice. He does not dare be afraid.

I was never a good cadet. The life revolted me, and I was forever getting into trouble with my schoolmates and the authorities. At last, after five years, I could endure it no longer. I protested so strongly and so persistently that my family, in despair, let me have my own way. I left the academy. My reception among my family and my friends was a cold one, for I was considered a failure. However, I had got free of the army, and that was all that mattered to me.

I look back on those five years as a nightmare. But that is only because I got away in time. Had I remained longer I would probably be a typical Prussian officer to-day—a fearless, arrogant, brutal, and utterly efficient instrument of killing.

#### WHAT WOULD YOU BE, GIVEN THE SAME TRAINING?

And why not? Suppose you had been taken by your government at the age of ten; suppose that government had taught you, during the eight most impressionable years of your life, that your race was the chosen race of the world, that your Emperor was infallible, that you, as an officer, were his incarnation, that a common soldier was a dog, that a civilian was less than a dog, and that your sacred duty was to obey orders—blindly, eagerly, unquestioningly. What would you be at eighteen?

The captain of the submarine that sank the Lusitania was probably once a normal, good-hearted, mischievous youngster, not very different from any of the urchins that you will meet swarming out of any New York public school. Then—the Prussian system got him.

HUDSON DISPATCH, JULY 20, 1920

#### RELIC OF ILL-FATED LUSITANIA FOUND IN DELAWARE RIVER.



After five years this relic of the ill-fated Lusitania vividly recalls the most terrible tragedy in the history of the sea. Covered with seaweed, with this lifebelt from the Lusitania drifted into the Delaware River.



# "THE LUSITANIA WAITS, SIR"

By ALFRED NOYES

ON A BLEAK and stormy winter's night three skippers—averaging three score years and five—were discussing the news around a roaring fire in the parlor of the White Horse Inn. Five years ago they had retired, each on a snug little pile. They were looking forward to a mellow old age in port and a long succession of evenings at the White Horse, where they gathered to debate the politics of their district. The war had given them new topics, but Captain John Kendrick—who had become a parish councillor and sometimes carried bulky blue documents in his breast pocket, displaying the edges with careful pride—still kept the pot aboiling. He was mainly successful on Saturday nights, when "The Gazette," their weekly newspaper, appeared. It was edited by a Scot named Macpherson, who had learned his job on the "Arbroath Free Press."

"Macpherson will never be on the council now," said Captain Kendrick. "There's a rumor that he's a free thinker. He says that Christianity has been proved a failure by the war."

"Well, these chaps of ours now," said Captain Davidson, "out at sea on a night like this, trying to kill Germans. It's necessary, I know, because the Germans would kill our own folks if we gave 'em a chance. But don't it prove that there's no use for Christianity? In modern civilization, I mean."

"Macpherson's no free thinker," said Captain Morgan, who was a friend of the editor and on the strength of it to occupy the usual chair at the White Horse. "Macpherson says we'll have to try again after the war. It will be blood and iron all round."

"He's upset by the war," said Captain Davidson, "and he's taken to writing poetry in his paper. He'd best be careful or he'll lose his circulation."

"Ah!" said Kendrick. "That's what'll finish him for the council. What we want is practical men. Poetry would destroy any man's reputation. There was a great deal of talk caused by his last one, about our trawler chaps. 'Fishers of Men,' he called it, and I'm not sure that it wouldn't be considered blasphemous by a good many."

Captain Morgan shook his head. "Every Sunday evening," he said, "my missus asks me to read her Macpherson's poem in 'The Gazette,' and I've come to enjoy them myself. Now, what does he say in 'Fishers of Men'?"

"Read it," said Kendrick, picking "The Gazette" from the litter of newspapers on the table and handing it to Morgan. "If you know how to read poetry, read it aloud, the way you read your missus. I can't make head or tail of it myself, but it looks blasphemous to me."

Captain Morgan wiped his big spectacles, and the other two settled themselves to listen critically. Then he began in his best Sunday

God help us, if we fight  
For right, and not for might.  
God help us if we seek  
To shield the weak.

Then, though His heaven be far  
From this blind welter of war,  
He'll bless us on the sea  
From Calvary.

"It seems to rhyme all right," said Kendrick. "It's not so bad for Macpherson."

"Have you heard," said Davidson, reflectively, "they're wanting more trawler skippers down at the base?"

"I've been fifty years, man and boy, at sea," said Captain Morgan; "that's half a century, mind you."

"Ah, it's hard on the women, too," said Davidson. "We're never sure what boats have been lost till we see the women crying. I don't know how they get the men to do it."

Captain John Kendrick stabbed viciously with his forefinger at a picture in an illustrated paper.

"Here's a wicked thing now," he said. "Here's a medal they've struck in Germany to commemorate the sinking of the Lusitania. Here's a photograph of both sides of it. On one side you see the great ship sinking, loaded up with munitions which wasn't there; but not a sign of the women and children that was there. On the other side you see the passengers taking their tickets from Death in the New York booking office. Now, that's a fearful thing. I can understand 'em making a mistake, but I can't understand 'em wanting to strike a medal for it."

"Not much mistake about the Lusitania," growled Captain Davidson.

"No, indeed, that was only my argument," replied the councillor. "They're a treacherous lot. It was a fearful thing to do—a thing like that. My son's in the Cunard, and, man alive,

he tells me it's like sinking a big London hotel. There was ladies in evening dress, and dancing in the big saloons every night, and lifts to take you from one deck to another, and shops with plateglass windows, and smoking rooms, and glass around the promenade deck, so that the little children could play there in bad weather, and the ladies lay in their deck chairs and sun themselves like peaches. There wasn't a soldier aboard, and some of the women was bringing their babies to see their Canadian daddies for the first time. Why, man, it was like sinking a nursing home!"

"Do you suppose, Captain Kendrick, that they ever caught that submarine?" asked Captain Morgan. (They were old friends, but always punctilious about their titles.)

"Ah, now, I'll tell you something! Hear that?"

The three old men listened. Through the gusts of wind and sleet that battered the White Horse they heard the sound of heavy floundering footsteps passing down the cobbled street, and a hoarse broken voice bellowing with uncanny abandonment a fragment of a hymn:

While shepherds watched their flocks by night,  
All seated on the ground.

"That's poor old Jim Hunt," said Captain Morgan. He rose and drew the thick red curtains from the window to peer out into the blackness.

"Turn the lamp down," said the councillor, "or we'll be arrested under the anti-aircraft laws."

Davidson turned the lamp down, and they all looked out of the window. They saw the figure of a man, black against the glimmering water of the harbor below. He walked with a

Long, long ago He said,  
He who could wake the dead  
And walk upon the sea—  
"Come, follow Me.

"Leave your brown nets and bring  
Only your hearts to sing,  
Only your souls to pray;  
Rise; come away.

"Shake out your spirit-sails,  
And brave those wilder gales,  
And I will make you then  
Fishers of men."

Was this, then, what He meant?  
Was this His high intent,  
After two thousand years  
Of blood and tears?



floundering gait, that might be mistaken for the effects of drink. He waved his arms over his head like a windmill, and bel-  
lowed his hymn as he went, though the words were now indistinguishable from the tumult of wind and sea.

Captain Morgan drew the curtains, and the three sat down again by the fire without turning up the lamp. The firelight played on the furrowed and bronzed old faces and revealed them as worthy models for a Rembrandt.

"Poor old Jimmy Hunt!" said Captain Kendrick. "You never know how craziness is going to take people. Jimmy was a terror for the women and the drink, till he was taken off the Albatross by that German submarine. They cracked him over the head with an iron bolt, down at the bottom of the sea, because he

wouldn't answer questions. He hasn't touched a drop since. All he does is to walk about in bad weather, singing hymns against the wind. But there's more in it than that."

Captain Kendrick lighted his pipe thoughtfully. The wind rattled the windows. Outside the signboard creaked and whined as it swung.

"A man like Jim Hunt doesn't go crazy," he continued, "through spending a night in a U-boat and then floating about for a bit. Jimmy won't talk about it now; won't do anything but sing that blasted hymn; but this is what he said to me when they first brought him ashore. They said he was raving mad on account of his experiences. But that don't explain what his experiences were. Follow me? And this is what he said: 'I been down,' he says, half singing like, 'I been down, down, down, in the bloody submarine that sank the Lusitania. And, what's more,' he says, 'I seen 'em!'"

"Seen what?" I says, humoring him like, and I gave him a cigarette. We were sitting close together in his mother's kitchen. 'Ah!' he says, calming down a little and speaking right into my ear, as if it was a secret. 'It was Christmas Eve the time they took me down. We could hear 'em singing carols on shore, and the captain didn't like it, so he rang a little bell, and the Germans jumped to close the hatchways, and we went down, down, down, to the bottom of the sea.'

"I saw the whole ship," he says, and he described it to me, so that I knew he wasn't raving then. 'There was only just room to stand upright,' he says. 'And overhead there was a track for the torpedo carrier. The crew slept in hammocks and berths along the wall, but there wasn't room for more than half to sleep at the same time. They took me through a little foot-hole, with an airtight door, into the cabin.'

"The captain seemed kind of excited, and showed me the medal he got for sinking the Lusitania; and I asked him if the Kaiser gave it to him for a Christmas present. That was when he and another officer seemed to go mad, and the officer gave me a blow on the head with a piece of iron."

"They say I'm crazy," he says, 'but it was the men in the U-boat that went crazy. I was lying where I fell, with the blood running down my face, but I was watching them,' he says, 'and I saw them start and listen like trapped weasels. At first I thought the trawlers had got 'em in a net. Then I heard a funny little tapping sound all round the hull of the submarine, like little soft hands it was, tapping, tapping, tapping.'

"The captain went white as a ghost, and shouted out something in German, like as if he was calling out, 'Who's there?' and the mate clapped his hand over his mouth, and they both stood staring at one another."

"Then there was a sound like a thin little voice, outside the ship, mark you, and sixty fathoms deep, saying, 'Christmas Eve; the waits, sir!' The captain tore the mate's hand away and shouted again, like he was asking 'Who's there?' and wild to get an answer, too. Then, very thin and clear, the little voice came a second time. 'The waits, sir. The Lusitania ladies!' And at that the captain struck the mate in the face with his clenched fist. He had the medal in it still, between his fingers, using it like a knuckle-duster. Then he called to the men like a madman, all in German, but I knew he was telling 'em to rise to the surface the way they were trying to obey him."

"The submarine never budged for all that they could do, and while they were running up and down and squealing out to one another, there was a kind of low, sweet sound all round the hull, like a thousand voices all singing together in the sea:

Fear not, said he, for mighty dread  
Had seized their troubled mind.  
Glad tidings of great joy I bring  
To you and all mankind.

"Then the tapping began again, but it was much louder now, and it seemed as if hundreds of drowned hands were feeling over the hull and loosening bolts and pulling at hatchways, and—all at once—a trickle of water came splashing down into the cabin. The captain dropped his medal. It rolled up to my hand, and I saw there was blood on it. He screamed to the men, and they pulled out their lifesaving apparatus, a kind of air-tank which they strapped on their backs, with tubes to rubber masks for clapping over their mouths and noses. I watched 'em doing it, and managed to do the same. They were too busy to take any notice of me. Then they pulled a lever and tumbled out through a hole, and I followed 'em blindly. Something grabbed me when I got outside, and held me for a minute. Then I saw 'em, Captain Kendrick; I saw 'em—hundreds and hundreds of 'em—in a shiny light, and sixty fathom down under the dark sea—they were all waiting there, men and women and poor little babies with hair like sunshine. . . .

"And the men were smiling at the Germans in a friendly way, and unstrapping the air-tanks from their backs and saying, 'Won't you come and join us? It's Christmas Eve, you know.'"

"Then, whatever it was that held me let me go, and I shot up, and knew nothing till I found myself in Jack Simmond's drifter and they told me I was crazy."

Captain Kendrick filled his pipe. A great gust struck the old inn again and again, till all the timbers trembled. The floundering step passed once more, and the hoarse voice bel-  
lowed away in the darkness against the bellowing sea:

A Saviour who is Christ the Lord,  
And this shall be the sign.

Captain Davidson was the first to speak.

"Poor old Jim Hunt!" he said. "There's not much Christ about any of this war."

"I'm not so sure of that, neither," said Captain Morgan. "Macpherson said a striking thing to me the other day. 'Seems to me,' he says, 'there's a good many nowadays that are touching the iron nails.'"

He rose and drew the curtains from the window again.

"The sea's rattling hollow," he said; "there'll be rain before morning."

"Well, I must be going," said Captain Davidson. "I want to see the naval secretary down at the base."

"About what?"

"Why, I'm not too old for a trawler, am I?"

"My missus won't like it, but I'll come with you," said Captain Morgan, and they went through the door together, lowering their heads against the wind.

"Hold on! I'm coming, too," said Captain Kendrick, and he followed them, buttoning up his coat.

#### WIRELESS.

Now to those who search the deep—  
Gleam of Hope and Kindly Light  
Once, before you turn to sleep,  
Breathe a message through the night.  
Never doubt that they'll receive it;  
Send it once, and you'll believe it.

Think you these aerial wires  
Whisper more than spirits may?  
Think you that our strong desires  
Touch no distance when we pray?  
Think you that no wings are flying  
'Twixt the living and the dying?

Inland, here, upon your knees,  
You shall breathe from urgent lips  
And the ships that guard your seas—  
The great steel ships

You shall guide the darkling prow,  
Kneeling—thus—and far inland  
You shall touch the storm-beat brow  
Gently as a spirit hand.  
Even a blindfold prayer may speed them  
And a little child may lead them.



## Lusitania Memorial To-Day; Liner Sunk Two Years Ago

Facts to remember in connection with to-day's commemoration of the destruction of the Lusitania by a German submarine:

Date of sinking, 2:15-2:30 P. M., May 7, 1915.

Locality, off south tip of Ireland.

Bound, New York to Liverpool.

Number aboard (1,267 passengers), 1,959.

Number lost (785 passengers, including 94 children), 1,198.

Americans lost, 124.

Among the victims were Alfred G. Vanderbilt, Charles Frohman, Lindon Bates Jr., Elbert Hubbard and wife and Charles Klein.

The Lusitania left New York on May 1. The German Embassy had announced, in newspaper advertisements, that the ship was liable to be destroyed.

## This Is Lusitania Day

### Just Two Years Since Germany Committed the Act That Eventually Led America Into War.

Two years ago to-day, in the eastern Atlantic, at a point off the Old Head of Kinsale, on the southwest coast of Ireland, Germany perpetrated her greatest sea outrage and committed the offence against humanity that eventually led to the entry of the United States into the war.

In clear weather and almost within sight of the Irish coast the giant Cunarder Lusitania, one of the greyhounds of the Atlantic, was steaming along at eighteen knots with 2,160 passengers and crew aboard. It was 2:12 o'clock in the afternoon. The passengers were just finishing lunch. Suddenly and without the slightest warning a torpedo struck the vessel on the starboard side between the third and fourth funnels. It was followed a moment later by a second, that struck on the same side. The Lusitania sank in a few minutes.

All 1,198 passengers and crew lost lives in what, except for the invasion and devastation of Belgium, the most appalling instance of human frightfulness and the most astounding act of piracy attributed to Kaiser and Von Tirpitz.

Germany never disavowed her act, and in striking contrast to the anguish and sorrow that was caused throughout the world by the act it was announced that the school children of Germany had been granted a half holiday in honor of the occasion and that the commander of the submarine had been decorated by the German Emperor.

One hundred and twenty-four Americans were lost and ninety-four children were included among the victims. Of the total number lost 785 were passengers, and included in these were the names of men and women known to the public of both hemispheres. Among the prominent Americans who died were Alfred G. Vanderbilt, Charles Frohman, Mr. and Mrs. Elbert Hubbard, Justus Miles Forman, Charles Klein, Lindon Bates, all of New York; Mr. and Mrs. Charles A. Plamondon of Chicago, Mr. and Mrs. William S. Hodges and children of Philadelphia, Herbert S. Stone, Mrs. William Crichton and Dr. Owen Kenan.

#### Warned by German Embassy.

The Lusitania left New York at noon May 1, 1915, after warnings had been issued by the German Embassy in Washington that passengers would sail at their peril. Count von Bernstorff, the Ambassador from Germany, had caused advertisements to be placed in the leading metropolitan papers a few days prior to the sailing of the Lusitania saying that vessels flying the British flag would be subject to destruction in the barred zone about the British Isles.

Despite this and the fact that the warning was repeated the day the vessel sailed a party of notables to whom time was not a matter of great consequence sailed in the ship's company, secure, as they thought, in the belief that the lives of Americans on the high seas were sacred.

It was practically demonstrated that the Lusitania was caught between two hostile submarines as a third torpedo aimed at her port side was seen to barely miss the vessel. When struck the Cunarder listed so far to starboard that it was impossible to lower the boats on the port side. Two were attempted, the first filled with women and children.

The bodies of many of the victims, including that of Alfred G. Vanderbilt, were never recovered. Those that were taken to Queenstown, where the Cunard warehouses and the Town Hall were converted into temporary morgues and the hospitals filled with survivors that were taken in on every boat. Capt. Turner was rescued after struggling in the water for two hours and a half.

#### Instances of Heroism.

There were many instances of individual heroism; many cases where passengers and crew voluntarily took a chance with or without a lifebelt so that some other might have room in a boat. Children survived to find themselves orphaned, and the bodies of two little children found in each other's arms never were identified. Many unidentified bodies were buried in a common grave in Queenstown.

To further celebrate the event the German Government caused to be struck two "war" medals. One depicts Neptune seated on the top of a submarine shaking his fist at a sinking ship on one side and a bas-relief of Grand Admiral von Tirpitz on the other. The second represented the figure of Death selling tickets at the office of the Cunard Line on one side and on the other the sinking vessel. To further justify the act a false picture of the Lusitania was circulated throughout Germany showing guns mounted on the vessel's bow, when it was indisputably proved that she carried neither troops nor weapons of offence or defence.

A board presided over by Lord Mersey was composed to investigate the sinking and that body completely exonerated Capt. Turner. It was found that he had exercised his best judgment.

It was in an interview given to an American correspondent and printed in the United States on December 24, 1914, that Von Tirpitz foretold the submarine attacks on British shipping. On February 5, 1915, the German Government proclaimed its policy of piracy, to which President Wilson protested. Then followed the long list of notes and diplomatic exchanges, promises and violations of promises, that resulted finally in the severance of relations and the entry of the United States in the war on the side of the Allies.

On June 28 following the Lusitania sinking twenty-three Americans lost their lives when the British steamship Armenian was sunk. Then followed a long list of illegal sinkings in which Americans, citizens of a then neutral country, lost their lives despite German promises that they would be safeguarded. A recapitulation made by the State Department when it became apparent that war with Germany was inevitable showed up to March 7 last that 232 Americans had so lost their lives. The actual figures showed:

Americans lost on British vessels, 197; children of foreign parents but born on American soil lost on the Lusitania, 22; lost on Norwegian vessels, 13.

## Memorial Tribute to Lusitania Dead

### Two Floral Wreaths and Bouquet Set Adrift on Waters of the Potomac River.

HERALD BUREAU,  
No. 1,502 H STREET, N. W.,  
WASHINGTON, D. C., Wednesday.

The Potomac River was the scene of a beautiful Memorial Day ceremony to-day when the Legion of Loyal Women from the deck of the river steamboat Charles MacAlester set adrift two floral wreaths and a large bouquet of flowers in memory of those who perished when the Lusitania was torpedoed. The wreaths of pink roses and white lilies bore the one word in gold, "Lusitania." They were mounted on cork buoys.

Six young women held the wreaths on the second upper after deck of the boat by red, white and blue ribbons, and when the boat stopped its engines opposite the Army War College they were launched without any ceremony.

Mrs. George Thatcher Guernsey, president general of the Daughters of the American Revolution, was the donor of a wreath. The wreath of the Loyal Legion was the joint gift of Washington people and the Cunard line to which the Lusitania belonged.

The Misses Clare Barclay, Josephine Jones, Ruth Bissel, Edith Aultman and Gertrude Kirke Metzger set the wreaths adrift. They performed the same function last year and took part in the Red Cross benefit two years ago. They are known as the "Lusitania girls."

## NEW MEMORIAL FOR LUSITANIA VICTIMS' GRAVES

### Movement on Foot to Erect a Great Monument May Be De- layed Till War Ends.

### AMERICAN OFFICERS MAKE PIL- GRIMAGES TO BURYING PLACE.

QUEENSTOWN, Tuesday, July 3 (Mail).

The newest memorial to be placed on the graves of the Lusitania victims is an artificial bouquet of flowers enclosed in a glass case, which also contains a woman's photograph and small marble cross with the inscription:—"In memory of my dear wife, Margaret Butler, drowned on the Lusitania. Vengeance is mine, saith the Lord, I will repay." This and three rough mounds of earth are virtually all that mark the resting place of more than a thousand persons, who perished May 7, 1915, when a German submarine stunned the world by sending to the bottom of the ocean, twenty-three miles from here, the first trans-Atlantic passenger steamship to be sunk by a torpedo.

There is a movement on foot to erect a great monument over these graves, but it is not likely to bear fruit until the end of the war.

A high official of the Cunard Steamship Line, owners of the ill-fated Lusitania, visited the graves recently and deprecated the fact they are so neglected. He told the veteran town clerk, James Campbell, that he is making a report to his company with the view of re-operating with the British government for a suitable monument, but expressed doubt if anything could be done in the midst of this world war.

Officers and men from American craft now in British waters also have made long overland pilgrimages to the graves and have given hearty support to the movement.



## THE CROSS AND THE SWORD

By DR. FRANK CRANE.

There appeared on the editorial page of the New York Globe the other day an article in which it was intimated that what Germany needs and has needed, that thing the lack of which had brought her to the end of folly, was—martyrs.

Nobody among the radicals in Germany seems to be willing to sacrifice himself. All the men of advanced ideas have played safe. Notice how the Socialists fell in line when the kaiser barked, and all the intellectuals hastened to prostitute themselves at the bidding of junkerdom.

The editorial referred to shows that while the whole present world lies under the darkness of the great delusion, yet occasionally some one gets a glimpse of the light. And let us be thankful for small favors.

The great delusion is the belief that any good can be accomplished by material force.

The world is advanced by the cross, not the sword.

Jesus might have organized an army and assumed the throne of Rome, if He was divine as claimed. He would then have had a temporal kingdom which in time would have passed away, as all kingdoms founded on force have done. He chose to die on the cross, and thus founded an eternal kingdom which shall not pass away.

He saw what the world does not yet see, neither indeed can see, in its present blindness; to wit, that spiritual potencies are absolutely irresistible. No material force can help them nor hinder them. They move like vast tides of destiny. Men and their machinations float upon them as leaves on the stream.

General Grant in the maturity of his experience caught a glimpse of this truth when he said that there never was a war that could not have been better settled "some other way."

It's the martyrs that conquer in the long run. It is the martyrs of Russia, the numberless victims who have rotted in her prisons and perished in her penal colonies, that eventually overthrew the autocracy. It was not done by an armed force. It was not the mailed fists of men but the cries of little children and the tears of women that swept away czarism.

It was the martyrs that made the church a power. When that church got to using arms and money and material prestige it collapsed.

They that take the sword invariably perish by the sword.

The meek shall inherit the earth.

It is not the guns of its enemies that shall abolish the horrid junkerdom that makes Germany a menace; it is the indignation of mankind, the revulsion of universal public opinion, the rising contempt of the German people themselves who find themselves disgraced and betrayed before mankind.

"In hoc signo vinces." It was a deeper truth than Constantine suspected that lay under those words he saw above the cross in his vision. Not by the sword, but by the cross; not by the man who kills, but by the man who gets killed; not by the soldier, but by the martyr, does the Golden Age come.

Those that perished in the Lusitania did as much to overthrow German autocracy as any ten thousand men with guns.

(Copyright, 1917, by Frank Crane.)

## "JUST A PIRATE, A POTSDAM PIRATE"

So Dr. Van Dyke Describes  
Man Who Sank Lusitania—  
German Barbarities the  
Worst in World's History.

"The man who, without warning, sank the Lusitania, taking the lives of hundreds of women and children, is nothing more than a pirate—a Potsdam pirate."

So yesterday, declared the Rev. Dr. Henry Van Dyke, recently United States Minister to the Netherlands while the dining room of the Aldine Club, No. 200 Fifth Avenue, echoed applause. Three hundred members had Dr. Van Dyke as their guest at luncheon. Dr. Lyman Abbott introduced Dr. Van Dyke as "an American, a patriot, a clergyman and a statesman."

"We do not hate the German people," said Dr. Van Dyke. "But we indict the predatory Potsdam gang for their cruel, devilish beginning of this war and their ruthless violation of international law and the laws of humanity. In the face of barbarities the most atrocious in the world's history, how could the American Nation fail to go to war?"

"The predatory Potsdam gang have worked with secret aim which they dare not declare to the world. The worst of the situation is that we cannot reach the Potsdam gang without going through the German people, but the people shelter these robbers, who sit safely, protected by poison gas, hand grenades and high explosives."

Dr. Van Dyke said 8,000,000 men have been killed in the war, 3,000,000 of them Germans. He insisted America must do her part in the war with every atom of her inventive genius, with the brawn and muscle of her men and with every ounce of her gold "to halt and down the Potsdam pirate horde."

He told how he expressed the wish, early in the war when he returned on business of state, that America enter the conflict as the best policy to overthrow militarism. He declared that every nation wanted peace except Germany, who had prepared for years in secret for the combat.

"I know they did," he exclaimed, "because I saw them doing it. And when the war did come every nation begged for arbitration in the courts of international relations."

Dr. Van Dyke said after the luncheon that he was not holding governmental post now, but had been asked by President Wilson to speak throughout the country.

## "THEY COULD NOT WAIT."

TO THE EDITOR OF THE HERALD:—

"Remember the Lusitania," our boys say as they march away to give their lives, if need be, for their country, and right "over the top" they go to get the Kaiser.

"Remember the Lusitania," men and women say who stay at home and sacrifice luxuries and some comforts to buy Liberty bonds to help our boys win the war.

In this year when all energies are bent to end this tragic war comes the "votes for women" faddists, without regard for sentiment and hampering our Presidents with sentinels and making remarks like these, "It is too bad about the Liberty Loan coming now, it distracts peoples' minds from our cause." When money is needed on all sides they are spending around a million dollars in the State to cajole, coerce and intimidate people to give them the vote. It is a sad reflection on our womanhood represented by the suffrage movement that they could not wait.

EDWARD F. IRISH.  
Glens Falls, N. Y., October 27, 1917.



# WILSON CALLS LA FOLLETTE'S CHARGE FALSE

Denies His Assertion That  
Bryan Warned President  
About Lusitania.

SENATOR COPIES JAGOW

His St. Paul Speech on Lirer  
Being Armed Based on Re-  
pudiated Claim.

Special Despatch to THE SUN.  
WASHINGTON, Oct. 9.—In connection with the Senatorial inquiry into the loyalty of Senator La Follette, investigation to-day shows that La Follette's whole pacifist programme is based on the discredited argument which the German Government used in its first unsuccessful attempt to justify the sinking of the Lusitania.

Examination of the official documents at the State Department shows that the salient portion of La Follette's speech before the Non-Partisan League at St. Paul on September 20 is almost an exact reproduction of the salient portion of Foreign Minister von Jagow's note to the United States Government under date of May 28, 1915.

The most serious aspect of La Follette's case, according to officials here, is that he has attempted to justify the sinking of the Lusitania as proved conclusively to be without foundation in fact by Secretary Lansing in his note of June 9, 1915. Despite this, the Wisconsin senator apparently sought to picture German contention as just and to cast disrepute upon the basic position taken, after examination of all the facts, by the Government of the United States.

## Wilson Calls It False.

The statement of La Follette that William J. Bryan, while Secretary of State, warned President Wilson four days before the Lusitania sailed, that the steamship had six million rounds of ammunition on board and urged him to prohibit the vessel from sailing was declared to-day to be false by President Wilson himself.

Bryan has repudiated it and there is strong belief here that it is another of Von Bernstorff's inspired statements launched by round about methods for the purpose of reaching Senatorial ears. The question of where La Follette got this false information will be a feature of the Senatorial inquiry.

Senator Pomerene, Ohio, who is chairman of the committee appointed to deal with the whole question, talked with President Wilson to-day with reference to the Bryan "warning." No such incident occurred, the President is understood to have explained. Earlier in the day Senator Pomerene conferred with Secretary Lansing, who expressed a readiness to turn over the State Department documents to the committee.

Examination of the German note of May 28, 1915, at once shows the striking similarity between the discredited German argument and the argument used by La Follette at St. Paul. In his speech on September 20 Senator La Follette said:

"But some one will tell you that American rights are involved. What American rights? The rights of some venturesome person to ride on a munition laden vessel in violation of an American statute that no vessel which carries explosives shall carry passengers. Four days before the Lusitania sailed President Wilson was warned in person by Secretary of State Bryan that the Lusitania had 8,000,000 rounds of ammunition on board, besides explosives, and that the passengers who proposed to sail on that vessel were sailing in violation of a statute of this country, &c."

## German Assertion.

The German note of May 28 said: "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 the American laws which expressly prohibit, and provide punishment for, the carrying of passengers on ships which have explosives on board."

Secretary Lansing effectively disposed of this argument by proving its falsity in his note of June 9, 1915. He said in part:

"Of the facts alleged in your Excellency's note, if true, the Government of the United States would have been bound to take official cognizance in performing its recognized duty as a neutral power and in enforcing its national laws. It was its duty to see that the Lusitania was not armed for offensive action, that she was not serving as a transport, that she did not carry a cargo prohibited by the statutes of the United States, and it [the Government of the United States] performed that duty and enforced its statutes with scrupulous vigilance through the regularly constituted officials."

The German charge was virtually withdrawn in the later correspondence.

# HINT BOMBS MAY HAVE EXPLODED IN THE LUSITANIA

Evidence that the Lusitania may have been sunk by the explosion of bombs placed aboard her before she left port by one of the three conspirators now under arrest, charged with having caused the destruction of many ships and cargoes through bombs and fires aboard vessels, rather than by a torpedo fired from a German submarine, was hinted at when it became known that one of the prisoners said he had "covered the Lusitania with six cigars"—the term used by the conspirators for bombs. The bombs were timed by the use of an aluminum cap to a chamber containing sulphuric acid, it was said to-day. The explosion occurred when the acid had eaten through the cap.

That a conference of the conspirators was held the night before the Lusitania left is positively known to the police. Following the conference, bombs were given out to two of the men, to be placed on board vessels in the harbor. Whether the Lusitania was planted at that time is not definitely known, but it is considered not unlikely.

The three men under arrest, Eugene Riester, thirty-two years old, proprietor of a restaurant in the German Masonic Temple, at No. 220 East Fifteenth street; Joseph Zeffert, thirty-seven years old, a printer of American birth, of No. 5 Sylvan place, and Walter Uhde, thirty years old, of No. 1,912 Linden street, Brooklyn. A Dr. Schimmel, a lawyer of No. 50 Chambers street, is said to have been the leader of the conspiracy, but Riester, who is a naturalized American citizen later is said to have taken over the affairs of the trio and acted as "paymaster" and bomb maker for the conspiracy. Twenty thousand dollars is said to have been appropriated for the use of the men at the initial meeting in Dr. Schimmel's office. The headquarters of the conspiracy were later transferred to the Brooklyn Labor Lyceum, at No. 949 Willoughby street, Brooklyn.

Riester has admitted among other things that he tested the bombs back of the Labor Lyceum. It is further stated that an empty cave where the men had hidden picric acid and dynamite had been located near Tenafly, N. J.

Captain Franz Von Rintelen was known to the alleged conspirators under the name of Hansen. Captain Sternberg, an aide to Von Rintelen was also active in the conspiracy.

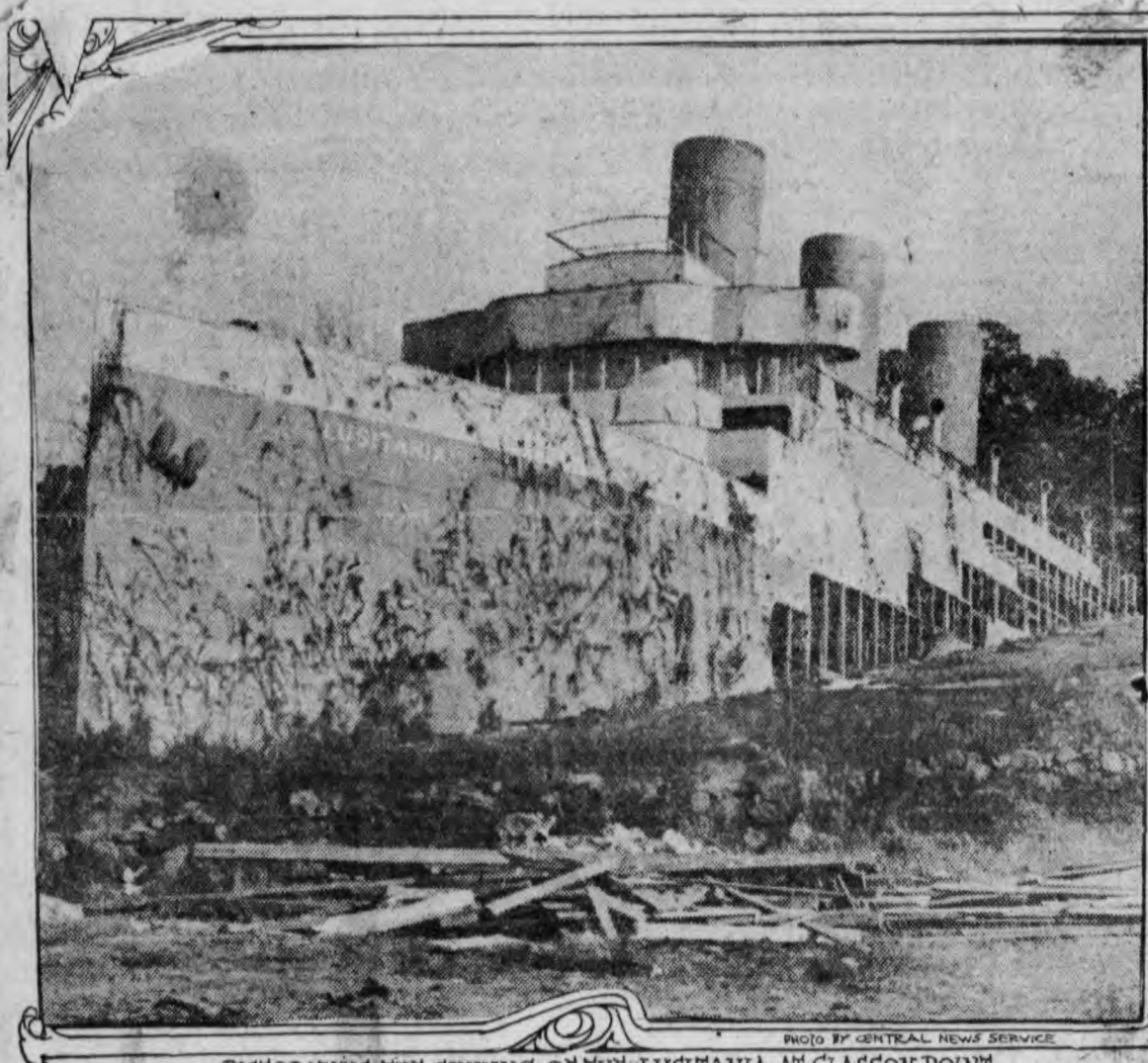
One of the chief conspirators, Dr. Karl Schimmel, has escaped to Buenos Ayres and later made his way to Rotterdam and is now probably in Germany. The rest of the group including Captain Von Rintelen, Captain Otto Wolpert, superintendent of the Atlas line piers are under arrest. Walter T. Scheele, a chemist and Captain Sternberg escaped.

The arrests of the prisoners were made by Detectives Henry Barth and Thomas Kenkins, who have been working on the conspiracy since 1915 when fires and explosions on board ships in the harbor became so frequent as to arouse suspicion.



Telegram Nov 2/17

## The Lusitania Sinking Picturized to Recall Huns' Act to Posterity



PICTORIZING THE SINKING OF THE LUSITANIA AT CLASON POINT

That posterity shall not soon forget Germany's sea piracy, a movie company is now filming the most harrowing of the Huns' sea crimes—the sinking of the Lusitania. The scenes are laid in the Westchester meadows at Clason Point road, where a huge replica of the ill-fated vessel has been constructed. The stern of the vessel is built lower than the bow, giving it the appearance of being partly submerged, and as all the scenes are photographed at night, the photographic record is strikingly realistic. In the construction of the vessel and in providing the proper "atmosphere" for the scenario thousands of dollars have been spent.

Jersey City Journal  
Nov 9/17

### TORPEDOING OF THE LUSITANIA.

Editor, Jersey Journal:

Dear Sir—"As there is no international law between two warring nations, Germany had the right to sink the Lusitania without warning, which, while carrying contraband, was considered a man-of-war and as such no Americans had the right to travel on it and if they did it was at their own risk."

The above opinion is held by a chum of mine. Ever since last August I have endeavored to explain and prove to him that he had the wrong notion on the subject. In everything else in regard to this present war and our part in it we practically agree on.

Now, Mr. Editor, if you possibly can, would you give me some of the real law on this subject, so that I can, if possible, by actual facts convince him?

By the way, those editorials on the political situation in Jersey City and Hudson County in your paper are excellent and right to the point, especially the one entitled "Is Decency Dead?"

Very truly yours,

Robert S. Carter.

Jersey City, Nov. 2, 1917.

Competent and unbiased authorities on international law agree that the torpedoing of the Lusitania was practically an act of murder on the high seas, also piracy, pure and simple. International

law demands that the vessel should have been subjected to visit and search, and the passengers and crew given full opportunity to escape with their lives before the commander of the German submarine branded himself as a murderer and pirate. No argument so far advanced has even remotely approached a justification of the brutal act. It was deliberate murder and piracy.

The warning issued through the German embassy to passengers contemplating sailing on the Lusitania was no justification of murder.

As well might a common gunman first warn his victim of his determination to kill him, and then expect to be acquitted of his crime.—Ed.





HIS BRITISH MAJESTY'S LAND BATTLESHIP, THE LUSITANIA,  
WAITING BEFORE CAMBRAI, TO GO INTO ACTION.

WORLD: TUESDAY, MAY 7, 1918.



STILL HAUNTING HIM.



## THE LUSITANIA MEDAL



### NOTICE!

TRAVELLERS 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 travellers 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.

NEW YORK  
SATURDAY, MAY 1, 1915  
Helen M. Schurman to Edward M. Schurman  
Clarke, Cooperstown, N. Y.  
Broadway, N. Y.  
JAMES POST, 22  
Louis Post, 22

**CUNARD**  
Established 1840  
EUROPE VIA LIVERPOOL  
**LUSITANIA**  
Fastest and Largest Steamer  
now in Atlantic Service Sails  
SATURDAY, MAY 1, 10 A.M.  
Transylvania, Fri., May 7, 5 P.M.  
Orduna, Tues., May 18, 10 A.M.  
Tuscania, Fri., May 21, 5 P.M.  
LUSITANIA, Sat., May 29, 10 A.M.



Vague hints have been heard during the past two years that at the time the Lusitania was sunk by a German submarine a souvenir medal commemorative of that awful tragedy was struck off and distributed in Berlin. The first intimation of this came in a confidential statement made by a foreign diplomat who visited this country.

No positive information could be obtained, however, till William J. Flynn, the recently retired Chief of the United States Secret Service, succeeded in securing one of these medals and learned all the circumstances connected with it. The illustrations shown herewith are from the medal now in Chief Flynn's possession.

The face bears the effigy of a sinking ship. The German above means "No Contraband," and that below, "The Great Steamship Lusitania, Sunk by a German U-Boat, May 5, 1915."

The reverse side represents a ticket office of the Cunard Line attended by Death, with a crowd flocking to secure passage on the liner. The German on this side of the medal

signifies, "Business First. Cunard Line Ticket Office. Kaiser and God."

One of the most significant features of this medal is to be seen in the group on the reverse side. To the left, at the back of the people shown booking passage with Death, stands a man in a silk hat beside one holding a newspaper on which is prominently displayed a reference to U-Boats. This evidently refers to the warnings published by Count von Bernstorff in the New York Times the morning of the day the Lusitania sailed from New York. The silk-hatted man is holding up his finger in warning, but no one pays heed. This possesses a peculiarly striking significance in the face of all the circumstances relating to the making and distribution of this medal. Some one in Berlin either had remarkable foresight, or very full information of what was happening in New York.

The sinking of the Lusitania was the result of a very carefully laid plan on the part of the Imperial German naval staff, aided by the leaders of the Imperial German Government's spy organization in this country. Two attempts had been made to destroy her, but her speed and elusive changes in her course saved her.

Had she left New York on her usual sailing day, Thursday, she would have reached the coast of Ireland, where the submarines lay in wait for her, on May 5. So sure were the Imperial German naval officials that she would be torpedoed on that day, the medal commemorative of the great tragedy was struck off and distributed in Berlin, dated May 5, 1915.

That the vessel had not yet been sunk made no difference. Her destruction was certain and a medal dated two days ahead would be just as effective in arousing the pride of victory in the minds of the German people.

Through delay in loading a part of her cargo, the Lusitania did not sail till Saturday, May 1, 1915. That morning an advertisement appeared in the New York Times, signed by the Imperial German Embassy, in effect warning Americans not to sail on her.

She reached the point where it had been planned to sink her on May 7, 1915, two days later than had been expected. The ship was sunk according to plans, but the event had been previously celebrated in Berlin as a great German "victory" as the medal and date on it indicate.

## HUDSON OBSERVER, TUESDAY

EVENING, MAY 7, 1918.

### WASHINGTON HAS NO LUSITANIA OBSERVANCE

Washington, May 7.—The nation's capital, bent on avenging the horrors of the Lusitania, let the anniversary of that tragedy pass almost unnoticed to-day. The D. A. R. observed it fittingly, but officials of the government did not pause in their work.

### MEMORIAL SERVICES FOR LUSITANIA DEAD

New York, May 7.—This city paused to-day to honor those who perished with the Lusitania three years ago. Memorial services were held in Trinity Church this afternoon. To-night a patriotic rally will take place in Carnegie Hall.

Survivors of the Lusitania disaster occupied a section in Trinity Church and sang a prayer for the



## May Raise the Lusitania

**British Engineers Engaged in Vast Salvage Problem—Big Ship Rests in 300 Feet of Water—Scheme to Recover Tonnage.**

LONDON, Feb. 25.—The Lusitania may yet carry American troops to France to beat the Germans.

Salvage experts are now working on the problem of raising her from the 300 feet of water she lies in off the Old Head of Kinsale.

At all events an attempt will be made to recover the treasure from the strong room on one of the upper decks. The possibility of beaching the vessel on the Irish coast is also being considered.

Some of the keenest engineering minds of Great Britain are devising plans and means of raising torpedoed ships after the war. Many of the submerged ships lying on the ocean floor in the "graveyard of the Atlantic" off Ireland are in water shallow enough to make the project feasible.

In addition to the value of the ships, vast fortunes in metals and imperishable cargoes are resting in the holds of the wrecks.

### Raised Alfonso XII.

"Salvage companies are laying plans for raising both ships and cargoes on

a big scale," said R. H. Davis, managing director of one of the largest submarine engineering corporations in the world. "Cargoes to the value of millions of dollars are awaiting recovery. Apart from the silver and bullion in sunken ships, there is a huge quantity of other metals.

"In many cases where ships cannot be raised the cargoes can be salvaged. We recovered \$350,000 in Spanish gold from the Alfonso XII. some years ago. She was lying 165 feet under the sea. We also recovered a large quantity of silver bars from the steamer Skyro, off Cape Finisterre, in 186 feet of water. This shows what can be done after the war."

Owing to the scarcity of tonnage after the war, every ship that can float will be worth a fortune. The salvage companies expect to raise many of the lesser damaged vessels with little trouble and put them into commission shortly after the war is ended.

## HEAD OF ALLIANCE ADMITS JUSTIFYING LUSITANIA SINKING

**But von Bosse, Who Said Germany Didn't Start War, Denies He's Un-American.**

WASHINGTON, March 20.—That the National German-American Alliance is un-American or that it has worked in the interests of Germany as opposed to those of America, was denied before the Senate Judiciary Sub-Committee by its President, the Rev. S. G. von Bosse.

Declaring that "a nation divided against itself will fall," he warned against the persecution of those of German descent and German name who are loyal Americans. He said a campaign of malicious "haters" has been conducted in this country against everything that appears in any way connected with Germany.

Mr. von Bosse belongs in Wilmington, Del., and Senator Wolcott of Delaware, who apparently had made a study of his activities before the United States entered the war, asked what had been his attitude on the sinking of the Lusitania.

"I said the sinking was a mistake, Senator, and that I was sorry it had occurred," replied Mr. von Bosse, but, pressed more closely, he admitted he had "justified it legally, not morally."

"As a matter of fact," said Senator Wolcott, "the general opinion in Wilmington was that you were a staunch supporter of the German submarine policy."

"Many of us held views which we have changed since this country entered the war," was the reply.

"The things you put out to the public are rabidly anti-British," continued Senator Wolcott, referring to statements of von Bosse published in the Wilmington newspapers. "You made sarcastic remarks about the President of the United States."

"Before the United States entered the war, yes," replied the witness.

"You wrote of the 'Grand Old Busy Berthas,' didn't you?" asked Senator Wolcott.

"I admit I carried on a propaganda—as an amateur," said Mr. von Bosse. "I won't deny that I was thoroughly anti-British, before we went into the war."

"You and your alliance sustained Germany's violation of her treaty and her entrance into Belgium, did you not?" demanded Senator King.

"I never justified anything of that kind, but I held that Belgium was not really neutral and for that reason Germany had a right to enter her territory."

"You held that Germany was not to blame for the outbreak of the war?" asked Senator King.

"Yes," was the reply.

"Didn't you defend the deportation of Belgians by Germany?" demanded Senator Wolcott.

"I don't think so," said the witness.

Senator Wolcott then produced a newspaper article, written by von Bosse, in which he maintained that the United States had deported people from Missouri during the Civil War because they threatened trouble, and said that if the United States had gone to war with Mexico it would undoubtedly have had to deport some of the natives of that country, and that the deportation of the Belgians was on the same level.

"I stand corrected," said Mr. von Bosse.

"We are honest enough to admit," he said, "that we did all in our power, consistent with law and justice, to preserve peace between the old country and the new country of our adoption. We did it in the interest of America."

## LUSITANIA DAY PROPOSED FOR ALLIED MEMORIAL

**Senator Poindexter's Resolution Would Set Aside May 7 to Honor Fallen in War.**

**DESIGNED TO "INCREASE MORALE OF AMERICAN PEOPLE."**

WASHINGTON, Saturday.—At the suggestion of parents of American soldiers who have lost their lives in the present war, Senator Poindexter, of Washington, has introduced a resolution in the Senate for the purpose of establishing May 7 as International Memorial Day.

On this date, which is the anniversary of the sinking of the Lusitania, it is proposed that the United States and the Allies do honor to the memory of the men who fall in the great struggle against Germany.

The date, May 7, was selected, Senator Poindexter said, because in addition to being the Lusitania disaster anniversary, it would separate the memorial from the American Memorial Day of May 30.

In introducing the resolution, Senator Poindexter said:—"So much has been said and written by the United States government about our part in determining the fate of the world after the war and so little has actually been accomplished that gives us any right to say anything about peace terms that I think the memorial day suggestion will be valuable in increasing the spirit and morale of the American people so that they may be able to make a real contribution to the battle for democracy."

E24 World Mar 21

Telegram Mar 21



# LUSITANIA LOSS 'JUSTIFIED' BY ALLIANCE HEAD

Doktor von Bosse Also De-  
fends Invasion of Belgium  
Before Senate Committee.

ADMITS CONDUCTING  
GERMAN PROPAGANDA

Tremendous Impetus Given to Con-  
gress' Determination to Stamp  
Out Kultur in America.

No. 1502 H Street, N. W.,  
Washington, D. C., Tuesday.

Termination of Congress to stamp  
vestige of kultur influence in  
never received tremendous im-  
afternoon when Herr Doktor S.  
Alliance, president of the German-  
Judiciary Sub-Committee, brazenly  
to justify the sinking of the Lusitania,  
the invasion of Belgium and the  
tation of Belgians by the Germans.

Doktor von Bosse appeared before the  
Committee to protest against the King  
providing for the revocation of the  
King's federal charter. He explained  
committee that his attitude toward  
Germany's outrages in Belgium repre-  
his views before the United States  
the war. In response to a question  
Senator Wolcott, of Delaware, he  
sinking of the Lusitania was  
justified. I do not know that I  
say that it was morally justified. I  
it was a great mistake.

Belgium Forfeited Neutrality.  
Doktor von Bosse declared that Belgium  
lost her neutrality by making secret  
ties with Great Britain and France. At  
he denied ever having justified the  
tation of the Belgians, but Senator  
Wolcott promptly corrected him by quot-  
ing from a letter which the doktor wrote  
editor of a newspaper in Wilmington,  
Del. In this Doktor von Bosse said  
Americans who condemned the Bel-  
deportation showed a lamentable ig-  
of American history, and recalled  
in the civil war Union troops deport-  
presidents of three Missouri counties  
proved untrollable.

th United States invade Mexico  
would have to deport some Mexicans to  
ect our forces," Doktor von Bosse  
te. "Belgians are in the same class as  
cleans."

Doktor von Bosse undertook to defend the  
ance in a 6,000 word prepared state-  
ment.

While I condemn imperial Germany for  
beginning and the conduct of the war,  
I have only the most hearty sympathy and  
cherish affection for our fellow-citizens  
German extraction," said Doktor von  
Bosse. "It is my opinion that there is no  
loyal blood in human arteries than  
blood pulsing in the hearts of those  
neither acknowledge German as their  
land or the German people as their  
fathers."

conducted German Propaganda.

Doktor admitted that soon after the  
began in 1914 he undertook to conduct  
German propaganda in the United States.  
"I admit that I carried on a propaganda,"  
said Doktor von Bosse. "I was an ama-  
teur, and I never got out of it what it  
cost me. It was a defensive propaganda,  
not an offensive."

Senator Wolcott reminded the Doktor  
that he had continually attacked Great  
Britain. "You were unneutral in that  
while you were urging America to remain  
neutral, weren't you?" asked the Senator.  
"My answer would be misconstrued,"  
evaded the Doktor.

"Didn't you at one time refer to the 'good  
old busy Berthas'?" asked the Senator.  
"Possibly," the Doktor admitted.

"And at another time were you not  
working hard for peace?" persisted  
Senator Wolcott.

"Yes," answered the Doktor.

"You policy was from the very begin-  
ning thoroughly anti-British, wasn't it?"  
asked the Senator.

"Yes, until the United States entered the  
war," replied Doktor von Bosse.

Senator Wolcott read letters written by  
Doktor von Bosse to show that he had  
to foment oppo-

## THE TITANIC AND THE LUSITANIA

It is six years since the whole civilized world was  
stunned with the greatest accidental tragedy in the his-  
tory of the world—the sinking of the Titanic.

Three years later the whole civilized world was  
again stunned by a great sea tragedy, the WILFUL  
criminal, ruthless sinking of the Lusitania.

Nature's greatest tragedy, bad as it was, and worse  
numerically than the death list of Germany's wilful crime,  
will be forgotten long before the civilized world lets the  
Lusitania crime be forgotten.

## RITA JOLIVET AIDS LUSITANIA SUITS

Retells Story of Tragedy in  
Court Fight for \$6,000,-  
000 Damages.

The Countess de Cippico, otherwise  
Rita Jolivet, retold yesterday the story  
of the sinking of the Lusitania. She  
was a witness in the Admiralty Branch  
of the Federal District Court with Judge  
Julius M. Mayer sitting.

The story was told for the light it  
might shed on the disaster in relation  
to sixty-seven suits which ask damages  
aggregating \$6,000,000 from the Cunard  
Steamship Company, owner of the  
steamship. A hearing was held on a  
petition of the Cunard company to limit  
its liability. The practical effect of the  
petition, if granted in full, will be to  
kill the chances of the claimants of re-  
covering anything.

It was said by one of the lawyers for  
the claimants that if the court decides  
that the captain of the vessel, which  
was sunk May 7, 1915, by a German  
submarine, was at fault in a manner  
for which the company was not respon-  
sible the claimants will be entitled under  
maritime law to share in the earn-  
ings of the steamship in its last voyage;  
that is, in the \$96,000 earned on the  
trip to New York. It was sunk on its  
way back.

Countess de Cippica told the story of  
her experience in detail. Its high light  
was the memorable words of Charles  
Frohman, who encouraged a group on  
deck by saying: "Why fear death? It  
is the most beautiful adventure in life."

The Countess was swept from the  
deck by water rushing aft and came up  
beside an overturned lifeboat, to which  
she clung for three hours.

J. Parker Kerlin of counsel for the  
Cunard company said the company de-  
nies liability for the disaster. He said  
that the vessel was handled with dis-  
cretion by its captain.

George W. Betts, Jr., of counsel for  
the claimants, said evidence tending to  
show negligence would be submitted.  
He said the captain had been warned  
before sailing and again on the day of  
the disaster that submarines had been  
sighted in the north Atlantic steamship  
lane.

The hearing will be resumed to-day.

## PROVES LUSITANIA HAD NO EXPLOSIVES

Cunard Company Gets Status  
Fixed as Merchant Ship at  
Liability Hearing.

Allegations that the Lusitania carried  
guns and ammunition on the voyage  
that ended in disaster in May, 1915,  
were withdrawn yesterday at the con-  
tinuation of the hearing by Judge Julius  
M. Mayer of the Federal District Court  
on the petition of the Cunard Steamship  
Company to be released from liability.  
The steamship, so far as this proceeding  
is concerned, has the status of a mer-  
chant vessel engaged in transporting  
passengers and freight for hire.

The company alleges that the vessel  
was sunk by the wanton act of the en-  
emy and that neither it nor its agents  
were at fault. It asks for a complete  
release from liability, or failing that to  
a liability limited to damages for loss  
of life and effects. Sixty-seven suits  
are pending with damages aggregating  
\$6,000,000.

Andrew M. Chalmers, assistant pier  
superintendent who supervised the load-  
ing of the Lusitania, testified yester-  
day that no explosives were taken  
aboard. He gave testimony relating to  
boat drills and other conditions aboard  
the steamship.

Irving L. Lippincott of the Win-  
chester Repeating Arms Company of  
New Haven, and John N. Standish,  
shipping manager of the Remington  
Arms Company of Bridgeport, Conn.,  
testified relating to shipments of Brit-  
ish rifle cartridges to New York in  
April, 1915, but neither had knowledge  
that the shipments were put aboard the  
Lusitania. Mr. Standish said shocks  
would not have exploded these car-  
tridges.

George W. Strubel of the Bethlehem  
Steel Works was positive no explosives  
were in shells which were shipped.

Capt. Herbert Hudson of Brooklyn,  
a master mariner, gave testimony for  
the claimants. It was hoped to prove  
by him that Capt. Turner of the Lusitania  
might have avoided the torpedoes if he had shown more skill in  
directing the steamship's course and its  
speed, but the court restricted his testi-  
mony because he had not navigated off  
the south coast of Ireland.

The hearing will go on to-day.

## IN THE LUSITANIA'S MEMORY.

Colonel Roosevelt to Speak at "Win  
the War" Mass Meeting.

Colonel Theodore Roosevelt will speak  
in New York City at a "Win the War"  
mass meeting to be held in Carnegie  
Hall on the anniversary of the sinking  
of the Lusitania, according to an an-  
nouncement made yesterday by the  
American Defense Society, under whose  
auspices the meeting will be conducted.  
Other speakers will include several  
United States Senators and Representa-  
tives. Charles S. Fairchild, Secretary of  
the Treasury under Grover Cleveland,  
will preside. Richard M. Hurd, Chair-  
man of the Board of Trustees of the  
society, said yesterday:

"The American Defense Society and  
the American Rights League think that  
the second week in May being the an-  
niversary first, of the sinking of the  
Lusitania, second, of the visit to New  
York last year of the French and British  
Missions, and third, of the death of  
Joseph H. Choate, seems to be an ap-  
propriate time for a 'Win the War' mass meeting."



THURSDAY, APRIL 18, 1918

## RITA JOLIVET TELLS HOW FROHMAN DIED

Repeats in Court Last Words  
About Death Being Life's Most  
Beautiful Adventure.

### WITNESS IN CUNARD CASE

Owners of Lusitania Seek to Limit  
Liability to the Salvage and  
Passage Money Paid.

The story of how Charles Frohman faced death on the Lusitania was told in a few graphic words yesterday by Rita Jolivet, the moving picture actress, who in private life is the Countess Marguerita de Cippico. She testified before Judge Mayer, of the Federal District Court, in the hearing on the petition of the Cunard Steamship Company, which owned the Lusitania, for a limitation of liabilities for the deaths and damage arising out of the disaster.

Miss Jolivet was on the ship with her brother-in-law, A. J. Scott, of Chicago, when it was struck by the torpedo from a German submarine. She climbed upon a chair and got a life preserver that was in her stateroom. Then Mr. Scott came to her and helped her to the deck. Mr. Frohman hurried up with a life preserver, which he handed to Mr. Scott, and then ran away and got another one, which he gave to Miss Jolivet. The witness testified that Mr. Scott asked: "Where is your life preserver?" and Mr. Frohman with a smile replied: "As we are going to die we might as well die here."

Then, according to the witness, he waited with them while the vessel listed until her decks were awash. It was in reply to another question that Mr. Frohman said:

"Why fear death? It is the most beautiful adventure in life."

Miss Jolivet described her plunge into the ocean and her subsequent rescue.

The total of the claims filed against the company represented in sixty-seven different suits is nearly \$6,000,000. One complaint, that followed closely the lines of the German declaration that the vessel carried ammunition and that the explosion was from within, was amended, by permission of Judge Mayer, by striking out this clause. The court permitted the introduction of the testimony taken by Lord Mersey in Eng-

land on the claims, where forty witnesses were examined.

If the court allows the claim for limitation the company will be liable for not more than the value of the salvage and passage money, which is about \$91,000. The hearing is to determine who, if anybody, except the German Government, was responsible for the destruction of the ship. If the ship's Captain and the company are exonerated an injunction will issue stopping the suits. If the Captain is found to

have been blameworthy the limitation sought will be granted, but if it is found that the company was solely at fault the present proceedings will be dismissed and the suits, without limitation, will be pressed.

Among counsel appearing in the proceedings are Lord, Day & Lord for the Cunard Company; Hunt, Hill & Betts, George L. Ellsworth, Allen B. A. Bradley, Lucius H. Beers, and J. Parker Kirlin, for a number of the plaintiffs. The hearing will be continued today.

## The Lusitania

(May 7, 1915.)

### Lest We Forget!



A SILENT COMPANY  
YET ITS VOICE IS HEARD ABOVE THE ROAR OF CANYON.

What space they lie below the deep blue sea  
Is measure of the greatness of the Hun!  
Unfathomed deeps hide not his savagery  
Who reck's success in crime as glory won!  
Their spirits rise in hallelujah song  
Free men of earth to hearten and unite.  
'Gainst bestial onslaught, violence and wrong—  
Autocracy's fell purposes to smite.  
Ye nations that for Liberty ally,  
Strike on and on! The Lusitania pleads  
From her sepulchral depths to do and die  
In vengeance for the monstrous deed of deeds!  
Oh, fight for her fair host of living dead  
Till earth and sea with Teuton blood are red!

OLIVER OPDYKE.

No. 139 West Seventy-second St., New York.



## THE LUSITANIA ANNIVERSARY.

Three years ago the civilized world was stricken with horror at the announcement that a German submarine had sunk the Lusitania without warning and had murdered 1,150 helpless non-combatants, men, women and children, in cold blood.

To-day the news of another Lusitania massacre would astonish nobody. It would be taken as a matter of course. There would be astonishment only if the German Government stayed its hand and refused to take advantage of the opportunity to slay the weak and defenseless if any immediate military advantage could possibly result.

What seemed unbelievable three years ago is now so wholly in accord with the manner in which Germany makes war that it is accepted as one of the commonplace activities of Frightfulness in action. That is the status to which Prussianism and autocracy have brought a nation which four years ago ranked as first in many of its standards of civilization.

Even the lies that the German Government employed to justify the slaughter of the Lusitania victims are now recognized as characteristic of the Imperial Government and of Berlin diplomacy. The claims that the Lusitania was armed, that it was loaded with high explosives, that it carried passengers only to disguise its real function as a naval vessel, are found to have been the normal products of an official mendacity that would have disconcerted Machiavelli. And this mendacity has continued without interruption, naked and unashamed.

In all history there is no other such instance of the crucifixion of the soul of a nation by its Government as this Junker autocracy has wrought with Germany. The amazing thing is that the German people themselves have given evidence as yet of their ability to understand what has happened, or to realize that no military whatever its consequences, could leave anything but pariahs until they had made atonement for the crimes that their Government committed in their name, and until they had purged the infamous political system out of which their iniquity came.

And in their final desperate struggle for order and Niedergang, they do not yet realize that the downfall is already achieved, even if the dream of world power has not yet faded. The judgment of mankind has been recorded.

Countries that have been crushed and devoured can all be rehabilitated. The material can be obliterated, and the blood that has been spilled in defense of liberty will remain as a red badge of honor; but for Germany there can be no rehabilitation until the German people themselves have come to share with the world its horror and detestation of the nation responsible for the most wanton and crime that civilization has witnessed.

## LUSITANIA.

I do not ask your tears.  
I do not ask, dear hearts, that there should be

Loud prayer and solemn masses said for me.

And grave flowers strewn upon a moaning sea.

I do not ask your tears;  
I only ask

Your ringing swords, dear hearts,  
Your ringing swords.

They do not ask your tears  
Who knew the measure of the Teuton's hate;

With stiffened hands and straightened knees they wait

The roaring of God's summons on the sea.

For they must welcome at the judgment gate

A King, you see.

They do not seek your tears;  
They only ask

Your fire and steel, dear hearts.

Your fire and steel.

I do not ask your tears;

If only, where the outlaw standards reel,  
My name may be a crying, and a seal

Upon their lips, a brand upon their dead;

My name may be a flaming doom of steel,

With trumpet thunder and tempestuous peal

Of blaring bugles; my name may be a sword

Of sundering hate upon a craven head—  
A King's crowned head.

And so I ask no tears;

I only ask

Your flesh and blood, dear hearts,

Your flesh and blood.

CHAS. JOHN JEANS.

gives  
be forgotten:  
"It is because the torpedoes  
Lusitania summed up in one  
blooded act the savage ruthlessness of  
the German race that the anniversary  
of that foul deed should be celebrated  
when every other commemoration is  
forgotten."

## TEST OF PLAN TO RAISE THE LUSITANIA

### Inventor Would Salvage Ships Sunk by U-Boats.

W. D. Sisson, president of the American Salvage Company of New York, the inventor of a deep sea diving machine which he is anxious to have used in attempts to raise the Lusitania and other torpedoed vessels, will ask the Government to give his invention a test. He feels encouraged by a successful test he conducted in Long Island Sound off New Rochelle yesterday. The machine went down ninety-eight feet under propulsion of electrically driven propellers, for which current was supplied by a generator on a barge; bored holes in a steel plate, inserted rivets and brought the plate to the surface. Two men comprised the crew.

The machine is oval in shape, 9 feet long, 7 feet 6 inches in diameter and weighs nine tons. It has a pair of propellers on its bottom for moving up and down, and two on the side for propulsion forward or backward. Magnets on the outside will hold the machine against a ship while the rivet holes are being bored and the rivets placed. It is intended to use the machine to fasten water filled pontoons to sunken ships.

Fresh air is supplied to the machine's crew from a tank of compressed air. Light is obtained from electricity. Small portholes permit view of the water. There is provision for telephoning to the "mother" barge or ship.

## LUSITANIA DAY.

### National Memorial Observance Lest We Forget.

TO THE EDITOR OF THE SUN—Sir: The anniversary of the sinking of the Lusitania should be designated a national memorial day by act of Congress to commemorate the martyrdom of American men, women and children who perished at sea, innocent victims of the savage German submarine warfare.

How ashamed the Huns must be of the savage human tribes of Borneo and New Guinea who have mercy and compassion for women and babies of their enemies.

Lusitania day should be the great memorial day for all American heroes. In the present, the most sublime selfish war of the United States, Lusitania day should be an everlasting memorial, as the Roman poet says, "perennius," to the insane brutality of the Teutons who have violated all laws of God and man.

When the war is over and wounds are healed, times, conditions and men have changed, we may perhaps forget the sufferings and sacrifices of our American martyrs and heroes as many great historic events have been forgotten. That cannot happen if Lusitania day is made a national memorial day. Future

generations would meet every May 7 for prayer, to pay respect to their great dead, to renew their pledge of readiness to sacrifice their all in defence of national honor and country.

On May 7 the Teutons should hear forever our "Remember the Lusitania!" and perhaps a new and reformed Germany, ashamed of the Lusitania murderers, would answer "Never again." Such a change in the nature of the German nation is possible only if the German people suffer a crushing defeat, if the German nation, after accepting the Allies' terms of peace, is put on probation to keep peace for many years to come by a league of nations in arms.

The men who talk of a league of disarmed nations after this war are simply dreaming of an impossible Utopian condition of world affairs, totally forgetful of the character, organization and history of the German nation. Have Jena and Austerlitz broken the German spirit? Did Napoleon with his crushing victories, Germany and Austria at his feet, cower the Teutons for a long time? By no means. The Germans forced the Slavs to help them and, driving the Slav soldiers into their battles, regained their freedom.

It is asserted that 60 per cent. of the soldiers in the wars of liberation from Napoleon were Slav soldiers. Millions of Slavs were brutally forced by Austria to fight for Germany in the present war.

On more millions of Slavs has Germany now laid her oppressing hands with the intention to use them in peace as cheap laborers, as soldiers and "Kanonenfutter" in war to conquer the world for Germany's use.

On this Lusitania day let every wise American say:

Germany, we did not know you before, but now we are sure that you are the most brutal outlaw among the nations, a terror and a menace to human progress, freedom and civilization. We shall beat you. We shall force you to keep peace by a league of nations in arms. We shall free the Slav nations from your tyrannous grip, your unwilling soldiers in war and industrial slaves in peace. Never hereafter shall you find us unprepared as we were on the fateful May 7, 1915.

Hereafter we will forever be prepared to meet you and defeat you by our armed forces in the air, on land, on sea and under sea—American forces, raised by a universal military service—until such national policy proves to be mercenary beyond any doubt whatever.

Let the Lusitania day be a sacred national memorial day and ordered so by act of the Congress of the United States.

JULIUS HUPERT, M. D.

NEW BRITAIN, Conn., May 11.

A Change of Color.

Killed the green



TUESDAY, MAY 7, 1918.

## the Little Lost Children of the Lusitania



### OBSERVE LUSITANIA DAY WITH "WIN THE WAR" RALLY TO-NIGHT

The third anniversary of the sinking of the Lusitania will be observed to-night at Carnegie Hall, where the American Defence Society will hold a "Win the War" meeting, which promises to be one of the most important gatherings of its kind since the war began. Theodore Roosevelt will be the principal speaker and addresses will be made by Senator Robert L. Owen, of Oklahoma, and Charles F. Fairchild, formerly Secretary of the Treasury.

A special Lusitania memorial service will be held this afternoon at four o'clock in the old Trinity Episcopal Church, at the head of Wall street. All the leading patriotic societies in the city have been invited. Prayers will be offered for the repose of the souls of those who went down on the steamship. Both the British and American flags will be carried in procession and soldiers and seamen from Governor's Island and British uniformed

men will guard the colors of their respective nations.

The Rev. Dr. William T. Manning, the rector, will preach a memorial sermon, coming up specially from Camp Upton, where he is serving as voluntary chaplain of the Sixth Battalion. The Scripture lesson will be read by the Rev. Dr. Howard Duffield, pastor of the First Presbyterian Church, and chaplain of the Ninth Coast artillery. The services will be under the auspices of the American Rights League and the American Defence Society.

### AMERICANS TO HONOR DEAD AT QUEENSTOWN

[BY CABLE TO THE ASSOCIATED PRESS.]

LONDON, Monday.—Tuesday, the third anniversary of the sinking of the Lusitania, will be observed by special prayers in many English churches and by services at the Lusitania cemetery in Queenstown. An American naval detachment will take part in the observances at Queenstown.



JAPAN'S DEMANDS ON CHINA.  
A triple view from the standpoints of  
Japan, China and the United States of  
the crisis in the Far East. In  
to-morrow's SUN.

# The Sun.

VOL. LXXXII.—NO. 250.

NEW YORK, SATURDAY, MAY 8, 1915.

THE WEATHER FORECAST.  
Fair to-day and to-morrow; fresh winds  
Highest temperature yesterday, 64; lowest, 55.  
Detailed weather, small and marine reports on page 10.

PRICE TWO CENTS.

## LUSITANIA TORPEDOED BY GERMAN SUBMARINE; 1,000 MAY BE DEAD; GIANT CUNARDER WITH MANY PROMINENT AMERICANS ABOARD, SINKS IN EIGHTEEN MINUTES AFTER ATTACK OFF IRISH COAST

### German Threat to Sink Lusitania Advertised Here Before She Sailed

Autons in United States Made No  
Secret of Plan to Destroy Big  
Passenger Carrying Cu-  
narder on This Trip.

THE "SUN" WIRELESSED WARNING  
AS LATE AS SATURDAY NIGHT

at of "Big News" Received From Quarter  
Supposed to Be Close to German  
Secret Service.

It seems certain that many persons,  
just who cannot be told, had fore-  
knowledge of the disaster to the Lusitania.

THE SUN on Saturday, the day of  
the sailing, received confidentially  
from a quarter supposed to be in close  
touch with the American branch of  
the German secret service word to  
this effect:

You will get some news from the  
Lusitania—something as big as the  
Touaine fire.

Nothing more than this was  
a warning, however, as only  
it was in the air that  
ing was to happen to the big  
The presence of new big Ger-  
submarines in the Irish Sea and  
Atlantic off the Irish coast had  
positively confirmed and they  
directly in the path not only of  
the Lusitania but of all other steam-  
ships making a British or Scottish  
port.

Germans in the United States made  
no concealment of the situation. The  
morning the Lusitania sailed, the  
newspapers of the United States  
printed as an advertisement a "warn-  
ing from the German Embassy" at  
Washington to all Americans that in  
sailing under a British flag to the zone  
of war as marked out by Germany  
they were assuming a risk. It was re-  
ported also on that morning that  
prominent passengers aboard the ship  
had received telegrams asking them  
not to depart in her. Alfred G. Van-  
derbilt was said to have received one  
of these messages termed "Morte" tell-  
ing him the ship was to be torpedoed  
or blown up. The ship had hardly  
left her dock when the report men-  
tioned in the foregoing came to THE  
SUN and then followed further rumors  
that it was to be a repetition of the  
explosion and fire on La Touraine.

It was said that a trunkful of explo-  
sives was aboard.  
In addition to all of this it was said  
that the German submarine cam-

### GERMAN EMBASSY WARNED TRAVELLERS

The following warning to transatlantic travellers was advertised in last Saturday's Sun by the German Embassy in Washington:

#### NOTICE!

Travellers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and 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 any of her allies are liable to attack and destruction in the war zone off the coasts of Great Britain or her allies do so at their own risk.  
IMPERIAL GERMAN EMBASSY.  
Washington, D. C., April 22, 1915.

to questions concerning the advertise-  
ment: "We have done it to ease our  
consciences." This seems to show that  
the sinking of one or more of the big  
liners had been carefully planned.

### FIRST NEWS OF SURVIVORS.

#### George A. Kessler of New York Among Those Saved.

The first message to the effect that  
any particular passengers had been  
saved was received at the Cunard offices  
at 11 o'clock last night. It read as fol-  
lows:

"Gen. Lasseter's wife and son safe."

The passenger list of the Lusitania  
contained the names of Mrs. H. B. Las-  
setter and Mr. F. Lasseter.

The Lasseters live in London and  
were booked from Sydney, Australia. It  
is believed that they were on a trip  
around the world.

A little later it was announced that  
another message had arrived reading as  
follows:

"Miss J. D. Smith and George Kessler  
safe."

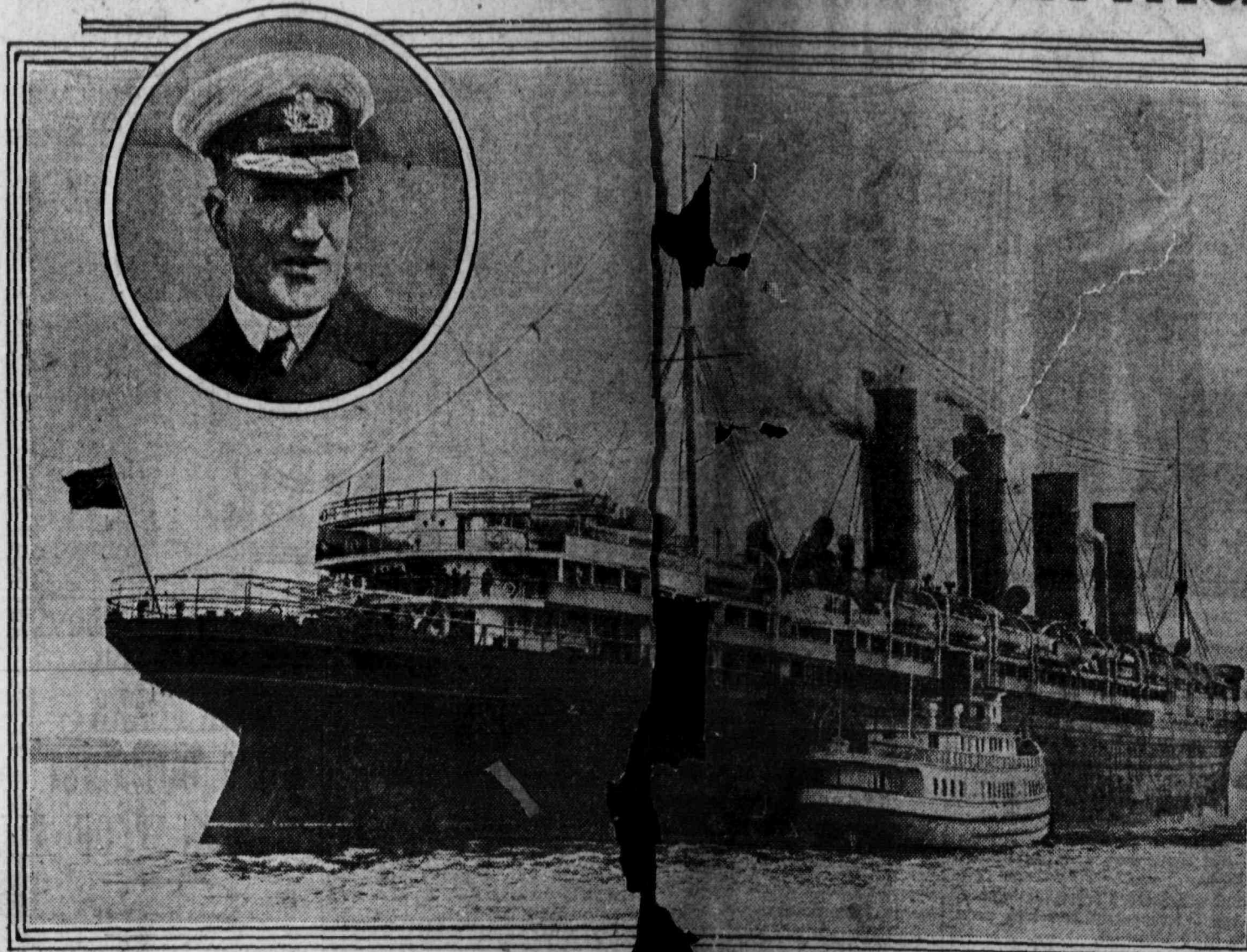
The Miss Smith referred to is Miss  
Jessie Taft Smith of Braceville, Ohio.  
George A. Kessler, a passenger on the  
Lusitania, is a New York wine mer-  
chant.

### PIRACY, SAYS ROOSEVELT.

Not Ready to Say What This Gov-  
ernment Should Do.

STRAUSE, N. Y., May 7.—Col. Roose-  
velt to-night characterized the sinking  
of the Lusitania as "an act of piracy."  
"I do not know enough of the facts,"  
said the Colonel, "to make any further  
comment or to say what would be proper  
for this Government to do in the cir-  
cumstances."

"I can only repeat what I said the  
other day when the Gulfight was sunk.  
"I then called attention to the fact  
that—months before the German war  
zone was established and deeds such as



The Lusitania leaving her New York pier May 1 on what proved to be her last voyage. In the inset, Capt. W. T. Turner, her commander. The ship was torpedoed off the coast of Ireland, and sank in 18 minutes. The ship was on the voyage from Queenstown to Liverpool by German submarines.

### WILSON FEARS U. S. OUTBURST MOST OF ALL

President Plans to Restrain  
the Country From Any  
Rashness.

OFFICIAL LIPS ARE  
SEALED AT PRESENT

Executive Drops Golf to  
Take the Situation  
in Hand.

WASHINGTON, May 7.—Official Wash-  
ington was stunned by the news of  
the torpedoing and sinking of the  
Lusitania.

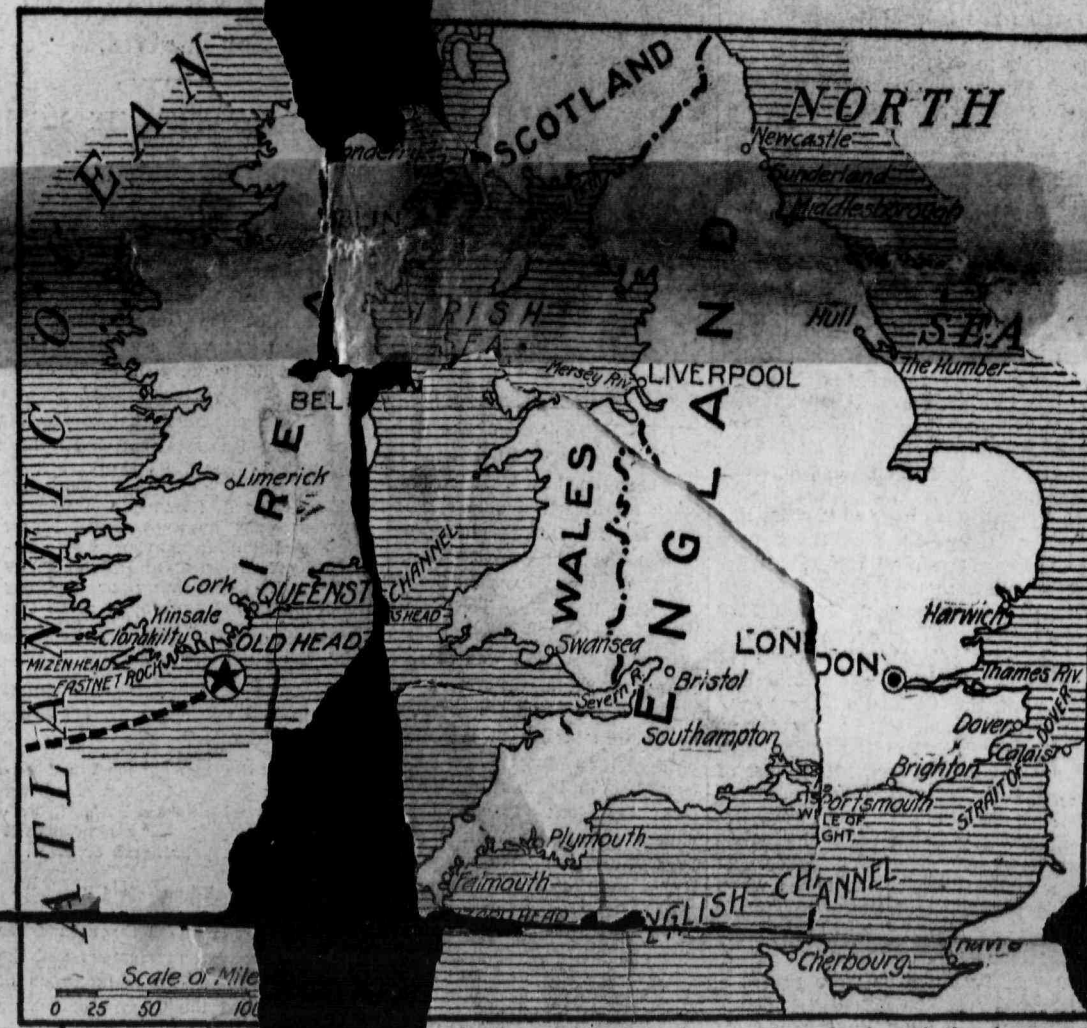
The dismay which followed the first  
indefinite reports gave place to a  
more hopeful view as subsequent in-  
formation began to indicate that the  
passengers had been saved.

With later unofficial advices indi-  
cating a heavy loss of life, the gloom  
in official circles deepened and there  
was no attempt to conceal the fact  
that the United States is finally face  
to face with a situation which may  
precipitate a rupture with Germany.

The immediate effect of the stagger-  
ing news was to seal the lips of all  
high officials, so far as public com-  
ment was concerned. The President  
and his advisers are determined to  
suspend judgment and to refrain from  
any expression of opinion until all  
the facts have been officially ascer-  
tained. The deep anxiety under which  
they were laboring was, however,  
plainly apparent.

#### The Principal Fear.

What the Administration most fears  
as the result of the sinking of the  
Lusitania is that it may prove to be  
the spark inflaming the hitherto  
calm public opinion in



Map showing the approximate location of the Lusitania when she was torpedoed, and the danger zone around the British Isles, as proclaimed by Germany.

Government. All the issues now  
ready been before the State  
Department in the cases of the Palala  
the Gulfight and the Cushing.

For nearly two months the Adminis-  
tration has had before it without tak-  
ing any action the case of Leon  
Thrasher, the American, who lost his  
life when the Germans torpedoed the  
British ship Palala without giving the  
passengers and crew sufficient time  
to leave the vessel.

It is a week since the German  
pedoed the American steamship  
lying the American flag, result-  
ing in the loss of three American  
the same day an aeroplane, piloted  
German, dropped three bombs on  
the American ship Cushing, damaged  
vessel, those on board surviving by  
a fortunate chance.

In every quarter here to-night  
asserted that no longer can the  
States Government delay its action  
the issue involving the destruction  
Germany of American life and prop-  
erty on the high seas.

Many are of the opinion that the  
United States been more prompt  
in the Palala case—the first prom-  
ise of the destruction of a

### NE OFF IRELAND IS 50 MILES BROAD

The maritime war zone proclaimed  
by the German Government to take  
effect February 18 included the  
waters surrounding Great Britain and  
Ireland as follows:

Along the northern and western  
coast of Scotland and the northern,  
western and southern coasts of Ire-  
land, a strip of water fifty miles  
broad. From the Shetland Islands  
southward and eastward, upward of  
100 miles, exclusive of the shipping  
route north of the Shetlands.

The eastern part of the North Sea  
is free, as is a thirty mile strip off  
the Dutch coast. The zone includes  
the entire English Channel, the Irish  
Sea, the North Channel, between  
Scotland and Ireland, and St. George's  
Channel, between Ireland and south-

lent to an act of war against the United  
States, justifying the most extreme  
measures which one Government may  
take against another in defence of its  
just rights.

The natural conservatism which pre-  
dominates in official quarters and fear  
of the consequences of the disaster led  
to the suggestion in administration cir-  
cles of possible extenuating cir-  
cumstances which might avert the danger  
of a rupture with Germany. It was  
pointed out that possibly the Lusitania  
was destroyed by bombs placed in her  
hold before she sailed—though this sug-  
gestion is not seriously put forward by  
many.

More seriously, it was suggested that  
possibly the Lusitania was under convoy  
of British warships, though this is  
doubted in view of her high speed. An-  
other suggestion was that the Lusitania  
may have been armed, thus giving the  
Germans the right to treat her as a ves-  
sel of war and sink her without warning.  
The reported presence of reservists,  
the possible presence of munitions of  
war on board were also suggested as cir-  
cumstances which might be held to  
justify the act attributed to the Ger-  
mans.

### About 850 Survivors Picked Up in Lifeboats, Landed by Rescue S

### Torpedo Fired by Submarine believed to Have Caused Interior Explosion After Which Liner Sank in Eighteen Minutes.

### CUNARDER 10 MILES FROM LAND WHEN ATTACKED BY GERMAN

### Most of Ship's Lifeboats Made Useless Careening of Vessel—Survivors Landed at Queenstown, Kinsale and Galley Head.

More than one thousand lives, American citizens an-  
the number, were lost yesterday, it is feared, when the  
Cunard liner Lusitania was torpedoed off Old Head of Kin-  
Ireland, by a German submarine. The attack was made with-  
warning. The ship sank within eighteen minutes.

Out of a total number of 2,104 persons aboard, passeng-  
and crew with 187 American citizens, between 850 and 1,000  
are reported ashore at Queenstown, Kinsale, Galley Head and  
Clonakilty. A late bulletin received by the Cunard company  
expressed the belief, however, 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 Que-  
town. This indicates that the explosion must have been  
extremely violent or that there was a second interior explo-

The Lusitania was struck around 2:15 o'clock in the  
afternoon (Irish time—9:15 A. M. New York time), and  
before rounding into the entrance of St. George's Channel.  
She was about ten miles south by west off Old Head of Kin-  
sale at the time, apparently proceeding at her top speed.

The blow must have been terrific. Her wireless op-  
erator barely had time to send a distress message. The mar-  
observer at Old Head just made out the big ship with a head-  
list when she disappeared. Twenty lifeboats and rafts were  
left floating on the water.

Scores of other boats, fishermen, a Greek steamship,  
tor boats, lifeguard boats and tugs were rushed from the  
port from Queenstown south to Galley Head. It is feared  
certain that of the lifeboats and rafts of the Lusitania  
able of carrying 2,605 persons only a little more than one-half  
were available because of the careening of the ship.

The disaster to the Lusitania was clearly forecast by  
the Government both in this country and abroad.

The ship sailed last Saturday morning from New York  
at 11:30 a. m. She was bound for Queenstown and Liverpool.  
Passengers were warned at the pier  
to sail, as something like the accident to La Touraine was  
happen.

The Lusitania was the largest and most valuable vessel  
far destroyed by the German submarine campaign. She was  
valued at \$7,500,000 and carried 1,200 tons of cargo, some  
which was ammunition.

Stocks dropped with a rush when the news of the sink-  
ing of the Lusitania reached Wall Street. There was an in-  
frenzied trading, when even the standard shares dropped  
brokers and investors regained confidence and the slump  
to an end. Before the Stock Exchange closed much of the  
ground lost had been regained and prices were quite  
normal.

### BIG FLEET RUSHED FROM QUEENSTOWN TO RESCUE

LONDON, May 8 (1 A. M.)—The impression is grow-  
hourly stronger that the loss of life by the destruction of  
Lusitania by a German submarine in the Irish Sea this  
noon was enormous.



# German Threat to Sink Lusitania Advertised Here Before She Sailed

Autons in United States Made No Secret of Plan to Destroy Big Passenger Carrying Cunarder on This Trip.

THE "SUN" WIRELESSED WARNING AS LATE AS SATURDAY NIGHT

of "Big News" Received From Quarter Supposed to Be Close to German Secret Service.

It seems certain that many persons, just who cannot be told, had foreknowledge of the disaster to the Lusitania.

THE SUN on Saturday, the day of the sailing, received confidentially from a quarter supposed to be in close touch with the American branch of the German secret service word to this effect:

You will get some news from the Lusitania—something as big as the Touraine fire.

Nothing more definite than this was

known.

Cap.

was only

It was in the air that

ing was to happen to the big

The presence of new big Ger-

submarines in the Irish Sea and

Atlantic off the Irish coast had

positively confirmed and they

directly in the path not only of

Lusitania but of all other steam-

ships making a British or Scottish

port.

Germans in the United States made

o concealment of the situation. The

morning the "Lusitania" sailed the

newspapers of the United States

printed as an advertisement a "warn-

ing from the German Embassy" at

Washington to all Americans that in

falling under a British flag to the zone

war as marked out by Germany

they were assuming a risk. It was re-

ported also on that morning that

prominent passengers aboard the ship

had received telegrams asking them

not to depart in her. Alfred G. Van-

derbilt was said to have received one

of these messages signed "Mortie" tell-

ing him the ship was to be torpedoed

or blown up. The ship had hardly

left her dock when the report men-

tioned in the foregoing came to THE

SUN and then followed further rumors

that it was to be a repetition of the

explosion and fire on La Touraine.

It was said that a trunkful of explo-

sives was aboard.

In addition to all of this it was said

that the new German submarines of a

greater sailing radius were off the

Irish coast waiting for her. The Ger-

mans were determined to sink the ship,

it was declared. She was the fastest,

largest transatlantic liner going to Eng-

land, carrying in the aggregate more

cargo than any three other ships.

While no official announcement was

made on the subject, it was intimated

that the advertisement was regarded as

a piece of diplomatic impertinence and

in very bad taste. The question was

asked whether the embassy could prop-

erly use the advertisement method in

carrying on a campaign to injure the

business of Great Britain in this coun-

try. So far as Americans were con-

cerned, it was declared, they have a

right to do what they please and what

may be their interests to do. There

was some talk of a protest from the

British and French Ambassadors, but it

never transpired whether this was done.

The German Embassy made one reply

## GERMAN EMBASSY WARNED TRAVELLERS

The following warning to transatlantic travellers was advertised in last Saturday's Sun by the German Embassy in Washington:

NOTICE:

Travellers 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 any of her allies are liable to attack and capture at sea by German submarines and surface vessels; that the Imperial German Government is not responsible for the loss of life or property on board such vessels; and that the Imperial German Government is not responsible for the loss of life or property on board such vessels.

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

to questions concerning the advertisement: "We have done it to ease our consciences." This seems to show that the sinking of one or more of the big liners had been carefully planned.

## FIRST NEWS OF SURVIVORS.

George A. Kessler of New York Among Those Saved.

The first message to the effect that any particular passengers had been saved was received at the Cunard offices at 11 o'clock last night. It read as follows:

"Gen. Lasseter's wife and son safe."

The passenger list of the Lusitania contained the names of Mrs. H. B. Lasseter and Mr. F. Lasseter.

The Lasseters live in London and were booked from Sydney, Australia. It is believed that they were on a trip around the world.

A little later it was announced that another message had arrived reading as follows:

"Miss J. D. Smith and George Kessler safe."

The Miss Smith referred to is Miss Jessie Taft Smith of Braceville, Ohio.

George A. Kessler, a passenger on the Lusitania, is a New York wine merchant.

PIRACY, SAYS ROOSEVELT.

Not Ready to Say What This Government Should Do.

ST. LOUIS, N. Y., May 7.—Col. Roosevelt tonight characterized the sinking of the Lusitania as "an act of piracy."

"I do not know enough of the facts," said the Colonel, "to make any further comment or to say what would be proper for this Government to do in the circumstances."

"I can only repeat what I said the other day when the Gulfight was sunk."

"I then called attention to the fact that—months before the German war zone was established and deeds such as the sinking of the Lusitania were threatened—if such deeds were perpetrated they would represent nothing but mere piracy."

"I hear the ship carried the American flag. Whether that was an act of deceit or whether she was under American register I do not know."

## BELGIUM ANNEXED TO GERMAN EMPIRE

Rotterdam Despatch Says Proclamation Has Been Posted in Antwerp.

Special Cable Despatch to THE SUN.

LONDON, May 8.—The Daily Mail's correspondent at Rotterdam says a proclamation has been posted in Antwerp declaring that Germany has annexed Belgium. The proclamation is dated May 5.



The Lusitania leaving her New York pier May 1 on what proved to be her last voyage. In the inset, Capt. W. T. Turner, her commander. In February, Capt. Dow hoisted the American flag to protect her against attack by German submarines.

## WILSON FEARS U. S. OUTBURST MOST OF ALL

President Plans to Restrain the Country From Any Rashness.

OFFICIAL LIPS ARE SEALED AT PRESENT

Executive Drops Golf to Take the Situation in Hand.

WASHINGTON, May 7.—Official Washington was stunned by the news of the torpedoing and sinking of the Lusitania.

The dismay which followed the first indefinite reports gave place to a more hopeful view as subsequent information began to indicate that the passengers had been saved.

With later unofficial advices indicating a heavy loss of life, the gloom in official circles deepened and there was no attempt to conceal the fact that the United States is finally faced with a situation which may precipitate a rupture with Germany.

The immediate effect of the staggering news was to seal the lips of all high officials, so far as public comment was concerned. The President and his advisers are determined to suspend judgment and to refrain from any expression of opinion until all the facts have been officially ascertained. The deep anxiety under which they were laboring was, however, plainly apparent.

## The Principal Fear.

What the Administration most fears as the result of the sinking of the Lusitania is that it may prove to be the spark inflaming the hitherto rather complacent public opinion in this country with regard to the activities of Germany on the high seas in the destruction of American life and property.

There were many indications to-night that the Administration, for the present at least, will do its utmost to hold in check the public opinion of the country. Certainly there will be no encouragement from official quarters of the extreme view held by some persons that the torpedoing of the Lusitania with the loss of American lives is equivalent to an act of war against the United States. In fact suggestions came from official quarters to-night of circumstances attendant upon the sinking of the Lusitania which might tend to moderate the effect of the event on this Government when viewed in the light of international law.

Suggestions were heard in Washington to-night that if the loss of American life on the Lusitania has been great the President may call Congress in session to consider the matter. Inquiries in official quarters failed to disclose any basis for these reports and it is certain that the President is not considering this move at present.

It is admitted that the Lusitania case presents legally no new issue to this



Map showing the area around the British Isles, of the Lusitania when she was torpedoed, and the danger zone proclaimed by Germany.

## NE OFF IRELAND IS 50 MILES BROAD

The maritime war zone proclaimed by the German Government to take effect February 18 included the waters surrounding Great Britain and Ireland as follows:

Along the northern and western coast of Scotland and the northern, western and southern coasts of Ireland, a strip of water fifty miles broad. From the Shetland Islands southward and eastward, upward of 100 miles, exclusive of the shipping route north of the Shetlands.

The eastern part of the North Sea is free, as is a thirty mile strip off the Dutch coast. The zone includes the entire English Channel, the Irish Sea, the North Channel, between Scotland and Ireland, and St. George's Channel, between Ireland and southwestern England.

Along the northern and western coast of Scotland and the northern, western and southern coasts of Ireland, a strip of water fifty miles broad. From the Shetland Islands southward and eastward, upward of 100 miles, exclusive of the shipping route north of the Shetlands.

The eastern part of the North Sea is free, as is a thirty mile strip off the Dutch coast. The zone includes the entire English Channel, the Irish Sea, the North Channel, between Scotland and Ireland, and St. George's Channel, between Ireland and southwestern England.

## German Embassy's Attitude

At the German Embassy there was no effort to conceal the satisfaction over reports that a German submarine had succeeded in sinking one of the giant British liners, although regret was expressed that American lives had necessarily been endangered.

The statement was made that it was to be hoped that the world would learn its lesson by this occurrence and not

## About 850 Survivors Picked Up in Lifeboats, Landed by Rescue S

Torpedo Fired by Submarine believed to Have Caused Interior Explosion After Which Liner Sank in Eighteen Minutes.

CUNARDER 10 MILES FROM LAND WHEN ATTACKED BY GERMAN

Most of Ship's Lifeboats Made Useless Careening of Vessel---Survivors Landed at Queenstown, Kinsale and Galley Head.

More than one thousand lives, American citizens among the number, were lost yesterday, it is feared, when the Cunard liner Lusitania was torpedoed off Old Head of Kin Ireland, by a German submarine. The attack was made with warning. The ship sank within eighteen minutes.

Out of a total number of 2,104 persons aboard, passengers and crew with 187 American citizens, between 850 and 1,000 are reported ashore at Queenstown, Kinsale, Galley Head and Clonakilty. A late bulletin received by the Cunard company expressed the belief, however, 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. This indicates that the explosion must have been extremely violent or that there was a second interior explosion.

The Lusitania was struck around 2:15 o'clock in the afternoon (Irish time—9:15 A. M. New York time), before rounding into the entrance of St. George's Channel. She was about ten miles south by west off Old Head of Kinsale at the time, apparently proceeding at her top speed.

The blow must have been terrific. Her wireless operator barely had time to send a distress message. The marine observer at Old Head just made out the big ship with a head list when she disappeared. Twenty lifeboats and rafts were left floating on the water.

Scores of other boats, fishermen, a Greek steamship, motor boats, lifeguard boats and tugs were rushed from the port from Queenstown south to Galley Head. It is fairly certain that of the lifeboats and rafts of the Lusitania capable of carrying 2,605 persons only a little more than one-half were available because of the careening of the ship.

The disaster to the Lusitania was clearly forecast by the Government both in this country and abroad. It was said she sailed last Saturday morning.

At warning of the danger zone, passengers were warned at the pier to sail, as something like the accident to La Touraine was to happen.

The Lusitania was the largest and most valuable vessel far destroyed by the German submarine campaign. She was valued at \$7,500,000 and carried 1,200 tons of cargo, some of which was ammunition.

Stocks dropped with a rush when the news of the sinking of the Lusitania reached Wall Street. There was an hour of frenzied trading, when even the standard shares dropped. Brokers and investors regained confidence and the slump came to an end. Before the Stock Exchange closed much of the ground lost had been regained and prices were quite normal.

## BIG FLEET RUSHED FROM QUEENSTOWN TO RESCUE

Special Cable Despatch to THE SUN.

LONDON, May 8 (1 A. M.)—The impression is growing hourly stronger that the loss of life by the destruction of the Lusitania by a German submarine in the Irish Sea this noon was enormous.

The latest bulletins received enumerate so few survivors that it is feared that more than 1,000 may have perished among them some American citizens. It is impossible to get any list of survivors to-night. Neither the British Admiralty nor the Cunard company has been able to get one.

The last official statement to be issued came from the American Embassy. It read:

"The Embassy has just received a message stating that about half of the passengers of the Lusitania have been picked up. The ship sank in eighteen minutes."

Out of the 2,104 passengers and crew aboard the ship, 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 total.

The latest bulletin comes from Queenstown by wireless. It reads:

"Queenstown wires that the Stormcock is landing 160 passengers and crew. It is reported by the

Continued on Second Page.



## MANY PROMINENT PERSONS ON LUSITANIA'S PASSENGER LIST

## Many Americans of Note on List of Passengers

Alfred G. Vanderbilt, Charles Frohman, Charles Klein and Justus Miles Forman Among Those Who Sailed on the Lusitania.

## ELBERT HUBBARD ON WAY TO WRITE ABOUT WAR

There were many prominent passengers on board the Lusitania when she sailed from this port on last Saturday. Alfred G. Vanderbilt was on his way to England to spend three weeks in the British Isles. Elbert Hubbard went to Europe to write about the war; Charles Frohman and Charles Klein took the trip to look for new war plays for American theatres.

Justus Miles Forman originally meant to go to the front as the correspondent of a New York evening newspaper, but arrangements to that effect were not completed when the steamer sailed, so that he went only as a free lance.

Allen D. Loney, who was on board with Mrs. Loney and his daughter, had been with his wife at the Hotel Gotham for the past two months. He began to do ambulance work at Mrs. Mitchell Depew's hospital at Compiegne as soon as the war began and returned here in the winter when there was no longer need for his services at Compiegne. He now expected to return there for the spring campaign. Mrs. and Miss Loney were going to their home in Scotland.

## Other New Yorkers Aboard.

A. S. Witherbee of Larchmont, also a passenger, is head of the Mexican Petroleum Solid Fuel Company of 527 Fifth avenue. The company has a big trade with England, closing a \$1,000,000 contract not long ago. Mr. Witherbee went to England two or three times a year in the course of his business. He is a member of the Larchmont Yacht Club and the Lambs Club of New York.

Herman H. Myers, another passenger, is a millinery dealer of 684 Broadway. He was said at his home, 605 West 113th street, that he had gone to London on business.

W. Brodick-Cloete one of the prominent British passengers, is one of the directors of Vickers, Ltd., the famous armaments manufacturing firm. He is also a large landed proprietor in Texas and in Mexico.

Father Basil Mathurin is one of a well known Irish Catholic family, many of whom, including Father Mathurin, have converted to the Roman Catholic church. Father Basil was educated at Trinity College, Dublin, and went to the Holy Brotherhood under Father Benignus. For a time he was in charge of the Clementine parish in Philadelphia.

Commander J. Foster Stackhouse, a member of the Royal Geographical Society, was the organizer of the British Antarctic expedition sent out in 1914 to determine the coast line of King Edward VII. Land.

Here for Sargent Bids.

Mr. Hugh Percy Lane, who was one of the passengers on the Lusitania, is noted in England as having a "wonderful eye for a picture." The son of an Irish clergyman, he was born in County Cork forty years ago. Although known as a writer on art subjects and as a leader in the revival of a national school of Irish art, he is chiefly prominent in the public eye as director of the National Gallery in London, which his progressive methods brought to a high level of excellence.

Before his appointment to that post in 1914 he presented a collection of pictures to the city of Dublin and also organized the South African National Gallery in Cape Town and Johannesburg. As a connoisseur of pictures his taste is unrivaled and he has been a great help to the art world.

His work of art. Sir Hugh Lane's collection dates from 1909, and to this country a few weeks ago he came to obtain bids for a \$50,000 collection by Sargent, the proceeds to be used to purchase a gallery in London.

David Alfred Thomas, a Welsh colliery owner, who was also aboard, is very prominent in trade and politics in the United Kingdom. He represented a min-

ing constituency for twenty-two years in Parliament, and though a mine owner himself and representative of other large holders he has always stood close to the miners. Mr. Thomas is 55 years old. In March last year he paid a visit to this country in the interest of other large mine owners in Britain to bring about an amalgamation of American collieries, but did not succeed. His daughter, Lady Harriet, was also a passenger.

Charles T. Jeffery of Kenosha, Wis., who was also aboard the ship destroyed, is president of the Thomas B. Jeffery Company, makers of Jeffery automobiles and motor trucks. He is 38 years old and married. He has one child. The Jeffery company has been very active in selling motor trucks for war purposes abroad, and Mr. Jeffery only recently returned to the United States after having spent five months in London, where he stayed at the Hotel Savoy.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

ing constituency for twenty-two years in Parliament, and though a mine owner himself and representative of other large holders he has always stood close to the miners. Mr. Thomas is 55 years old. In March last year he paid a visit to this country in the interest of other large mine owners in Britain to bring about an amalgamation of American collieries, but did not succeed. His daughter, Lady Harriet, was also a passenger.

Charles T. Jeffery of Kenosha, Wis., who was also aboard the ship destroyed, is president of the Thomas B. Jeffery Company, makers of Jeffery automobiles and motor trucks. He is 38 years old and married. He has one child. The Jeffery company has been very active in selling motor trucks for war purposes abroad, and Mr. Jeffery only recently returned to the United States after having spent five months in London, where he stayed at the Hotel Savoy.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

Gerald A. Lettis is an antique furniture dealer of 21 East Fifty-third street. His home is in London and he was on his way to join his wife there. No word has been received from him.

Frank Partridge is also an antique furniture dealer at 741 Fifth avenue, with a shop in London. He and Mrs. Ogden H. Hammond of 30 East Seventy-third street left on the Lusitania for a six weeks trip abroad. They have children in school at Barnardville, N. J. He is a broker. Mrs. H. D. Symers of 41 West Forty-seventh street, went abroad on business, her mother, Mrs. J. J. Henkins, said last night.

Making Semi-annual Trip.

Charles Cheever Hardwick, a member of the lace importing firm of Burr & Hardwick, 130 and 132 Fifth avenue, was on the Lusitania making his semi-annual trip to Europe to buy for the firm. He lives with his wife at 224 Oakwood avenue, Orange. Usually Mrs. Hardwick accompanies her husband on his business trips abroad, but she stayed at home this time because of fear of the perils of war.

Miss Phyllis Hutchinson of Birkenhead, near Oxton, Cheshire, England, had been here for two months recuperating after her labors in England making comfort kits for the soldiers at the front. She had been entertained at the home of her uncle, Robert A. Franks, at Llewellyn Park, West Orange. Last week her family sent a cable asking her to return at once. She had fully recovered her health.

Dr. J. Houghton of Troy, New York, was a passenger on the ship, having sailed to take charge of a Red Cross hospital at La Panna, Belgium. A De-passe has charge of a certain phase of the relief work in Belgium. Friends came to inquire about Cyril H. Brereton of Los Angeles, Cal., who with his wife and two children had shipped second class.

## 189 of Passengers American Citizens

There were 1,254 passengers and 850 crew on the Lusitania, making a total of 2,104. These are the official figures given out at the offices of the Cunard Steamship Company here yesterday. Among the passengers were 187 American citizens and 956 English subjects.

The passenger list was divided as follows: First class, 291; second class, 601; third class, 362. Among the passengers were nine first class and twenty-nine second class passengers from the Cameronia who were transferred to the Lusitania at the last minute because the Cameronia was drafted for Government service.

The statistics as to the nationality of the passengers are given below:

Saloon.	
British.....	129
Americans.....	14
Greeks.....	1
Swedes.....	1
Total.....	145
Second.	
British.....	521
Americans.....	6
Russians.....	2
Belgians.....	1
Hollanders.....	1
Total.....	531
Third.	
English.....	294
Irish.....	22
Scots.....	13
Russians.....	6
Americans.....	1
Persians.....	1
Total.....	337

GRANT, Mr. and Mrs. MONTAGU T., Chicago.

H. HAMMOND, Mr. and Mrs. FREDERICK S., Toronto.

HAMMOND, Mr. and Mrs. O. H., New York.

HARDWICK, C. C., New York.

HARRIS, J. H., Harris, Dwight C.

HAWKINS, F. W., Hill, Mrs. C. T., London.

HODGES, Mr. and Mrs. WILLIAM S., and children, W. J., Jr., and DEAN W., Philadelphia.

HOLT, Master W. R. G., Montreal.

HOPKINS, A. L., New York.

HOUGHTON, Dr. J. T., Hubbard, Mr. and Mrs. ELBERT, East Aurora, N. Y.

MUTHINSON, Miss P., Orange, N. J.

J. JEFFREY, C. T., Chicago.

JENKINS, FRANCIS B., JOLIVET, Miss RITA, JONES, Miss, New York.

K. KERBLE, Mr. and Mrs. W., Toronto.

KELLET, FRANCIS C., New York.

KEMPSON, M., Toronto.

KENAN, Dr. OWEN.

KENNEDY, Mrs. C. HICKSON, New York.

KENNEDY, Miss KATHRYN, New York.

KESER, Mr. and Mrs. HARRY J., Philadelphia.

KESSLER, GEORGE A., KING, T. B., New York.

KLEIN, CHARLES, New York.

KNIGHT, Miss ELAINE H., Baltimore.

KNOX, S. M., Philadelphia.

L. LANE, Sir HUGH, England.

LASSITER, Mrs. H. B., London.

LAURIE, CHARLES E., Jr., Boston.

LEABOLD, Mr. and Mrs. C. A., and maid, Sydney.

LEARY, JAMES, New York.

LEHMANN, ISAAC, LEVINSON, JOSEPH, Jr., LETTIS, GERALD A., New York.

LEWIS, F. GUY, LOBB, Mrs. POPHAM, New York.

LOCKHART, R. R., Toronto.

LOONEY, Mr. and Mrs. A. D., and maid, New York.

LOONEY, Miss, New York.

LUCK, Mrs. A. C., and two children, ELDRIDGE C. and KENNETH T., Worcester, Mass.

M. McCONNELL, JOHN W., Memphis, Tenn.

MACDONA, Mrs. HENRY D., McLEAN, WALTER, New York.

McMURRAY, L., Toronto.

McMURRAY, FRED A., New York.

MACLENNAN, F. E., New York.

MACDONNA, Mrs. HENRY D., New York.

MACKWORTH, Lady, Cardiff, Wales.

MARON, Mr. and Mrs. STEWART S., Boston.

MATTHEWS, A. T., Montreal.

MATURIN, Rev. BASIL W., Oxford, England.

MATTHEWS, GEORGE, Toronto.

MEDBURY, M. B., New York.

MEYERS, H. H., New York.

MILLER, Capt. J. B., MILLS, C. V., New York.

MITCHELL, JAMES D., Philadelphia.

MOODIE, E. T., New York.

MORRELL, Mrs. M. S., Toronto.

MORRISON, K. J., MOSLEY, G. G., New York.

MUNRO, Mrs., Liverpool, England.

MYERS, HERMAN A., New York.

NAUMANN, F. G., New York.

NYBLOM, GUSTAV ADOLPH, Canada.

O. ORR, Dr. J. O., Toronto.

ORR-LEWIS, F., and man servant.

OSBORNE, Mrs. A. B., Hamilton, Ont.

OSBORNE, Miss T. O., PADLEY, Mrs. F., Liverpool, England.

PADILLA, FREDERICO G., Philadelphia.

PAPPADOPOULOS, Mr. and Mrs. M., New York.

PARTRIDGE, FRANK, New York.

PAYNTER, CHARLES E., Liverpool.

PAYNTER, Miss IRENE, Liverpool.

PEARSON, F. A., Toronto.

PEARSON, Dr. and Mrs. F. S., New York.

PEARL, Major and Mrs. F. WARREN, Infant and maid, New York.

PEARL, Miss AMY W. W., New York.

PEARL, Miss SUSAN W., and maid,

## TORPEDO HAS LONG RANGE



Has 290 lb. Bursting Charge and Can Wreck a 27,000-Ton Ship.

The warhead of the German torpedo is charged with trinitrotoluene, or N. T., as naval men call it. It is derived from nitric acid and toluene.

The pattern of torpedo the Germans used at the outbreak of war is 17 ft. long, 21½ inches diameter, carries bursting charge of 290 pounds of explosive and has a 7,500 yards range. One such torpedo will put a 27,000 ton battleship out of action.

The torpedo is kept in its course and its discharge from the tube by a gyroscopic stabilizer and rudder and by microphone. This latter is similar to the human ear, as it catches the sound of a ship's propellers and guides the torpedo toward that sound.

The sections of a German torpedo are described as follows: 1. Pistol and detonator, charged with tetryl or lead azide; 2. explosive charge, trinitrotoluene; 3. air chamber containing compressed air, the motor power; 4. balance chamber, containing rudder controls; 5. engine; 6. buoyant chamber; 7. rudders; 8. propellers.

SCHWARTE, AUGUST W., New York.

SCOTT, A. J., Chicago, Ill.

SECOMBE, PERCY, Boston, Mass.

SECOMBE, Miss ELIZABETH, Boston, Mass.

SHIELDS, VICTOR E., and Mrs., Cincinnati, Ohio.

SHYMER, Mrs. R. D., New York.

SIGURD, JACOBUS, SILVA, THOMAS J., SLIDELL, T., New York.

SMITH, Miss JESSIE TAFT, Braceville, Ohio.

SONNEBORN, H. R., Baltimore, Md.

STACKHOUSE, COMMANDER J. F., TEE, London.

STEPHENS, Mrs. G. W., Infant, and maid, Montreal, Canada.

STEWART, DUNCAN, Montreal, Canada.

STONE, HERBERT S., New York.

STRAUSS, JULIUS, STUART, ALEXANDER, STURDY, C. F., Montreal.

T. TYLOR, R. L., Montreal.

TESSEN, Mr. and Mrs. T. B. THOMAS, D. A., Cardiff, Wales.

THOMPSON, E. BLISH and wife, dianna.

TIBERGHEN, GEORGE, New York.

TIMMIS, R. J., New York.

TOTAL, F. E. O., London.

TOWNLEY, ERNEST, Toronto.

TRUMBULL, ISAAC F., TURNER, SCOTT,







# EDITORIAL COMMENT N. Y. NEWSPAPERS

## Sinking of Great Passenger Ship Treated From Many Viewpoints.

### EFFECT IN UNITED STATES

The New York morning newspapers commented editorially on the sinking of the Lusitania as follows:

#### The World.

Morally the sinking of the Lusitania was no worse than the sinking of the Palaba.

"In each case a passenger ship carrying neutrals and non-combatants was destroyed by a German submarine and hundreds of helpless men, women and children left to float or drown, as luck decreed. The destruction of the Lusitania makes a more dramatic appeal to the human imagination than did the destruction of the Palaba, but both were crimes against civilization in equal degree.

"It is no fault of the German Government that anybody escaped from either 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 proceeding comparable to the moral revulsion against Germany that it is certain to produce? Wars are not won by drowning neutrals or non-combatants. We venture to say that no single act of this conflict has so outraged American opinion or so riddled the tattered rags of German prestige in this country as the destruction of the Lusitania.

"The whole German submarine policy in its campaign, not against British ships of war but against merchantmen on the high seas, is a revival of piracy—piracy organized, systematized and nationalized. It is piracy against neutrals as well as against enemies.

"History affords no other example of a great nation running amok and calling it military necessity.

"Germany expects to gain by this. It is something we cannot understand. What advantage will it be to her left without a friend or a foe in the world?"

#### The Tribune.

In this tragedy we shall now turn to Washington. More than a century ago when this nation was weak and its resources in all the resources of power, to made answer to the Barbary coast, who asserted the prerogative lessintolerable than which is now asserted in Berlin against the Lusitania Germany.

"The sinking of the Lusitania Germany opened a new page in history, in our history. . . . The voice of the United States must be heard first in this. But in this crisis the support will be assured of the support, the unfaltering support of American citizens of all parties and of no parties. In the presence of a national tragedy we shall be neither more nor less than American citizens. In the presence of a national peril we shall have but one thought, one duty and one determination.

"The nation which remembered the sinking of the Maine will not forget the sinking of the Lusitania."

#### The American.

"The sinking of the Lusitania, with her heavy freightage of peaceful travelers, including hundreds of women and children, was not an act of war; it was a deed of wholesale murder.

"It must, however, teach the people of the United States, who will to-day read with horror the list of their fellow countrymen sacrificed to the red rage of Europe, that a nation can rely upon nothing for its own protection and for the safeguarding of its own citizens except its own physical power to protect them against all menace."

#### The Herald.

"The sinking of the Lusitania only intensifies the wrong which has been done to this country by Germany. The Lusitania was a British ship flying the British flag, but she was a passenger ship, a common carrier on the high seas, and while not immune from capture, certainly under international law was immune from destruction by torpedoes.

"She carried hundreds of American passengers. Fortunately none was killed, so far as reports to hand show. But this isn't Germany's fault. It had evidently been the intention to sink the Lusitania no matter at what cost to lives and no matter whether these were the lives of neutrals or belligerents.

"Germany's official advertisements warning the world of its intention to do this very thing, the registered letters and telegrams that were received by passengers telling them that Germany contemplated this high handed and bloody act of destruction, all reveal a callousness and disregard of the ordinary sensibilities that passeth understanding. "The grave crisis which was precipitated by the sinking of the Lusitania grows greater."

#### The Press.

"Aside and apart from the question of the legal right of the Von Tirpitz Admiralty to destroy the Lusitania or any British vessel that is hauled down but cannot be carried off as a prize, it is well worth considering whether such a shock to the world as well as provocation to the Allies will in the end work more to the advantage of the Germans or of their foes.

"Merchant vessels will go on making their voyages, whether Lusitanias continue to be the queens of the seas or are blotted off their crests. Neither the one of those things nor the other can shake a brave and constant people. On the contrary, it seems to take hard knocks, and sometimes many of them, to get the Britons up and doing their best, in times of war as in easier times.

"Then there is the very probable effect upon Italy. She is more likely to be swept into this war by events which appear for the moment to make against

the Allies than by events which appear to make for them."

#### Staats-Zeitung.

"Lusitania torpedoed! No news since the sinking of the Titanic with its accompanying huge loss of life has aroused such excitement as the report of the torpedoing of the Cunard liner Lusitania.

"No one will maintain that the disaster to the Lusitania was entirely unexpected. There had been sufficient warning. It is only necessary to point to the advertisement of the German Embassy which drew the attention of travellers to the danger of a European voyage.

"To-day we are entitled to ask the question: What has the British Admiralty done to protect the Lusitania and her passengers? Does England still consider the German submarine blockade a bluff or is the British fleet afraid of the German fleet and its submarines? Certainly the assumption of the Cunard officials was justified that British warships would convoy the Lusitania through the war zone.

"Why did the British Admiralty fail so completely in view of the fact that the German submarines had increased their activity so greatly recently? England must be aware finally that the German Admiralty is quite as determined to cripple English commerce as England was to cripple German commerce. The torpedoing of the Lusitania proves that it was no empty bluff and that the German Admiralty is in a position to carry out its threat."

#### German Herald.

"The question whether the Germans have a right to torpedo merchant vessels has been threshed out before. After the British began depriving Germany of food for civilians and other non-contraband shipments, thereby violating an international law which they themselves had maintained up to the present, there was no particular reason why Germany should adhere to the law of nations.

"As to the Lusitania we might point out that the manifest showed enormous quantities of war material, among which no less than 5,471 cases of ammunition valued at \$200,000. The fact is the steamer might not be considered a passenger ship, but an army supply ship."

## LUSITANIA SKIPPER OLD SCHOOL SAILOR

Capt. W. T. Turner, Trained  
on Sailing Vessels, Always  
Ruler of His Ship.

### LONG IN CUNARD SERVICE

Capt. W. T. Turner of the Lusitania is a little man, ruddy cheeked and with sharp blue eyes. His manners are not democratic, as befits an old fashioned ruler of the quarterdeck in the days when much of the commerce of the seas was in sailing vessels. He was always the boss of his ship and took advice from nobody.

He was born in Liverpool in 1850, the son of a sea captain. He made his first voyage as a boy aboard the sailing ship White Star from Liverpool to Aden, where he shipped with his father in the clipper Queen of the Nations.

Thereafter, until he went into the steam line service in the Inman liner City of Chester, Capt. Turner saw service in some of the famous square riggers of his time. He went into the Cunard service as an officer of the steamship Cherbourg in 1878.

His old love for sail overcame him, however, and he spent several years in British barks as mate and master. He rejoined the Cunard Line as a junior officer of the Cherbourg in 1883. Finally, in 1903, he became master of the Cunarder Aleppo, in the Mediterranean trade. Since then he has commanded the Carpathia, Ivernia, Caronia, Carmania, Mauretania and Lusitania.

Capt. Turner is a commander in the Royal Naval Reserve. He has received medals for lifesaving at sea and has the South African transport medal for services while in command of the Umbria.

### FOURTH BIG LINER LOST.

Titanic, Empress of Ireland and  
Volturno Disasters Recalled.

Three big disasters of the sea are called to mind by the sinking of the Lusitania:

The White Star liner Titanic, biggest ship in the world at the time, sank on Sunday night, April 14, 1912, in latitude 41:16 north and longitude 50:14 west after striking an iceberg.

There were 1,324 passengers and a crew of 880 aboard. In all 704 persons got off on lifeboats that could have accommodated 1,176. Nearly all were rescued by the steamship Carpathia and brought to New York.

Among those lost were John Jacob Astor, Isidor Straus, Major Archibald Butt, aid to President Taft; Jacques Futrelle, the writer; William T. Stead, the journalist; G. B. Widener of Philadelphia and Henry B. Harris, theatrical manager.

When the Canadian Pacific liner Empress of Ireland was cut in two by the Norwegian collier Storstad in a fog in the St. Lawrence River 180 miles from Quebec on May 29, 1914, occurred the second greatest loss of life in a marine disaster. The lost numbered 957.

The total of persons aboard the Empress of Ireland was 1,360. Of these 403 were saved. Of the passengers 746 went down and of the crew 211. Among those lost were Sir Henry Seton-Karr, H. R. O'Hara, Commissioner Rees of the Salvation Army and Laurence Irving. Many Salvation Army officers were aboard.

The steamship Volturno of the Uranium Line carried down 136 persons to death on October 11, 1913, when it sank in latitude 48:25, longitude 34:33, in a storm in mid-Atlantic. The ship burned to the water.

The survivors, 521 passengers and crew, were saved by ten ships that answered the wireless call for help.

### CAPTAIN PROBABLY LOST.

"500 to 600 Saved," Cunard Offices  
Are Advised.

The fact that a message from its Liverpool office set forth that "First Officer (probably Chief Steward) Jones thinks about 500 to 600 saved," led to the impression at the local Cunard offices last night that Capt. Turner has been lost.

It is believed that the passengers and crew reported saved by the Storm Cock, trawlers Dock and Indian Empire, tug Flying Fish and three torpedo boats, are included in the "500 to 600 saved" referred to by Jones.

### Twelve Ships Warned Not to Sail.

NORFOLK, Va., May 7.—Twelve British ships are reported hove to off the Virginia coast on advice from the owners not to sail, following the sinking of the Lusitania.



# LUSITANIA, BUILT EIGHT YEARS AGO, COST \$7,500,000

World Marvelled and Germany's Jealousy Was Aroused When She Made Speed Record of 4 Days 10 Hours—Captain Lacked Fear.

When the Cunarder Lusitania came into the port for the first time, on September 13, 1907, she was hailed as the most graceful greyhound that ever crossed the Atlantic. She was built for speed and her lines suggested the Yankee packets of the days before steam had superseded sail. She and her sister ship, the Mauretania, which came later, were properly looked upon as the "sweetest" liners of the wireless seas.

The Lusitania had the distinction of being the first of the big turbine ships in commission. Her advent caused the Germans, who had wrested the glory of holding the record from the Britons by building swifter ships, propelled by reciprocating engines alone, to assert, with symptoms of anger, that it was only through Government subsidy that England was able to vanquish the German liners.

It is recalled that Herr Ballin, head of the Hamburg-American Line, then said in a speech to German bankers that England had "in the Atlantic fight dropped her principle of the free play of the forces to which she owed her brilliant economic development and had richly endowed a company so that it should only by a little excel the German liners."

## Established New Record.

Thus it is seen that eight years before the great war Germany had feeling against her neighbor because Britain had taken the Atlantic blue pennant from her. This feeling was manifested on every German liner that arrived here after the Lusitania cut down the record of the old Deutschland and established for herself what seemed to be the unbeatable record of 4 days 10 hours and 41 minutes, later cut down twenty minutes by the Mauretania.

Ever since the Lusitania created the great Atlantic record the masters of German ships and their officers and men have not hesitated to express themselves displeased with the system and the Government that created the colossal Cunarder and her sister ships.

The Lusitania, going at top speed for one nautical day, has averaged 27.32 knots, and it was believed that she could steer clear of any submarine that she might see, even close aboard, by the swift manipulation of her screws, which gave her power to turn practically within her length, and that if she could not avoid torpedoing by this manoeuvre she could have gotten out of the way by putting on full speed.

## Captain Was Confident.

Capt. Turner expressed himself confident of escaping any under or overboard that he saw first when he sailed hence on his latest trip aboard the Lusitania. He is a true Briton and declared with a show of disdain that he would

not hoist the American flag to dodge the Kaiser's submarines. In saying this he made no comment on the action of Capt. Dow, who frankly said he believed he was doing his duty in putting up the Stars and Stripes to save his passengers from going down through the use of German submarines. Capt. Dow, who is an Irishman, was superseded in command by Capt. Turner.

The construction of the Lusitania and her sister ship was a national event. It marked the recognition by the British Government of the necessity of establishing for the British mercantile marine speed supremacy at sea and the maintenance of a fleet of liners to be available immediately for cooperation with the British navy. The Government put up about \$13,000,000 to assist the Cunard Line in the building of the Lusitania and the Mauretania, which, it was stipulated, should be capable of attaining a minimum average speed of 24½ knots in moderate weather. Each ship cost complete after going into service about \$7,500,000.

## Subsidized by Government.

The Government demanded that the Cunard Line should pay 2½ per cent. on the loan of \$13,000,000, which was a part of what was called a "mail and war service subsidy." The Government paid the Cunard Line \$750,000 annually as a subsidy for both ships, which fulfilled all the speed and other requirements of the Government.

When she first appeared here the Lusitania was the biggest liner in the world. She displaced 45,000 tons, was 790 feet long and 88 feet extreme beam. Her turbine engines, driving four shafts, had a combined horse-power of 70,000. She was fitted in finer style at that time than any other vessel entering the port of New York. Since she had been eclipsed in interior glory by the Aquitania and the big ships of the Hamburg-American Line. She was the first liner to use the Ambrose Channel.

Since the Titanic disaster all steamships from overseas arriving in American ports have been forced to equip with lifeboats sufficient to carry all hands, passengers and crew, aboard, and the Lusitania complied rigidly with the law. She had in all 2,104 souls and her lifeboat and life raft accommodations were for 2,605 persons. In her lifesaving outfit were twenty-two large lifeboats, twenty-two collapsible boats and fourteen rafts.

It was remarked by steamship men yesterday that in the event of the Lusitania having a wound in the side that might give her a heavy list all the lifeboats on the high or upper side of the ship would be unavailable. This would account for loss of life, due to the inability to properly launch about half the boats. The Lusitania was not equipped with extension davits that might have made it possible to launch boats on the high side of the ship.

## The Lusitania.

It is proper to keep clearly in mind the fact that the undersea attack on the Lusitania is of less importance to us, as an event involving international relations, than the recent sinking of the Falaba; that is, if it shall happily prove true that all the American passengers who sailed a week ago to-day on the great Cunarder escaped with their lives. If, on the contrary, any American citizen died in consequence of the torpedoing of the Lusitania the incident is in the class with the Falaba and technically possesses neither more nor less significance than that affair.

It is likewise well to remember that technically and logically the concern of our Government with this sensational event is almost incomparably less than in the case of the Gulfight, now a matter of protest and diplomatic adjustment. The Lusitania was a British ship, sailing under the British flag and carrying among her other passengers British reservists on their way to the seat of war. The Gulfight was an American vessel, flying the American flag and pursuing its rightful course as a neutral in neutral waters. If no American lives have been lost on the Lusitania the destruction of the ship does not even come within the scope of our Government's warning and notification to Germany concerning its actions in the so-called war zone. Even if American lives have been lost the case falls behind that of the Gulfight in importance and urgency.

The foregoing comparison will indicate that there is no further reason for national excitement; no occasion for pressure upon the Administration for action more emphatic than that which has already been undertaken in the cases of the Frye, the Falaba and the Gulfight. The attack on the Lusitania presents no international question additional to those already raised under our notice to Germany that the Imperial Government will be held to a strict accountability for any naval act on the high seas in violation of our neutral rights and resulting in the destruction of an American vessel or the lives of American citizens.

Yet when all this has been said the fact remains that no episode of the war has startled and aroused public opinion in this country in greater degree. The moral and intellectual effect is bound to be tremendous beyond measurement. The size, speed and renown of the vessel, the general interest in her movements and fate, the elaborately advertised warning published a week ago by the German Embassy, coincidently with the Lusitania's last departure from the port of which she was the pride and favorite, combine to intensify the horror with which American opinion regards this German innovation on accepted methods of warfare at sea. That it was premeditated we know; that it was reckless of innocent non-combatant lives we are sure; and "dastardly" is the word on millions of American lips this morning.



# SINKING OF THE LUSITANIA

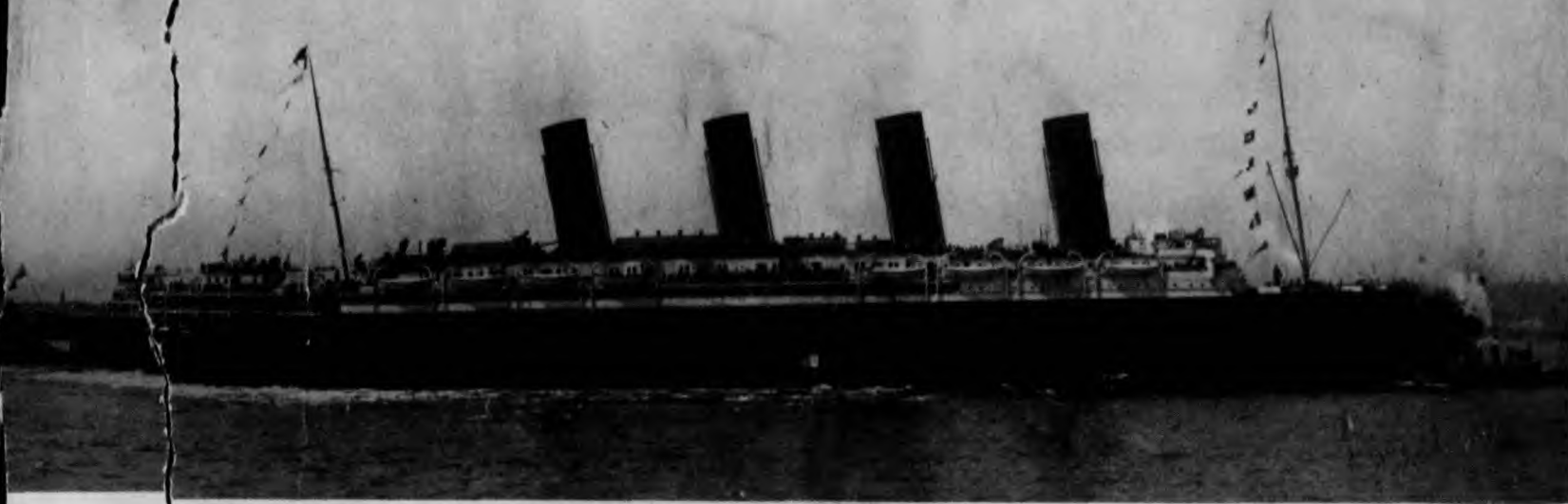


Photo. by C. M. Photo. Co.

CUNARD STEAMSHIP LUSITANIA, TORPEDOED BY A GERMAN SUBMARINE OFF THE OLD HEAD OF KINSALE, IRELAND, MAY 7. THE SHIP SANK IN LESS THAN THIRTY MINUTES, AND OF THE 2,000 SOULS ON BOARD—MEN, WOMEN, AND CHILDREN—LESS THAN 800 WERE SAVED. AMONG THE PASSENGERS WERE NEARLY 200 AMERICANS, OF WHOM MORE THAN 100 PERISHED. INSET TO THE LEFT, THE NEW GERMAN-AUSTRIAN WAR MEDAL, SHOWING THE TWO KAISERS AND THE SULTAN OF TURKEY; TO THE RIGHT, A WOMAN AND TWO CHILDREN, AFTER A PAINTING BY MARY CASSATT



Photo. Copyright by International News Service.

ONE IN THE OFFICE OF THE CUNARD LINE IN NEW YORK: FRIENDS AND KINSMEN OF PASSENGERS ON THE SUNKEN SHIP WERE COMING IN FROM QUEENSTOWN, WHERE MOST OF THEM WERE LANDED AFTER THE DISASTER



Photo. Copyright by International News Service.

TO THE RIGHT, CAPT. W. T. TURNER, COMMODORE OF THE CUNARD FLEET AND CAPTAIN OF THE LUSITANIA, WHO, IT IS REPORTED, STOOD ON THE BRIDGE WHEN THE SHIP WENT DOWN, BUT WAS LATER RESCUED FROM THE WATER. HE HAS HAD A LONG AND HONORABLE CAREER AFLOAT



Photo. by Brown Brothers.

TO THE LEFT THE LUSITANIA ON ONE OF HER LAST TRIPS TO NEW YORK STEAMING PAST THE LONG LINE OF GERMAN SHIPS—THE VATERLAND AND THE REST—TIED UP AT THE HOBOKEN PIERS

THE RIGHT GERMAN U-36, ONE OF THE LATEST TYPE UNDERWATER BOATERS, AND TO THE U-39 TO HAVE TORPEDOED THE LUSITANIA. THE SHIP WAS CAPTURED WHEN THE GERMAN LINER WAS CAPTURED



Photo. Copyright by International News Service.



# To Search The Melancholy Wreck of the Lusitania

Divers Will Hunt Through the Silent State-Rooms, Will Open the Purser's Safe and Examine the Baggage and Mail

PROSPECTS for the speedy recovery of at least a large part of the wealth which has lain at the bottom of the Irish Sea since that ill-fated afternoon in May, 1915, when torpedoes from a German submarine sank the giant Cunard liner Lusitania, are most encouraging.

For some weeks past expert divers have been prospecting the position of the sunken steamship, and their report is so favorable that it is planned to undertake at once the recovery of the valuable cargo, the passengers' baggage, the bodies of scores of victims who went down with the ship and all the rich treasure that is locked in the purser's strong rooms. Very soon now the news may be expected that men are actually hunting through the silent staterooms, opening the purser's safes and examining the huge heaps of water-soaked baggage and mail.

For the present at least no attempt will be made to raise the vessel itself. As to whether this is possible experts are not as yet agreed. Some maintain that the Lusitania can never be brought to the surface owing to the great depth of water in which she is resting. If, however, the efforts to salvage the steamer's contents are as successful as is now anticipated, it is probable that an attempt to raise the boat itself will be made before the close of the present year.

Although the Lusitania carried only a comparatively small cargo of freight, it carried so many valuables in the shape of personal property of its passengers that its shattered hulk undoubtedly contains one of the richest heaps of treasure to be found in the ocean's depths.

As everybody remembers, the Lusitania had an unusually large passenger list on the voyage that ended in its destruction. Included in the list were Alfred Gwynne Vanderbilt and more than forty other men and women whose fortunes were rated in the millions of dollars.

Owing to the exigencies of the war, many

which would have entrusted to the mails or express.

Mme. Antoine Depage, for example, wife of the medical director of the Belgian Red Cross, and one of the victims of the disaster, was making the trip to Europe to carry to her native land \$100,000 in gold which she and her husband had helped raise in this country for relief work. This little fortune, with other valuables which filled the purser's strong rooms to overflowing, went to the bottom when the German torpedoes tore gaping holes in the liner's sides.

Alfred Gwynne Vanderbilt, another victim, is said to have entrusted to the purser's care when the voyage began, money, jewelry and securities worth in the vicinity of \$75,000. Charles Frohman, the theatrical manager; Elbert Hubbard, the famous writer, and Charles Frederick Fowles, the millionaire New York art dealer, are some of the numerous others who had entrusted to the ship's strong rooms quantities of property too valuable to be kept in their staterooms or carried about on their persons.

From all this it can be seen that the purser's strong rooms alone furnish a rich prize for the divers who are soon to brave the gruesome interior of the sunken liner.

thousands of them—and many of them filled with the most expensive clothing and jewelry. Besides all this, there is the small but rich cargo of express freight which the Lusitania carried—a cargo which was appraised at the time the liner sailed at \$750,000.

Included in this cargo were many things which cannot have been harmed in the least by their years of immersion in the dark depths of the Irish Sea. There were precious stones valued at \$160,000, a great fortune in gold and copper metal, \$50,000 worth of sheet brass, and a variety of other goods that are worth just as much or more to-day than they were when they left New York.

The Lusitania had not been beneath the waves many hours before plans were under way for raising her precious cargo and, if possible, the ship itself. But, of course, no active move could be made while the war was on and the waters off the Irish coast where the liner lies still in less than a year after Lusitania's sinking—one English firm had collected the most complete data as to the position and probable condition of the sunken liner, including the depth of water in which she lies, its temperature, the currents and other conditions prevailing in that vicinity. It is this same firm which since the close of the war has begun active operations. Its divers are now at work in the waters off the Old Head of Kinsale, where the Lusitania went down, and within a few weeks they expect to be bringing portions of the ship's treasure to the surface.

The Lusitania lies 240 feet below the surface at an accurately charted point eight miles off the Irish coast. A few years ago such a depth would have rendered salvage work practically unthinkable, but modern improvement in diving apparatus makes it possible for divers to work at that and even at greater depths for considerable periods of time at a stretch.

This was demonstrated by the raising of the United States submarine F-1, which sank outside Honolulu harbor on March 25, 1915, and was refloated and towed into the harbor five months later. She lay on a slope of the ocean bed, her bow 258 feet below the surface and her stern 306 feet. Yet divers worked in fair comfort and with-

not to be the case, as the Gulf Stream which sweeps the Irish coast at this point goes a long way toward relieving the low temperature that would otherwise make the work of the divers difficult.

The task is made still easier by the Lusitania's great size. The 240-foot depth at which she lies is the ocean bottom, and proper allowance is to be made for the fact that she is resting in a nearly upright position. As the ship is nearly eighty feet high this reduces considerably the depth at which it is necessary for the divers to work.

This upright position also lessens the difficulty of retrieving the contents of the

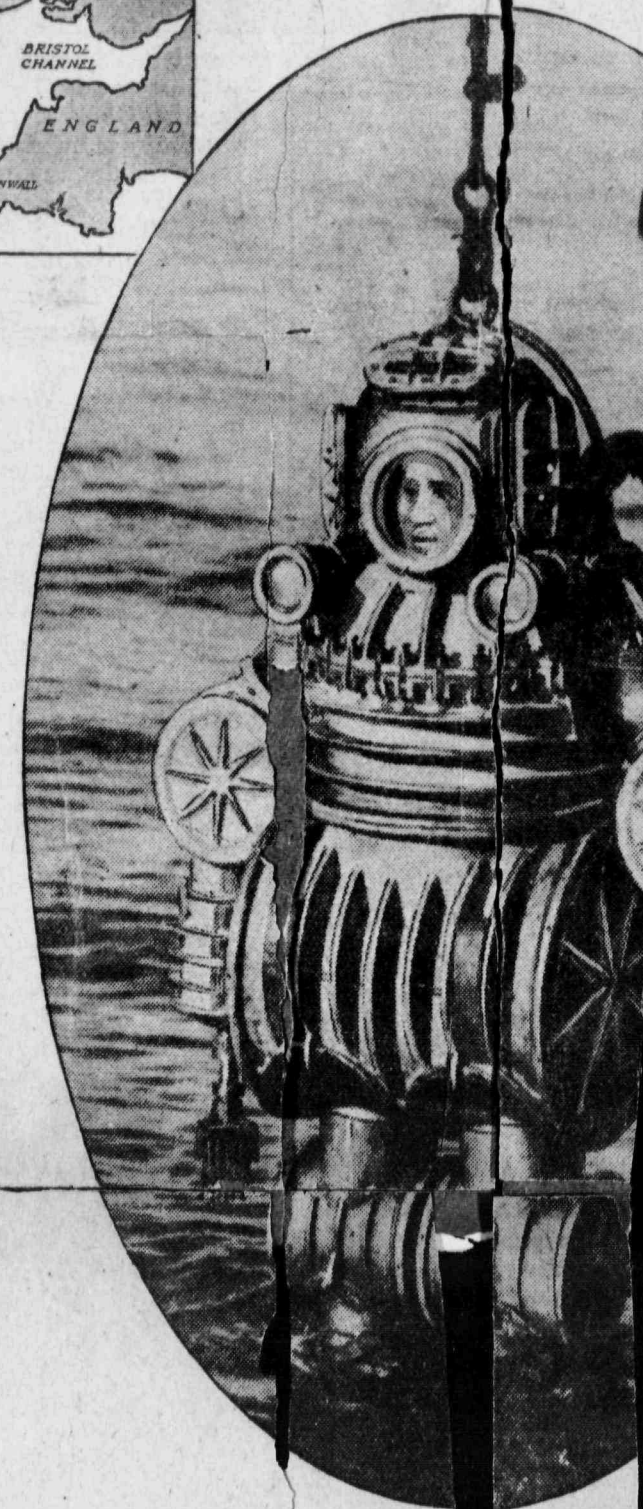
gage rest are deck, which line and thir Just below the taining hundr that have undrlightest from In their effort treasure and very probable has undertake to its aid the Simon Lake, marine that after the sim lake devised

with the lower vessel's water above her keel. Cargo holds contain valuable goods suffered in the ay under water. the Lusitania's ship itself, it is oush firm which will have to call an American—the type of submarine. Shortly Lusitania, Mr. According to reports at the time of her sinking, the Lusitania is resting in forty

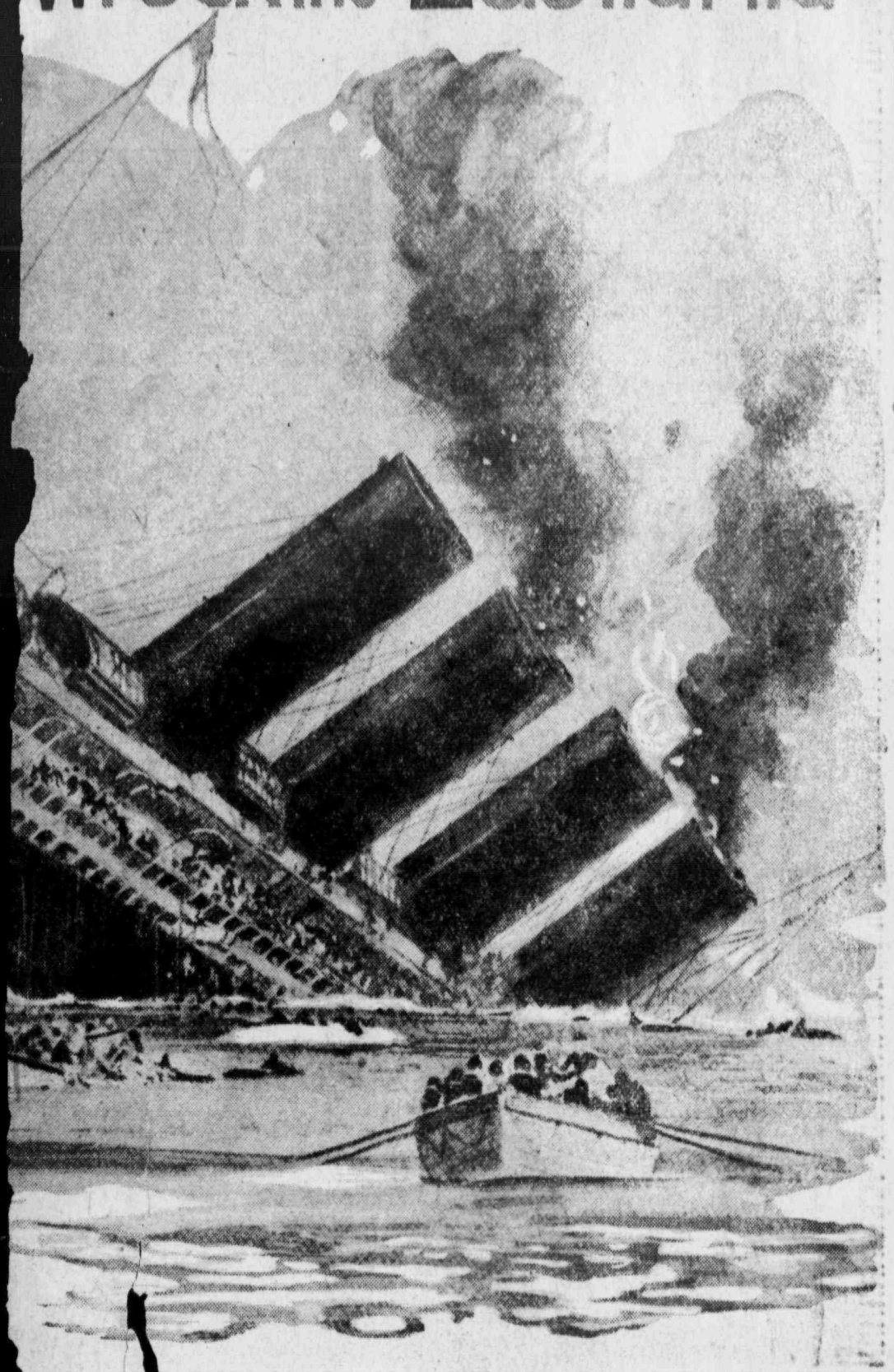
"The operator carries with him a special type of portable electric light which enables him to see his way clearly about the sunken vessel. Crossed lines or cut lines are a constant danger to ordinary divers, but they have no qualms for our operator, because in case of trouble all he has to do is to walk back to the operating chamber. "According to reports at the time of her sinking, the Lusitania is resting in forty



The Spot Where the Lusitania Lies, Eight Miles South of Old Head of Kinsale, and 26 Miles from Queenstown Harbor on the Irish Coast.



A Diving Suit Specially Designed to Withstand Water at Great Depths.



The Plunge of the Lusitania Beneath the Waters of the Atlantic.

From Drawing Copyright by London Illustrated News.

inside of the tube is fitted with a staircase, up and down which the divers climb, and it also carries telephone lines, electric light wires and air pipes.

At the lower end the tube enlarges into a good sized working chamber, in which the divers make their preliminary investigation of a wreck and to which they return for safety in case of any emergency. This chamber is equipped with motors, powerful searchlights, apparatus for controlling air pressure, and, most important of all, a new and ingenious lens arrangement which Mr. Lake has christened the "aqualscope." The latter is really a submarine spy glass which enables the operator to look for considerable distances through the dark ocean depths and locate the wreck or whatever else it is for which he is searching.

"The operator descends into the chamber by means of a stairway built into the tube," says Mr. Lake in describing his invention, "and, after passing through the block, goes into the working chamber. He then looks through the aqualscope, while the steamer slowly navigates around.

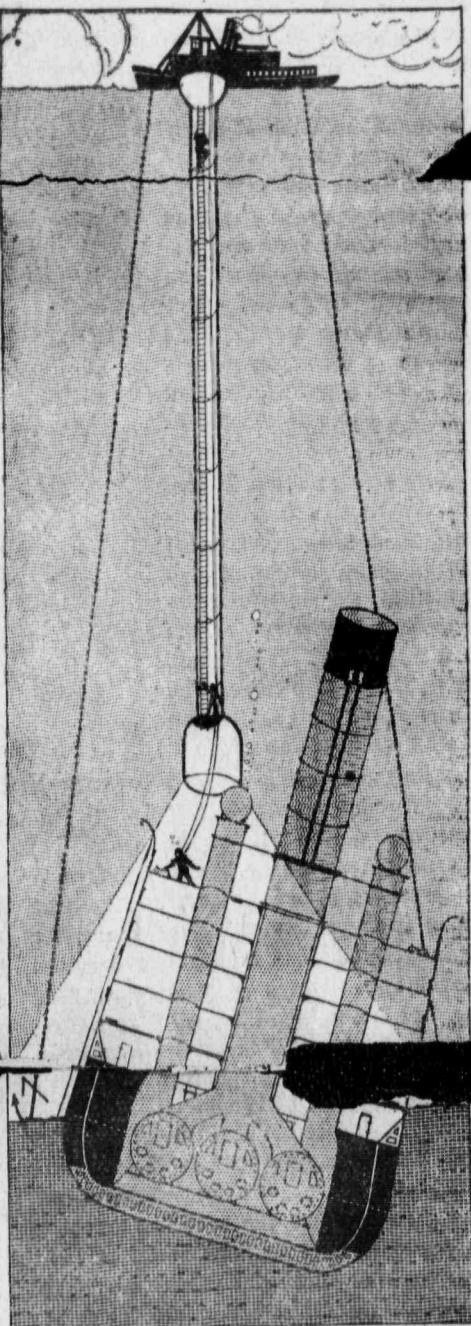
"As soon as the wreck is located, the operator telephones to the captain of the wrecking steamer, and the latter brings his vessel to a stop over the wreck, following the maneuvering directions telephoned to him by the operator. The tube is then lowered onto the deck of the wrecked vessel.

"The working chamber has a door on its under side. The air inside is equal in pressure to that of the water outside, and, as the doors open downward, it is impossible for the water to get into the tube.

"When the doors are open the operator, equipped with a diver's outfit, can step on to the deck of the wreck and immediately begin work on recovering the cargo or other things of value. The recovered articles are placed in slings or on hooks and then hoisted to the surface by the derricks on the wrecking steamer.

"The operator carries with him a special type of portable electric light which enables him to see his way clearly about the sunken vessel. Crossed lines or cut lines are a constant danger to ordinary divers, but they have no qualms for our operator, because in case of trouble all he has to do is to walk back to the operating chamber.

"According to reports at the time of her sinking, the Lusitania is resting in forty



Mr. Simon Lake's Proposed Scheme for Working at Great Depths.

From a vessel securely anchored directly above the wreck a five-foot steel tube is lowered. From an airlock at the bottom of the tube the divers go forth to their work and return for rest and supplies.

This diagram roughly shows how Mr. Lake's invention might be applied to the wreck of the Lusitania.

ing steamer devised by Mr. Lake for use with his tube is so arranged that the tube can be used in a heavy sea.

If the divers now at work off the Irish coast succeed in salvaging any considerable portion of the Lusitania's contents, they will undoubtedly make a determined effort to raise the ship itself. That would indeed be a prize worth winning.

When the Lusitania sailed out of New



# Rooms, Will Open the Purser's Safe and Examine the Baggage and Mail

**P**ROSPECTS for the speedy recovery of at least a large part of the wealth which has lain at the bottom of the Irish Sea since that ill-fated afternoon in May, 1915, when torpedoes from a German submarine sank the giant Cunard liner Lusitania, are most encouraging.

For some weeks past expert divers have been prospecting the position of the sunken steamship, and their report is so favorable that it is planned to undertake at once the recovery of the valuable cargo, the passengers' baggage, the bodies of scores of victims who went down with the ship and all the rich treasure that is locked in the purser's strong rooms. Very soon now the news may be expected that men are actually hunting through the silent staterooms, opening the purser's safes and examining the huge heaps of water-soaked baggage and mail.

For the present at least no attempt will be made to raise the vessel itself. As to whether this is possible experts are not as yet agreed. Some maintain that the Lusitania can never be brought to the surface owing to the great depth of water in which she is resting. If, however, the efforts to salvage the steamer's contents are as successful as is now anticipated, it is probable that an attempt to raise the boat itself will be made before the close of the present year.

Although the Lusitania carried only a comparatively small cargo of freight, it carried so many valuables in the shape of personal property of its passengers that its shattered hulk undoubtedly contains one of the richest heaps of treasure to be found in the ocean's depths.

As everybody remembers, the Lusitania had an unusually large passenger list on the voyage that ended in its destruction. Included in the list were Alfred Gwynne Vanderbilt and more than forty other men and women whose fortunes were rated in the millions of dollars.

Owing to the exigencies of the war, many

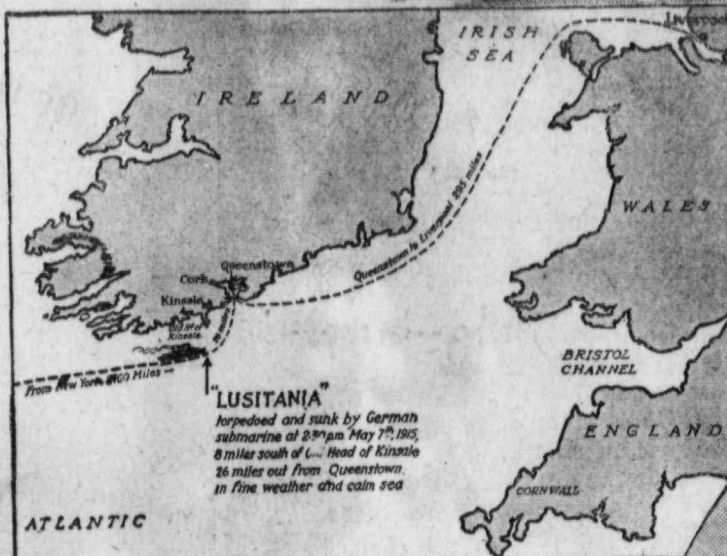
which would have entrusted to the mails or express.

Mme. Antoine Depage, for example, wife of the medical director of the Belgian Red Cross, and one of the victims of the disaster, was making the trip to Europe to carry to her native land \$100,000 in gold which she and her husband had helped raise in this country for relief work. This little fortune, with other valuables which filled the purser's strong rooms to overflowing, went to the bottom when the German torpedoes tore gaping holes in the liner's sides.

Alfred Gwynne Vanderbilt, another victim, is said to have entrusted to the purser's care when the voyage began, money, jewelry and securities worth in the vicinity of \$75,000. Charles Frohman, the theatrical manager; Elbert Hubbard, the famous writer, and Charles Frederick Powles, the millionaire New York art dealer, are some of the numerous others who had entrusted to the ship's strong rooms quantities of property too valuable to be kept in their staterooms or carried about on their persons.

From all this it can be seen that the purser's strong rooms alone furnish a rich prize for the divers who are soon to brave the gruesome interior of the sunken liner. It has been said that their contents are worth \$1,000,000, and to those who know the distinguished character of the ship's passenger list this seems like a conservative estimate.

But this is not all. There are the trunks and traveling bags of the passengers—



**The Spot Where the Lusitania Lies, Eight Miles South of Old Head of Kinsale, and 26 Miles from Queenstown Harbor on the Irish Coast.**

thousands of them—and many of them filled with the most expensive clothing and jewelry. Besides all this, there is the small but rich cargo of express freight which the Lusitania carried—a cargo which was appraised at the time the liner sailed at \$750,000.

Included in this cargo were many things which cannot have been harmed in the dark depths of the Irish Sea. There were precious stones valued at \$160,000, a great fortune in gold and copper metal, \$50,000 worth of sheet brass, and a variety of other goods that are worth just as much or more to-day than they were when they left New York.

The Lusitania had not been beneath the waves many hours before plans were under way for raising her precious cargo and, if possible, the ship itself. But, of course, no active move could be made while the war was on and the waters off the Irish coast where the liner lies still in

less than a year after Lusitania's sinking—one English firm had collected the most complete data as to the position and probable condition of the sunken liner, including the depth of water in which she lies, its temperature, the currents and other conditions prevailing in that vicinity. It is this same firm which since the close of the war has begun active operations. Its divers are now at work in the waters off the Old Head of Kinsale, where the Lusitania went down, and within a few weeks they expect to be bringing portions of the ship's treasure to the surface.

The Lusitania lies 240 feet below the surface at an accurately charted point eight miles off the Irish coast. A few years ago such a depth would have rendered salvage work practically unthinkable, but modern improvement in diving apparatus makes it possible for divers to work at that and even at greater depths for considerable periods of time at a stretch.

This was demonstrated by the raising of the United States submarine F-4, which sank outside Honolulu harbor on March 25, 1915, and was refloated and towed into the harbor five months later. She lay on a slope of the ocean bed, her bow 283 feet below the surface and her stern 306 feet. Yet divers worked in fair comfort and without greater risk than usual at these depths and thereby established a new world's record.

When the work of locating and salvaging the Lusitania was first begun it was thought that the low temperatures of the water in which she lies would be a serious handicap. This, however, proved

## A Diving Suit Specially Devised to Withstand Water at Great Depths.

not to be the case, as the Gulf Stream which sweeps the Irish coast at this point goes a long way toward relieving the low temperature that would otherwise make the work of the divers difficult.

The task is made still easier by the Lusitania's great size. The 240-foot depth at which she lies is the ocean bottom, and proper allowance is to be made for the fact that she is resting in a nearly upright position. As the ship is nearly eighty feet high this reduces considerably the depth at which it is necessary for the divers to work.

This upright position also lessens the difficulty of retrieving the contents of the strong rooms which are near the purser's office on one of the upper decks. It will be still easier to recover the personal belongings of Alfred Gwynne Vanderbilt and other wealthy passengers, as the cabins they occupied are located still higher up on the promenade deck.

The holds in which the passengers' bag-

gage rest are with the lower deck, which is above her keel. Just below the main deck, containing hundreds of valuable goods that have suffered from the Lusitania's sinking, it is a very probable that the Lusitania, Mr. Lake devised a special type of submarine, designed especially for the recovery of the valuable cargo of this ship. He calls it a "semi-submarine." It is five feet in diameter and long enough to reach from the surface to a depth of 200 feet. The special wreck-

## The Plunge of the Lusitania Beneath the Waters of the Atlantic.

From Drawing Copyright by London Illustrated News.

inside of the tube is fitted with a staircase, up and down which the divers climb, and it also carries telephone lines, electric light wires and air pipes.

At the lower end the tube enlarges into a good sized working chamber, in which the divers make their preliminary investigation of a wreck and to which they return for safety in case of any emergency. This chamber is equipped with motors, powerful searchlights, apparatus for controlling air pressure, and, most important of all, a new and ingenious lens arrangement which Mr. Lake has christened the "aquascope." The latter is really a submarine spy glass which enables the operator to look for considerable distances through the dark ocean depths and locate the wreck or whatever else it is for which he is searching.

"The operator descends into the chamber by means of a stairway built into the tube," says Mr. Lake in describing his invention, "and, after passing through the lock, goes into the working chamber. He then looks through the aquascope, while the steamer slowly navigates around."

As soon as the wreck is located, the operator telephones to the captain of the wrecking steamer, and the latter brings his vessel to a stop over the wreck, following the maneuvering directions telephoned to him by the operator. The tube is then lowered onto the deck of the wrecked vessel.

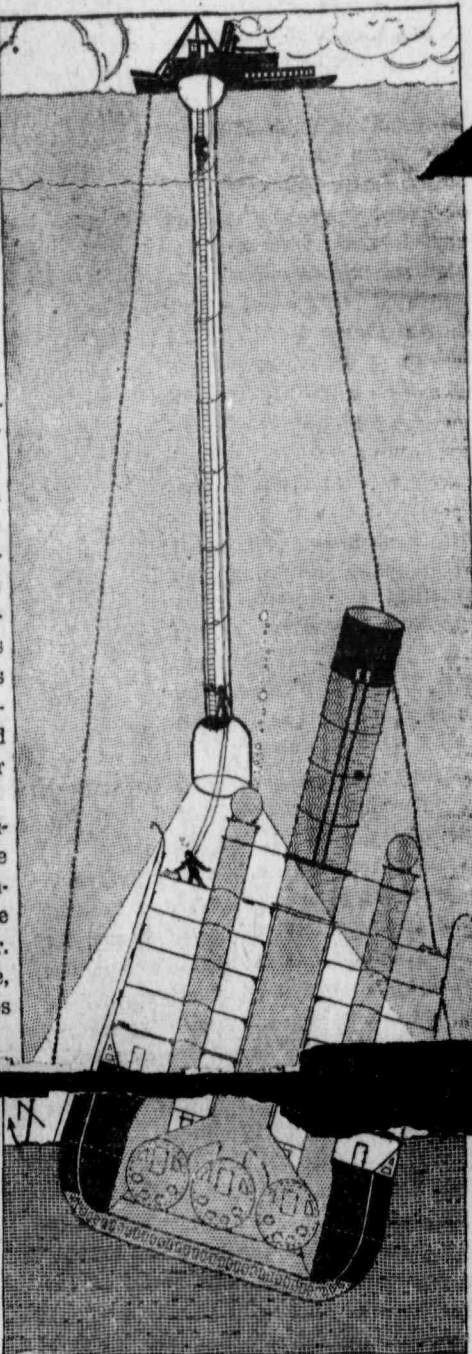
"The working chamber has a door on its under side. The air inside is equal in pressure to that of the water outside, and, as the doors open downward, it is impossible for the water to get into the tube."

"When the doors are open the operator, equipped with a diver's outfit, can step on to the deck of the wreck and immediately begin work on recovering the cargo or other things of value. The recovered articles are placed in slings or on hooks and then hoisted to the surface by the derricks on the wrecking steamer."

"The operator carries with him a special type of portable electric light which enables him to see his way clearly about the sunken vessel. Crossed lines or cut lines are a constant danger to ordinary divers, but they have no qualms for our operator, because in case of trouble all he has to do is to walk back to the operating chamber."

"According to reports at the time of her sinking, the Lusitania is resting in forty fathoms of water—240 feet. If this depth is correct it would be an easy matter to recover the bodies imprisoned beneath her decks as well as her cargo."

For raising sunken steamships, Mr. Lake says, the same apparatus is used, with the exception that it can be operated only in depths up to 200 feet. The special wreck-



## Mr. Simon Lake's Proposed Scheme for Working at Great Depths.

From a vessel securely anchored directly above the wreck a five-foot steel tube is lowered. From an airlock at the bottom of the tube the divers go forth to their work and return for rest and supplies.

This diagram roughly shows how Mr. Lake's invention might be applied to the wreck of the Lusitania.

ing steamer devised by Mr. Lake for use with his tube is so arranged that the tube can be used in a heavy sea.

If the divers now at work off the Irish coast succeed in salvaging any considerable portion of the Lusitania's contents, they will undoubtedly make a determined effort to raise the ship itself. That would indeed be a prize worth winning.

When the Lusitania sailed out of New York harbor on her way to doom she was valued at between \$7,000,000 and \$8,000,000. With the present high prices of metals the wreck as junk alone is worth a fortune. And there is always the possibility that the damage done by the torpedoes can be easily repaired and the ship fitted to sail the seas again.



# Deep Sea Moles to Raise Billions in Sunken Treasure

## Ingenious Machines to Burrow Under Lost Vessels, Bind Them with Chains and Lift Them to the Surface with All Their Wealth

THE Great War—the most gigantic waste in history—has brought about at least one compensating reaction. The tremendous destruction has turned men's thoughts to salvaging—saving whatever is possible to save of lives and munitions and equipment. Men who would have been given up for lost a few years ago are now dragged back from the very jaws of death. Sodden, riddled uniforms, ragged shoes, rusted guns have been reclaimed and repaired and put into service again, actually as good as new.

And, finally, with a war-born impetus, ship-salvaging methods are receiving renewed attention. An American inventor has come to the fore with a method which bids fair to raise from the graves countless hulks for years considered safe in Davy Jones's locker. A. B. Saliger, of New York, is about to test an invention which, if successful, will reclaim from the bed of the ocean the golden waste heaped there.

Merely as an inkling of the immense treasure that awaits the successful salvager, it is estimated that more than eight billions of dollars worth of ships and cargo were sunk during the four years of the world war alone. The \$8,000,000,000 is a sum greater than the national debt incurred during the Civil War, greater than the total output of gold in this country, and greater than the wealth wrested from the diamond mines of South America throughout the entire period of their exploitation. Add to this the treasure that has gone to the bottom in the centuries and there is a total too stupendous for the mind of man to grasp.

Many efforts have been made to rob the sea of its hoard. Salvaging is an accomplished fact—to a degree. Small ships or vessels sunk in shallow water can be refloated. Cargoes can be saved, sometimes. But the bulk of shipping is lost forever once it reaches bottom.

Salvage operations, under present methods, fall into two classes—pontooning and patching. pontoons of wood, metal or concrete are fastened to the wreck, and compressed air or the force of the tides is used to effect the lifting. Patching is a term used to denote the closing of all openings in the hull, after which the water is pumped out. Neither method is effective in all cases. Rigid pontoons have a tendency to crush the vessel; lifting cables break it in two. Patching is a lengthy, uncertain process, impossible where the vessel lies deep below the surface. Most ships sink deep into the mud or sand of the bottom, and ordinarily it is impossible to get cables under them.

The Saliger scheme uses equipment designed to lift a vessel from any depth of water or sand. It requires burrowing machines and collapsible pontoons. The burrowing machines are of three types: One is a caterpillar tractor combined

with hydraulic sluicing; another is the double torpedo with oppositely rotating propellers, pictured on this page; and still another is like nothing else so much as a mole. All of these types are electrically controlled and operated from a switchboard at the surface. They are only about three feet square, are guided by two vertical rudders and one indicator rudder—which shows by a series of lights on the operator's switchboard the progress and direction of the burrowing machines far below him. The machines will crawl through mud or sand below the ship's keel at the rate of from three to five feet a minute.

The machines dig through mud or sand or crevices in rock, dragging a lifting cable with them. They can be sent in any direction—down, up or around. If one should break, a buoy is attached and it is left until some convenient time for removing it and another is sent in its place. The mechanism is self-contained and is said to be extremely simple though powerful.

Divers are stationed at the bottom on the side where the burrowing machines are to come up, and in each diving suit—an armored suit has been invented for descending as far as 500 feet—is a special hearing device on the electric diaphragm principle, which enables the diver to hear readily at great depths. The burrowing machine contains a device that causes it to make a loud humming noise when it passes from the mud or sand into the water, and by this means the diver is able to locate the machine when it has dragged the cable under the hull.

When sufficient cables have been passed around the ship, collapsible pontoons are attached. The pontoons are made of rubber and canvas and are spherical in shape and are netted with two-inch manilla rope. They are capable of lifting twenty-five tons each and withstand a breaking pressure of seventy tons. Each is equipped with a safety valve and attaching hook that will not tear out. The pontoons are sent down deflated, attached to the cables at the sides of the ship, and then pumped up with compressed air from the surface. As soon as enough tonnage has been displaced by the

inflated pontoons the vessel rises to the surface. It can then be towed to drydock with the pontoons supporting it, or can be patched and repaired and pumped out on the spot.

The importance of the collapsible pontoons is that, not being rigid, they are in no danger of crushing the ship, and can be used in rough weather as well as calm. Further, being small, they are an application of the unit system—a system now used in constructing with great success. Among the accessories of lesser importance are the sub-sea vision scope, a sort of inverted periscope, that enables one on the surface to see under water for a distance of several hundred feet; an acetylene under-water steel cutting torch, and the inductance process for locating sunken ships.

So much for the promising new scheme. But is it practicable? Will the moles burrow successfully, will the pontoons lift their tons to the surface? Will divers be able, in the new armored suits, to withstand the tremendous pressure of 500-foot depths?

In a word, Will it work? "It's pretty, but is it art?" sang Kipling ironically. "It sounds good, but"—say divers and salvagers.

Whether it will work or not is soon to be seen. The inventor is putting his scheme to a supreme test—a test admittedly severe. If he succeeds in this, shipping men admit that there is no reason why he cannot raise practically any ship ever sunk. No wonder the inventor is backing his invention with his own hard cash in order to provide the test.

He has bought the *Isis*, now lying in the sandy bottom of the sea off St. Augustine, Fla., for a sum expressible in five figures. At this time he is engaged in an attempt to raise the vessel, for which work former owners offered to pay him \$70,000.

The *Isis*, a 180-foot steel twin-screw yacht of 700 tons, was built for A. G. Spalding in 1902 at Newburgh, N. Y., and was then valued at \$800,000. She was taken over by the Government in 1915 and assigned to the Coast and Geodetic Survey. On February 28, 1920, while on her way to South America, she was sunk by a submerged dredge off Anastasia Island in forty feet of water. The Government tried to raise her, without success, and then sold her as she lay to a syndicate that spent thousands vainly. It was from this syndicate that Saliger bought the vessel, pinning so much faith to his invention that he was willing to risk a considerable sum on the realization of the value of the vessel and her cargo. The *Isis* is fitted with silver, bronze and brass, and as a wreck is worth over \$100,000 for junk. Instruments, the Scotch boilers, a cargo of paint and other things bring the total value close to a million.

Work was started late in

September, and if successful will be concluded early in this month.

From the nature of the wreck and other circumstances, experts are agreed that raising the *Isis* is a fair test of the system. If the *Isis* can be raised any vessel can be raised! Which will mean not millions, but billions!

An attempt to raise the *Lusitania*, which has been the despair of the British Government and of various wrecking firms, is now being planned by



84

this method. The Lusitania is in 270 feet of water, is about sixty-five times greater in displacement than the Isis, and in-

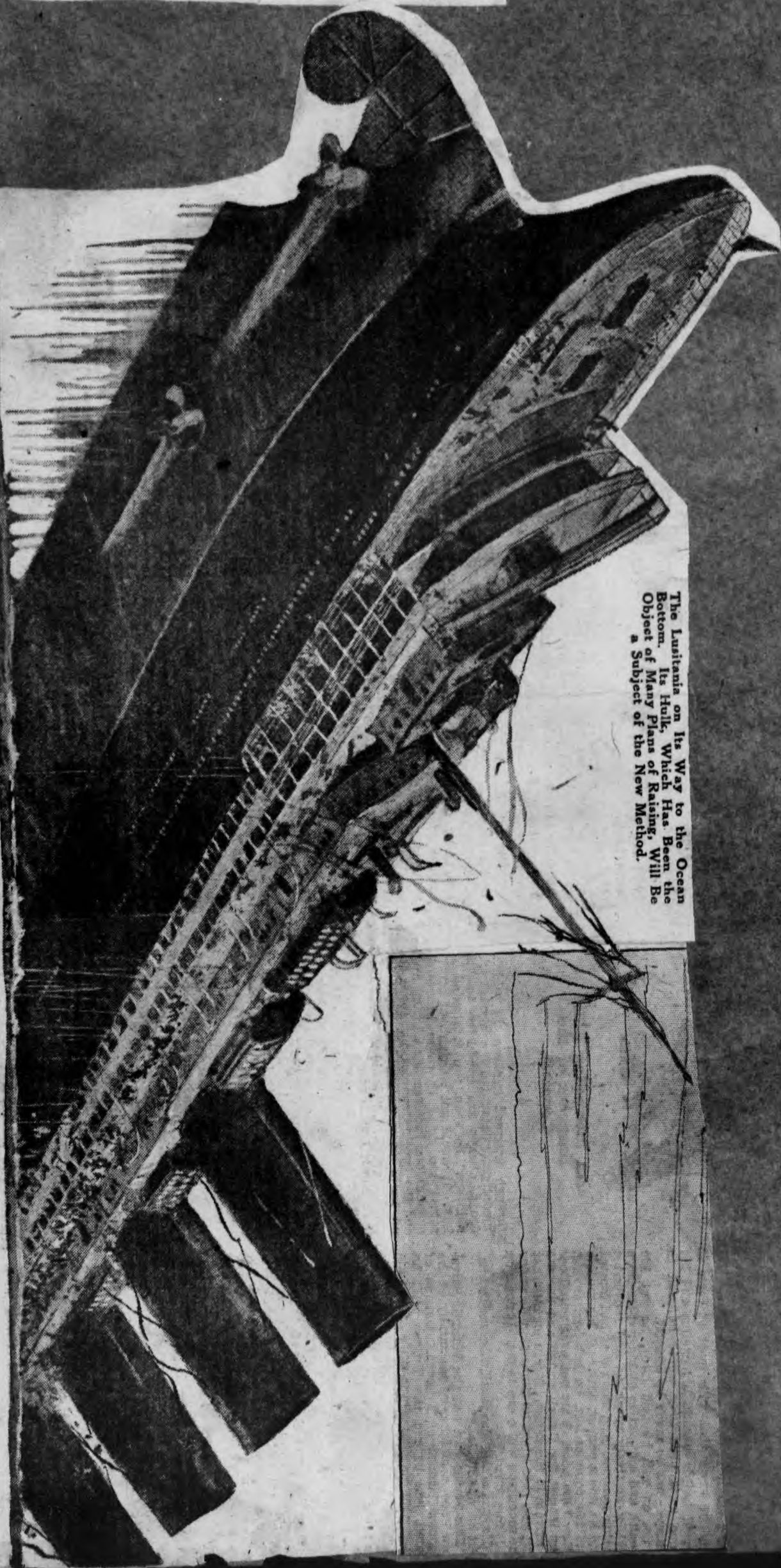
calculably more valuable. Yet, because of the unit-system pontoons, it will be just as easy, the inventor thinks, to raise the Lusitania as the Isis—but will take more time and money. He estimates that he would need 1,500 pontoons, six burrowing machines, twenty-five divers and two months' time to raise the Lusitania.

Other methods of salvaging are numerous. One is in the nature of a gigantic dredge, hydraulically operated. Another necessitates the cutting of a vessel into small sections. Still another would require

a twenty-ton chain—which no diver could handle. Some methods are practicable for a limited number of wrecks—all are limited by depth and weather conditions.

But if this latest method is practicable there would seem to be no limit to its possibilities. The results will be valuable not only in the wealth of ages with which the floor of the world is strewn, but historically, scientifically and sentimentally. It will be only a question of time until the bed of the seas has been combed.

The invention is undergoing the test now, and a few days will tell the story. Is the ocean to give up the treasures it has hoarded through the centuries? Or is the floor of the world to remain a mystery.

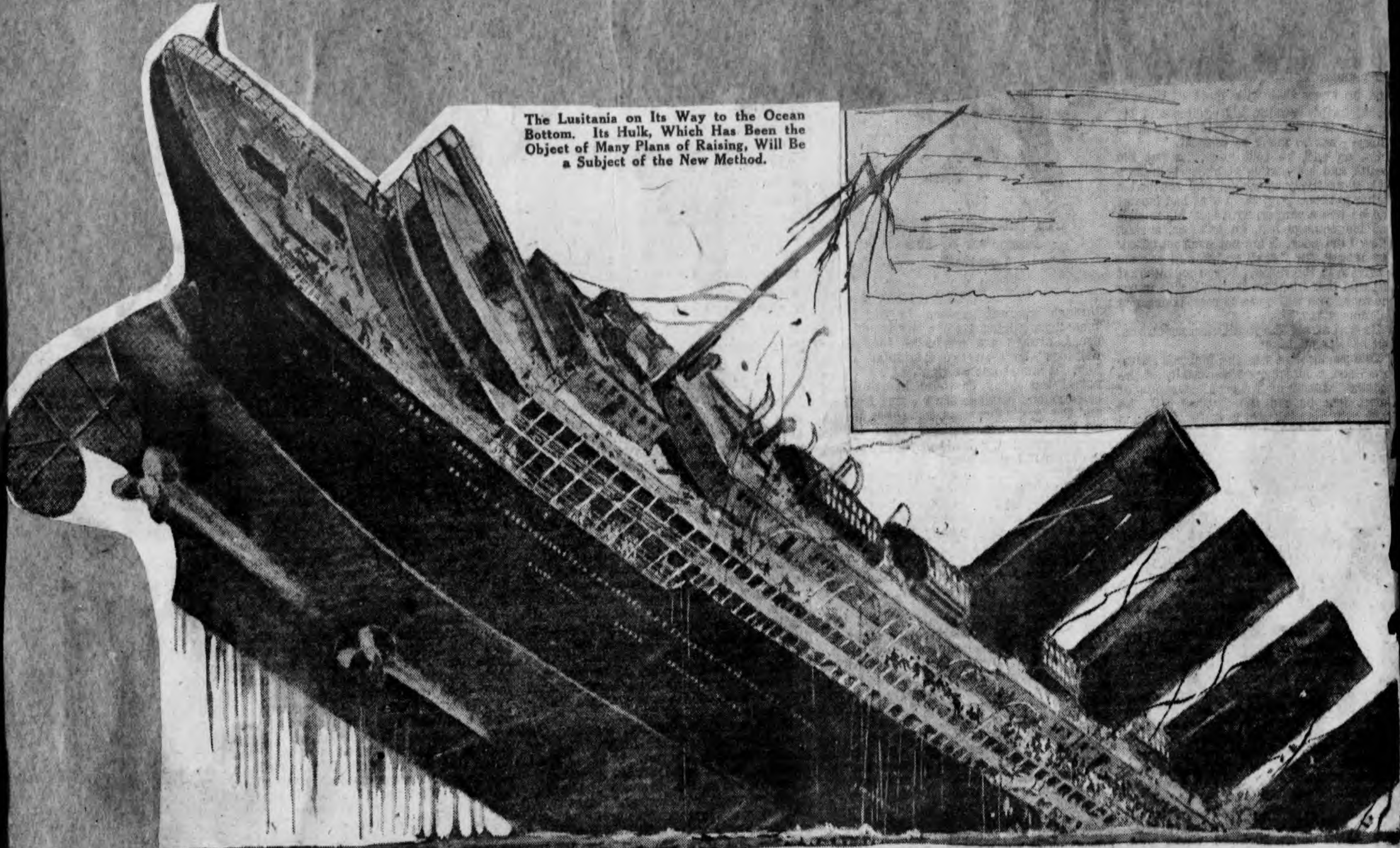


The Lusitania on Its Way to the Ocean Bottom. Its Hull, Which Has Been the Object of Many Plans of Raising, Will Be a Subject of the New Method.

(C) 1920. International Feature Service, Inc.

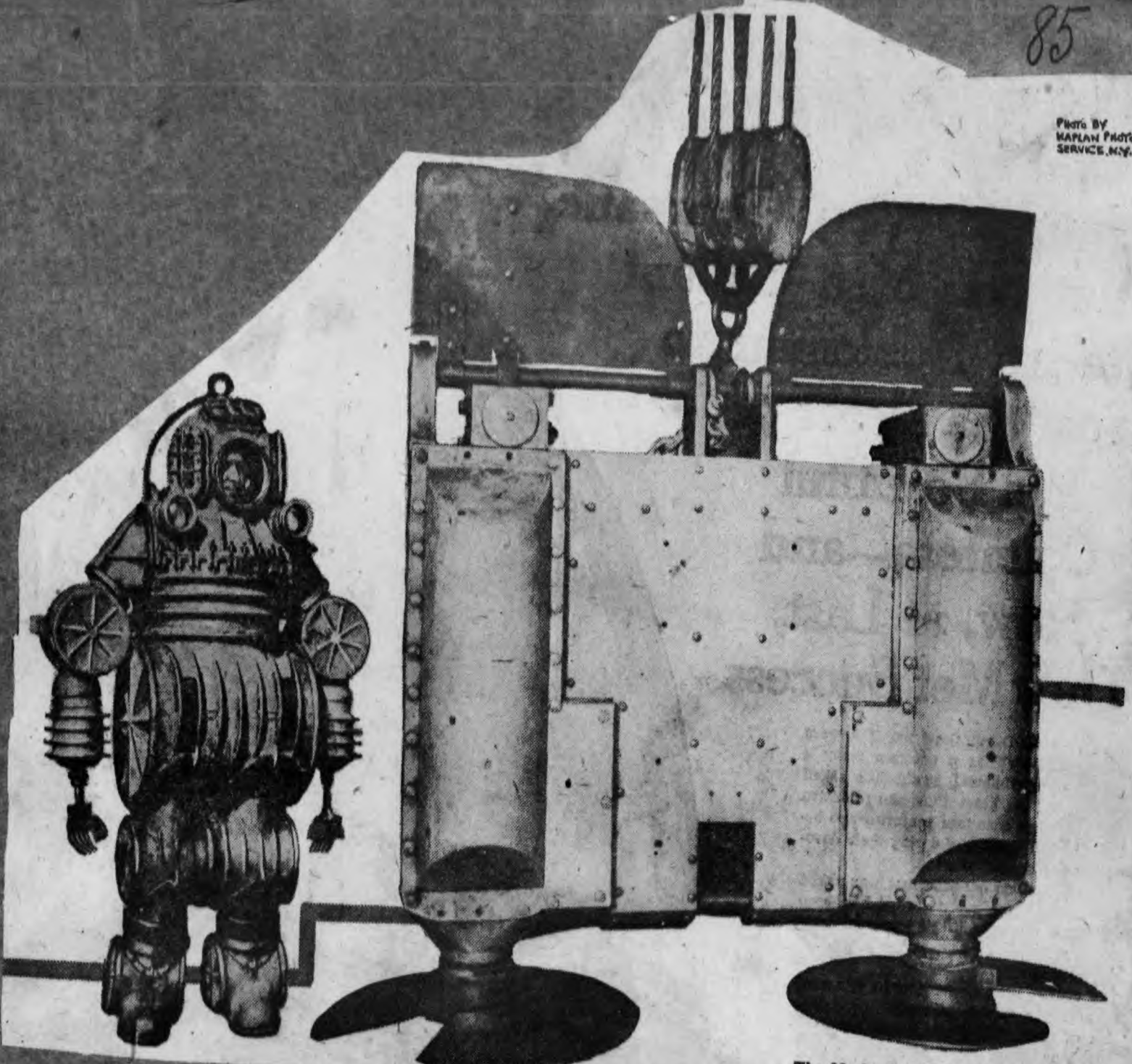
Great Britain Rights Reserved.



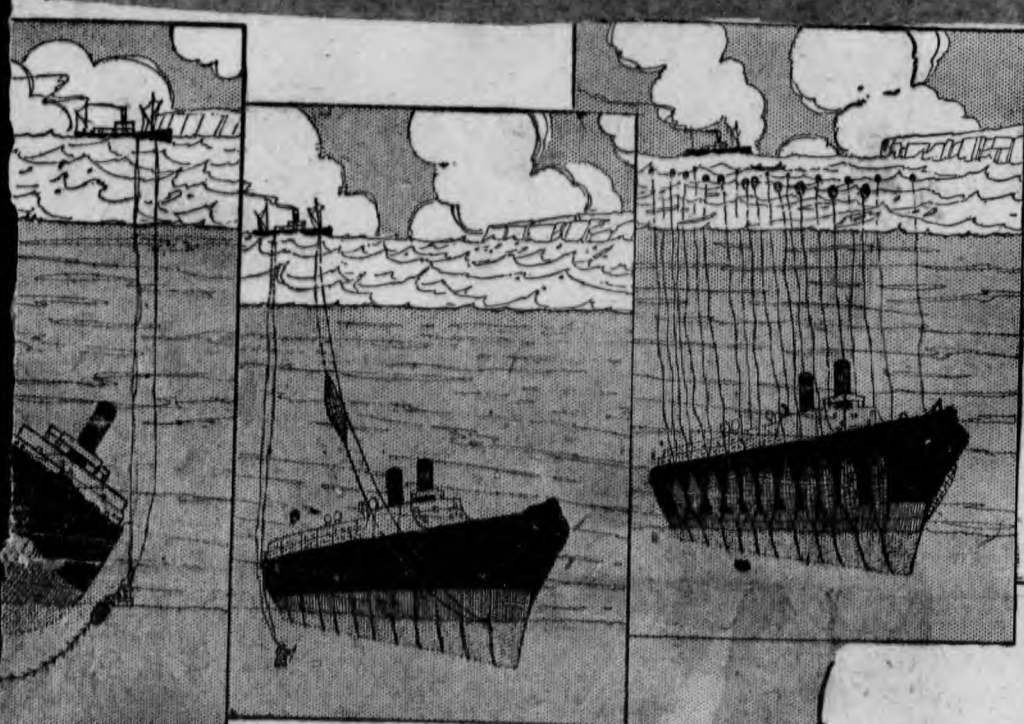


The Lusitania on Its Way to the Ocean Bottom. Its Hulk, Which Has Been the Object of Many Plans of Raising, Will Be a Subject of the New Method.





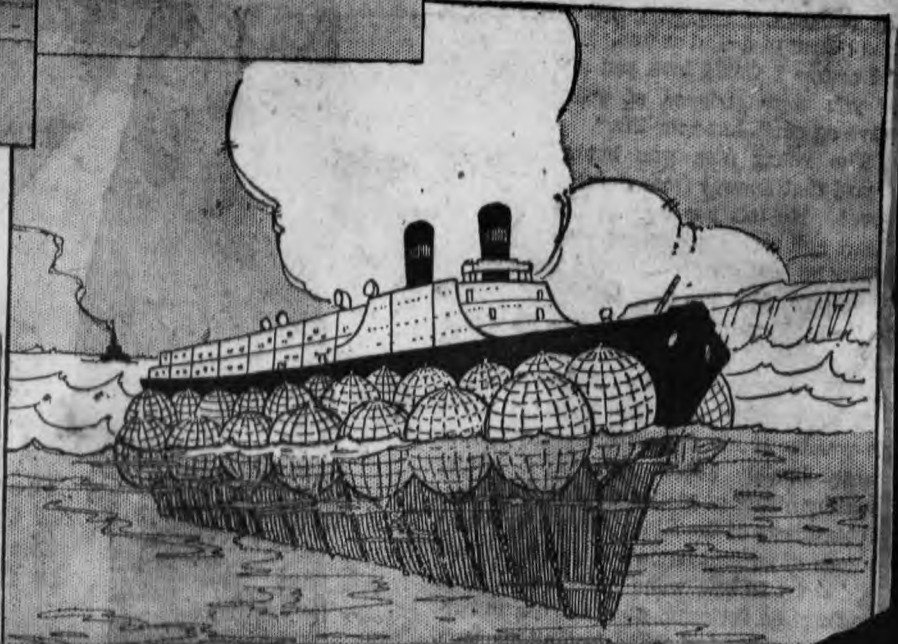
The Mechanical Mole, Which Is Operated from a Tender on the Surface of the Water and Burrows Its Way Under the Hulls of Sunken Vessels, Towing Chains for Lifting. The Two Disks Work in Opposite Directions and Carry the Massive Mechanism Through the Ocean's Bed. Beside It Is a Specially Designed Suit of Armor to Enable the Diver to Descend 500 Feet to Aid in the Working of the Moles.



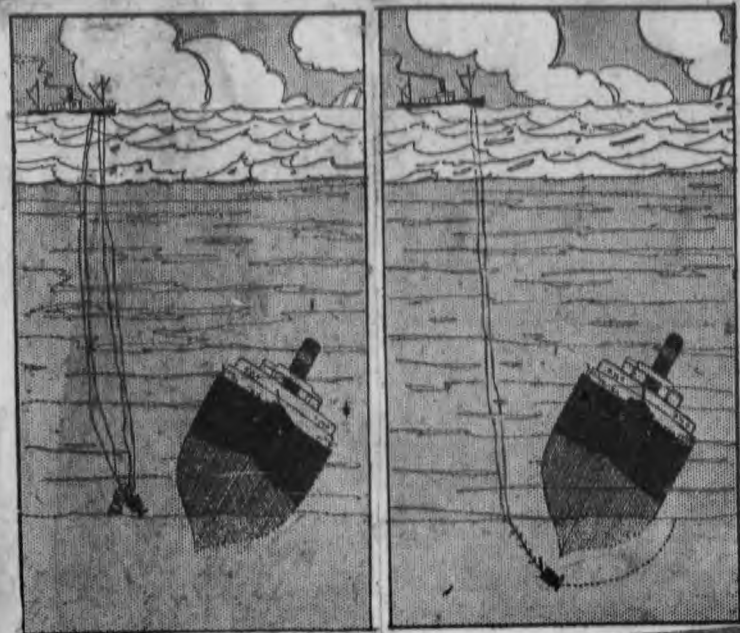
When a Sufficient Number of the Air Bags Are Adjusted the Signal Is Given to Inflate and the Hull Slowly Rises to the Surface and Is Towed to Port.

One to the Other Vessel and Meets Appears Above Bed Carry-Chain.

A Sufficient Number of Chains Having Been Placed Around the Hull, the Air Bags Are Sent Down and Connected with Each Chain.







How the Moles Work. The Diver Descends from the Surface with the Mole and Directs Its Course. He Gives the Signal to Start the Power. The Second Diagram Shows the Mole Beginning to Burrow Its Way Under the Hull.

86

PUBLIC LEDGER—PHILADELPHIA, SUNDAY MORNING, JULY 2, 1922

# Dicing with Death for \$6,000,000 in the Lusitania's Hold

By Irving S. Sayford

HOW would it please you, in this day of super-thrills, when man ascends nonchalantly before breakfast to pat the soaring eagle on the wing and as lightly at noon descends to lunch among the fishes—how would it allure you to be hitched by your head to the steel cable of a deckboom and dropped like a plummet forty-seven fathoms deep in the Irish Sea; there, bronze-armored in the black chambers of a casket ship, to dice with death for a huge stake of treasure and of jewels?

Love of gold fears few sepulchers, shrinks from no ghosts. Seven years and more the Lusitania's dead have slept, apart. No hymn of funeral surf or elegy of tide or the brave music of the starlight winds has played across their grave. But now at last, the silence and the darkness and the strange, restless shapes with creature eyes that alone have kept the watch must give their vigil over—for a time. Love of gold has weighed anchors on a quest!

There sailed a few days ago from the Kensington docks of Cramp's shipyards the United States Shipping Board-built steamship Blakely, 3000 tons, twin screw, 12.5 knots, bound for an open-sea position eight miles south of Old Head of Kinsale, Ireland. There, five miles outside Great Britain's three-mile jurisdictional limit, lies the torpedoed wreck of the Cunard Line's Lusitania—in her strong room \$5,000,000 in gold bullion and \$1,000,000 in passengers' money and jewels. The British Admiralty's survey-soundings place her upon an even keel, sunk only five or six feet on a gravelly bottom, in 285 feet of water; her funnels undamaged.

If Benjamin Franklin Leavitt, of Boston and Philadelphia, inventor of the manganese-bronze non-crushable deep-sea diving suit and organizer and head of the Lusitania Salvaging Company, which bears his name, brings up the \$6,000,000 loot of the murdered ship, it will be the second time in marine annals of the world that any such depth feat has been accomplished, and it will be the forerunner of other sub-sea "raids" even more spectacularly rich.

One hundred and fifty feet is the conceded depth at which a diver in a standard (collapsible) suit can do any salvage work. Very few can accomplish anything and live below 125 feet. The pressure of the water, which increases by one pound to the square

inch for each twenty-seven inches of descent below the fifty-foot mark, is too great for heart and circulation to sustain. It is of record that three divers went down in standard suits 236 feet to attach holisting chains to the United States F-4, sunk by internal explosion in Honolulu Harbor in 1916; but one of the daring men was brought up dead, another paid with a prolonged stay in the hospital; the third was not seriously injured.

Against this discouraging result stands the record of the cargo salvaging of the Lakes steamship Pewabic by Mr. Leavitt in 1916—the "first" success adverted to in a foregoing paragraph, to which the proposed salvaging of the Lusitania will range as second achievement.

On her bridal trip the Pewabic, upon a spring evening in 1865, with excursionists dancing to music on her deck, was in collision with a sister ship and sank in twenty minutes—the Lusitania's death time—in 176 feet, off Thunder Bay Island in Lake Huron. One hundred and twenty-six persons perished. Within the thirty years preceding 1917 three attempts were made to salvage what might remain of value of the Pewabic's cargo, and in these unsuccessful efforts the lives of seven divers were sacrificed and \$200,000 was spent. The diving suits used were the only sort known—the standard type made of leather, canvas, rubber, glass and iron or lead weighting.

THEN one October day in 1916 the steamship Mary Ethel waddled out from the Morgan Transportation Company's Traverse City docks on to the choppy ruffles of Grand Traverse Bay, Lake Michigan. On her deck stood a tall, gray-haired, quizzical-faced man of a great setness in his ways, who was looking for trouble and satisfied he wouldn't find it. Shake hands with Benjamin Franklin Leavitt, Down East Yankee, while the Mary Ethel's mate sounds for depths. That is what the gentleman from Bahston is after, depths—make 'em deep!

Previous to the Traverse Bay dives all helmets had crushed in at a depth of 200 feet, he said, under the element's pressure of ninety pounds to the square inch. The Traverse Bay dive of 361 feet encountered a pressure of 160 pounds, the Lake Huron dive of 176 feet supported eighty pounds; and the Leavitt suit had been previously tank-tested to a pressure of 220 pounds per

square inch, which would obtain at a depth of 500 feet.

The only discomfort he experienced in the 361-foot dive, Mr. Leavitt reported, was the cold at that depth—after being down and walking about on the lake floor forty-five minutes, he had phoned the deck: "Getting a bit chilly down here—below 40 degrees; nothing more for me to do. Guess I'll come up."

Though it had taken him eight months and cost him \$7000 to construct this first bronze-copper-rubber-glass suit, Mr. Leavitt scrapped it after the Traverse Bay dives. "for," he said, "I had learned more by a couple of hours' actual experience than eighteen months of theorizing had taught me. And I set about at once to build a better suit. The eight we are taking along on the Lusitania trip are a developed type 50 per cent superior to the ones I used successfully in 1916 in Lake Michigan and in 1917 in Lake Huron.

"I say that I 'used successfully.' By this I mean exactly what those words convey, and therein lies assurance that I shall have no difficulty making my way into the interior of the Lusitania, cutting through the vessel's topmost or upper promenade deck and her second or main promenade deck to gain access to the purser's strong-room in the grand entrance on the third or saloon deck amidships—exactly in the center of the vessel's length.

"The upper promenade deck is at the 250-foot depth-level, and I shall not have to even descend to the sea floor at 285 feet if I do not wish. As I have demonstrated entire absence of danger and entire freedom of locomotion and lateral manipulation of the arms at 361 feet there is nothing to fear. The excess of the pressure-density of the ocean's salt water over the lake's fresh water is too trivial to be figured in.

"The 315 tons of copper, 150 tons of iron ore, 136 sides of leather (in a good state of preservation) and other valuables I and my divers salvaged from the Pewabic at 176 feet, cost me in the completed operations \$20,000, and I sold the lot for \$26,000. That is the money fact of it. The important fact established is that inventive resource has at last overcome a barrier element, and that from now on the salvaging of treasure from deep-sunk craft will be an accepted part of the world's work.

"I have no hesitation in saying that I did not select the Lusitania for this first deep-sea salvaging as much for the \$6,000,000 of gold and jewelry in her hull—there



are far richer wrecks waiting on the oceans' beds—as for the money-attracting publicity attaching to that vessel beyond all others. The expense of the Lusitania salvaging will be \$160,000, and the Blakely will sail without one unpaid bill in her wake.

"While I anticipate no interference by either Great Britain or the United States to block my entering the Lusitania, I shall, when I have recovered the treasure, take it to neither that country nor to this, but to a country whose admiralty court will give me the largest salvage award. I shall be awarded more than 75 per cent of the \$6,000,000.

"The Lusitania lies five miles outside Great Britain's three-mile limit of jurisdiction established by international law. But I shall have a care on this voyage to touch at no point, anywhere in the world, within her three-mile zone. The Blakely sails with cold-storage and other supplies for four months without need of replenishment of any sort for her complement of sixty officers and crew, including my divers and operatives. Besides myself there are four experienced divers, all of them formerly in the ship service of the United States Government, and the Blakely carries her own ship's doctor.

"All I need and want to salvage the Lusitania treasure is twenty-one diving days. By that I mean twenty-one days during which we can work on the job. You cannot handle diving equipment in a rough sea. The salvage vessel must be kept in place above the wreck by bow and stern anchors led to buoys, and the sea must be calm enough to not thresh the diving and electric light cables. Because weather conditions along the Irish Coast are often anything but ideal, four months has been allowed for the passage out, the work and the return."

"And—after the return—what?"

The gray man from Boston smiled. A shrewd smile has he. Never could he have understudied Sol Smith Russell in "The Poor Relation." One would say there is the imagination of genius in the Leavitt smile, but nothing of the futile dreamer. His littered desk reminds you not of Mr. Rockefeller's lately memoir'd mahogany inhabited by a neat pile of letters at the left, a neater and much smaller at the right, and a little jot-pad for the great man in between. No. Indeed no. The desk of Leavitt is as disreputable as the kit bag of

Philip Gibbs when that painter on Mr. Kipling's ten-league canvas came home from many battlefronts to be an English knight. In the office Mr. Leavitt is no second offender in the wearing of a coat.

The first descent to the Lusitania will be made by himself, Mr. Leavitt said, and not until he has completed a survey of the vessel's position and condition will the employed divers be permitted to go down. They will work in two-hour shifts, though the oxygen tank and caustic-soda purifying tank (the latter for automatic removal of the poisonous carbon-dioxide gas contained in the diver's exhaled breath) are "margin-charged," the former for four hours' work, the latter for six.

Attached to the diver's head will be a sound-amplifying dictophone, so that at all times while submerged he can—and he will be under orders to do so continuously—converse in the ordinary tone of voice with those on the Blakely's deck. He will report, thus, minute-to-minute progress of his observations and work, direct the movement by deck-machinery of his submarine light, and order the shifting and hoisting operations when tackle or clam scoop is to grip and raise an object.

A 250-candlepower Mazda lamp, contained in a half-inch protecting globe of pyrex (unbreakable) glass, will enable the diver to see dimly a distance of seven feet. Asked why he did not provide a more powerful light, Mr. Leavitt replied that magnification of candlepower is useless because a submarine beam cannot be thrown, and 250 candlepower at the Lusitania's depth gives the same penetrative diffusion as would 1500 candlepower; why, he said, he could not explain; the efficacy of multiplication ceases below sixty feet. The light, weighted to 100 pounds, will depend from another point on the deck-boom which handles the cargo-tackle or clam.

The diver will wear the heaviest obtainable woolen underclothing, a chauffeur's khaki union-all, and mackinac socks—no shoes. He will experience, in the summer season, a temperature of about 44 degrees while working on the Lusitania. His bronze suit weighs 35 pounds above water, and with him inside will weigh seventy-five pounds at any submersion depth, the weight-equalization being due to the density of the water. Indeed, he will have to exert upon

the surrounding water a body pressure of twenty pounds in order to bend forward from the waist.

HE WILL be lowered, and raised, by a seven-sixteenth-inch flexible cable of plow steel. It is tested to lift ten tons, is non-twisting, contains in its core the diver's telephone wire, and consumed three years in perfecting. The Blakely's cargo boom, shipped at New York on the passage out, is of skeleton construction and capable of handling a weight of fifty tons.

No one other constructional part of the bronze suit promises the diver such immunity of accident as the attachment of oxygen and soda tanks, because they do away entirely with the ever dangerous and frequently fatal air-hose feed on which he has had to depend for breath. Its entanglement has menaced many lives, its severing or pinch-stoppage has caused many deaths. Second in safety to the tanks is the protected telephone communication; the diver who does not continuously talk with the deck will be hauled up without request and against his protest.

Dynamite, Mr. Leavitt said, cannot be used successfully at the Lusitania's or any other considerable depth; it disintegrates. Hence the Blakely on her way out touched at the du Pont plant opposite Wilmington, Del., and took on 160 quarts of nitroglycerine—sufficient for eight submarine blasts.

Asked whether he would undertake an exploration of the Lusitania to determine the charges, made and officially denied, that the Cunarder carried contraband of war in the form of guns and ammunition, a claim set up by Germany in defense of the murder, Mr. Leavitt replied that his one business in the vessel's hull is to salvage the \$6,000,000 of treasure, and he did not propose even to explore staterooms for valuables which may have been there instead of in the purser's keep when the ship went down twenty minutes after being torpedoed. He expected, however, to encounter in the dim passages of the seven-year casket the bodies, or parts of the bodies, of many of its 1195 victims and the bones of many others on the sea floor around about.

From the Lake Huron wreck Pewabic, after lapse of half a century, Mr. Leavitt brought up for burial a man's well-fleshed arm, from whose finger he wears today an emerald ring, and the un mutilated torso of a woman. Also a Bible and a German dictionary, which, being dried, showed almost no blurring of the print!

Let us hope that Mr. Leavitt succeeds in applying to the salvage of the Lusitania's treasure the device which his genius and his toil have created. What a noble impulse, and what priceless publicity could be unfolded to the world by him were he to commend to his associates the sharing of this gorgeous loot with those whose bread the sea has taken away in tragedies. Such an act of American beneficence might make even a German Embassy blush!

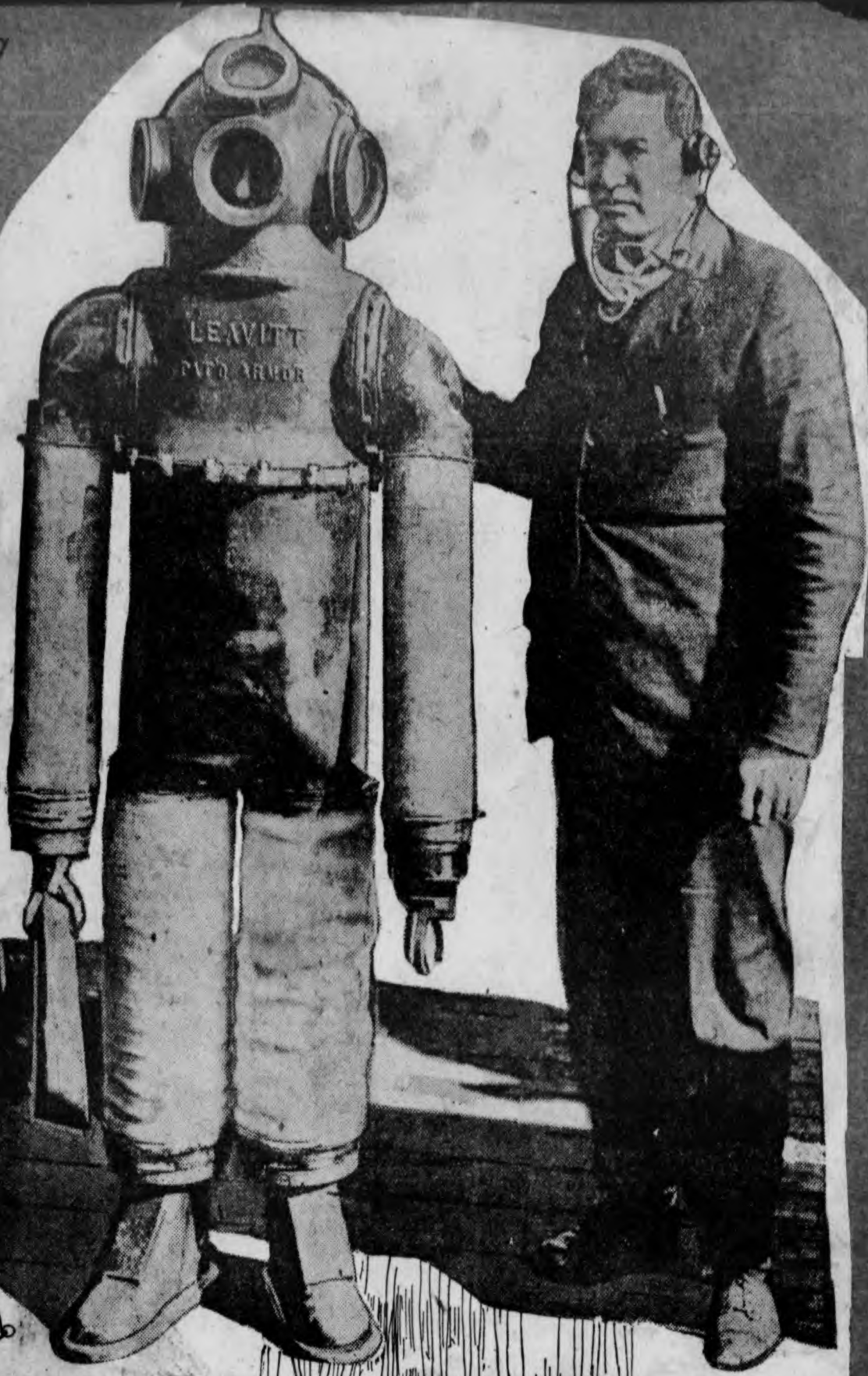


Curtain-drop set-scene showing armored diver on sea-floor beside a sunken vessel's strong box



Hoisting copper from the long-buried Pewabic





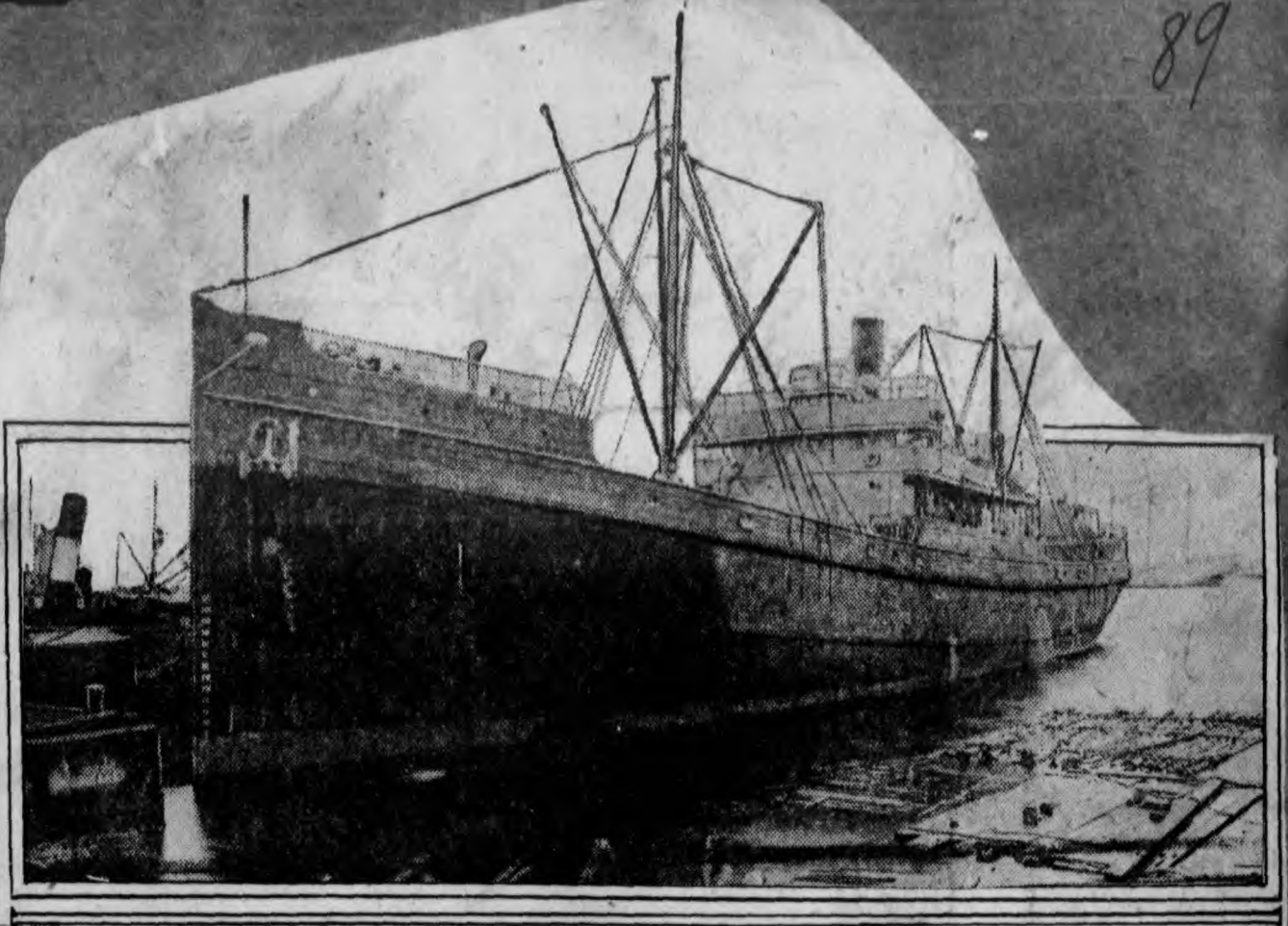
The face in the helmet window of the armored suit is Mr. Leavitt's; beside him stands the deck operator who attended him from the salvage ship in the Pewabic recovery. The hook (right hand) gripping the billet of wood is removable for adjustment of hand gloves for use in upper or lighter-pressure depths



Grave chart of the Lusitania

Copyright





S. S. Blakely, the salvage ship. Length over all, 288 feet; beam, 49 feet; depth, 28 feet; load draft, 26.9 feet; light draft, 13.6 feet; speed, 12.5 knots; twin screws. Built for the United States Shipping Board 1919; wooden hull. The vessel will ship a fifty-ton skeleton cargo-boom at New York for salvage-hoisting at the Lusitania's grave off the Irish coast



Benjamin Franklin Leavitt, inventor of the bronze diving suit and seeker of lost treasures of the seas



# AT LEAST 310 AMERICAN PASSENGERS ARE AMONG THE MISSING

## 332 AMERICANS MISSING, LATEST REPORTS SHOW

Names of 106 First and Second Cabin Passengers, Living in United States, Who Are Known to Be Safe, Received.

The names of 106 American first and second cabin passengers who are known to have been saved has been received. A list of Americans who have not been accounted for contains 332 names.

The lists, which are necessarily incomplete, are as follows:

### THE AMERICAN SURVIVORS.

The following is a list of the Americans reported to be among the Lusitania survivors. The list included first and second cabins:

ABRAMOWITZ, S., New York.  
ADAMS, William McMillan, New York.  
ADAMS, Mrs. Henry, Boston, Mass.  
ALLES, N. N., New York.  
BARNETT, Miss May, New York.  
BEATTIE, Rev. James A., New York.  
BERNARD, C. P., New York.  
BERNARD, Oliver, Boston, Mass.  
BOWRING, Charles W., New York.  
BRANDELL, Miss Josephine, New York.

BRAMMER, Mrs. E. J., Trenton, N. J.  
BRAMMER, Miss E., Trenton, N. J.  
BRETHERTON, Mrs. and two children, Los Angeles, Cal.

BROOKS, J. H., New York.  
BROWN, Dan T., Los Angeles, Cal.  
BURGESS, Henry G., New York.  
BUSWELL, P., New York.  
BURNSIDE, Mrs., New York.  
BYRNE, Michael G., New York.  
CHAMBERS, Guy, Boston, Mass.  
CAMPBELL, Mrs. W., Chicago, Ill.  
CANDLISH, Mrs. A., Boston, Mass.  
CANDLISH, Mrs. Ellen, Boston, Mass.  
CANNON, Owen.

COLLIS, Edwin M., Chicago, Ill.  
CONNER, Mrs. Dorothy, New York.  
CROSS, A. B.  
DALRYMPLE, David, New York.  
DOHERTY, Mrs. William, and infant, New York.

DONALD, A., Boston, Mass.  
DYER, Robert, Pittsburg, Pa.  
EWART, Robert J., Brooklyn.  
FISHER, Dr. Howard, New York.  
FOSS, E. L., New York (Second cabin list has C. E. Foss).

FOSS, Carl E., New York.  
GAUNTLETT, F. J., New York.  
GRAB, O. S.

GRAY, R. D., Los Angeles, Cal.  
GRIFFITHS, C. N., Pittsburg, Pa.

HALDANE, James, New York.  
HAMMOND, O. H., New York.

HAMPshire, Miss E., New York.  
HARDY, Miss E., New York.

HARNWICK, C. C., New York.  
HARRIS, D. C., New York.

HINES, L. B.  
HILL, C. T., London.

HOLLAND, Mrs. H. L., New York.  
HOLBORN, I. B. S., Yonkers, N. Y.

HOLLAND, Mrs. H. L., New York.  
HOLLAND, Mrs. Nina, New York.

HOUGHTON, J. H.  
HOUNSELL, Edgar, New York.

HUBBARD, Charles T., Chicago.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

HUBBARD, Mrs. E., New York.  
HUBBARD, Mrs. E., New York.

PEARL, Major and Mrs. F. Warren, New York, and two children.

PEARL, Stuart Duncan D., New York.  
PERRY, Frederick J., Buffalo.

PHILLIPS, Thomas.  
PHILLIPS, Wallace B., New York.

POPE, Miss Theodate, Farmington, Conn.  
POSEN, Ed., New York.

RANKIN, Robert, New York.  
RATCLIFF, N. A., New York.

SCHWARTZ, A. N., New York.  
SHEPPERDSON, Arthur.

SLIDELL, T., New York.  
SMITH, Miss Jessie Taft, Braceville, Ohio.

STANLEY, Mrs.  
STEPHEN, Thomas O.

SWEENEY, John M., Liverpool, England.  
TIMMIS, R. J., New York.

TOOTLE, Fred C., London.  
WILLIAMS, Edith.

WITHERBEE, Mrs. A. S., New York.  
WOLFENDEN, Mrs. John, Pawtucket, R. I.

WRIGHT, Robert C., New York.

### AMERICANS MISSING.

The following is a list of the Americans who are missing:

ABERCROMBY, R. F., Cincinnati, Ohio.  
ADAMS, A. H., New York.

ACKROYD, Mrs. Hannah, Brooklyn, and Master Frederick Ackroyd.  
ADAMS, Henry, Boston.

AISTON, Joseph, Brooklyn.  
AITKEN, Miss C., Brooklyn.

ABAS, Mrs. B., Boston.  
ABAS, Miss Isabel, Boston.

ALLEN, John, Philadelphia.  
AITKEN, James, Chicago.

ABAS, Miss Beatrice, Boston.  
ANDERSON, Mrs. George A., Pittsburg, Pa.

ANDERSON, Mrs. R., Bridgeport, Conn.  
ANDERSON, Miss Barbara, Bridgeport, Conn.

ARMITAGE, Mrs. C. F., New York.  
ARNST, Robert, Harrison, N. J.

ARTHUR, George, Minneapolis, Minn.  
ARTER, J. S., Seattle, Wash.

BAKER, Miss Eva, New York.  
BANCROFT, E. B., New York.

BARCHARD, E. E., Columbus, Ohio.  
BARKER, Mrs. M.

BARKER, Miss W.  
BARRIE, Edward, New York.

BEATTIE, Mrs. James A., New York.  
BILICKE, Albert C., and Mrs., Los Angeles, Cal.

BIRCHALL, Henry, Roslyn, Wash.  
BISTIS, Leonidas, Atlanta, Ga.

BLACK, J. J., New York.  
BLOOMFIELD, Thomas, New York.

BOOTH-JONES, Mr. and Mrs. E., New York; Miss Ailsa and Master Percival Booth Jones.

BOOTH, John, Brooklyn.

BOYD, Miss Margaret L., Minneapolis, Minn.

BRILLY, Louis, Los Angeles, Cal.  
BRODRICK, C. T., Boston, Mass.

BROWNLEY, Misses Thomas and Margaret, New York.  
BRODRICK-CLOETE, W., San Antonio, Tex.

BROWN, Mrs. M. C., New York.  
BRUNO, H. A., and Mrs., Montclair, N. J.

BULL, Mrs. J. H., New York.  
BURNSIDE, Miss Ivis, New York.

BUSVINE, W. R., New York.  
CALLON, Patrick, Chicago, Ill.

CAMPBELL, K., Boston, Mass.  
CAMPBELL, Mrs. W., Chicago, Ill.

CAMPBELL, A. M., New York.  
CANDLISH, A., Boston, Mass.

CHAMBERS, Mrs. B., Boston, Mass.  
CHARLES, Miss E., Boston, Mass.

CHATT, Miss Anna, New York.  
CLAY, Miss E. A., San Francisco, Cal.

COLBERT, William, New York.  
COLEMAN, Miss Susan, Brooklyn.

COLLIS, Edwin M., Chicago.  
CONDON, Miss Della, New York.

COUGHLIN, J., and two children, New York.  
COSTELLO, Miss Mary, New York.

CRITCHTON, Mrs. William.  
CROMPTON, Paul and Mrs., Master Steven, Master John, Master Romely, Miss Alberta and Miss Catherine Crompton, infant and nurse, all of Philadelphia.

DEARBOROUGH, R. E., New York.  
DEPAGE, Mrs. A., New York.

DE BROISSIERE, E. T., San Francisco, Cal.  
DEWHURST, Thomas, Fall River, Mass.

DINGWALL, C. A., Chicago, Ill.  
DRISCOLL, T., Boston.

DIXON, A., and Mrs., Master Stanley Dixon, New York.  
DE VESCOVI, S., New York.

DONAHUE, Miss Sarah, Boston, Mass.  
DRAKE, Audley, Detroit, Mich.

DREDGE, Alan, and Mrs., New York.  
EGANA, Vincente, New York.

ELLIS, Herbert, New York.  
EXLEY, Miss Ida, New York.

PENTENIAN, Miss N., Boston, Mass.  
FINCH, Mrs. Eva E., Boston, Mass.

FOLEY, A. R., Trenton, N. J.  
FORMAN, Justus Miles, New York.

FOX, Francis, and Mrs., Trenton, N. J.  
FREEMAN, Richard R., Jr., Boston, Mass.

FRIEND, Edwin W., Farmington, Conn.  
FROHMAN, Charles, and valet, New York.

FRIEDMAN, Samuel, New York.  
FYFE, Mrs. Jeanie, Holyoke, Mass.

FERGUSON, Mary, and infant, Newark, N. J.  
GADSDEN, A., Chicago, Ill.

GARRY, Christ, Cleveland, Ohio.  
GRAY, J. P., San Francisco, Cal.

GORER, Edgar, New York.  
GRANT, Montagu T., and Mrs., Chicago, Ill.

GILHOLLY, Mrs. Catherine, New York.  
GILL, Mrs. Catherine, Gillespie, Ill.

GILSENEN, Hugh, Long Island City.  
GOODMAN, A., Rochester, N. Y.

GRANDIDGE, Mrs. Lydia, Yonkers, N. Y.  
GRANDIDGE, Miss L. E. M., Yonkers, N. Y.

GRAY, Mrs. Terence, and Master Stewart, New York.

HARRISON, James, Bridgeport, Conn.  
HARVEY, William.

HAMMOND, Mrs., New York.  
HASTINGS, Mrs. Margaret, New Rochelle.

HAWKINS, F. W., Chicago, Ill.  
HODGES, William S., and Mrs., Master W. S. Hodges, Jr., Master Dean W. Hodges, Philadelphia.

HOPKINS, A. L., New York.  
HIGGINBOTTOM, Miss M., Fall River, Mass.

HILL, Mrs. R., New York.  
HOGG, Mrs. E., Yonkers, N. Y.

HOMWOOD, William, Toledo, Ohio.  
HOPKINS, Miss A. and Miss K., Boston.

HOPKINS, D. T., New York.  
HORTON, Mrs. E., Cleveland.

HUBBARD, Elbert, and Mrs., East Aurora, N. Y.  
HUBBARD, Fred, New York.

HUME, Miss Mary A., Harrison, N. J.  
HARVEY, William.

HUMPHREYS, H. G., Los Angeles, Cal.  
HUNT, Miss Isabella, Philadelphia, Pa.

HURLEY, Charles E., Boston.  
HUSTON, Miss Nellie, New York.

HUTCHINSON, Miss P., Orange, N. J.  
INCH, William E., New York.

JACKSON, Isaac, Paterson, N. J.  
JONES, Evan.

JONES, Miss New York.  
JONES, Miss Gwendolyn, San Francisco.

KAY, Mrs. James, New York.  
KELLY, Miss Margaret S., Pittsburg, Pa.

KENNEY, Mrs. Margaret, Boston.  
KENNEY, Miss Mary, Boston.

KING, Mrs. Frances, New York.  
KINCH, William, and Mrs. E., Cleveland, Ohio.

LAMBIE, Mrs. Mary, Roslyn, Wash.  
LAMBIE, Misses Elizabeth and Mary, Roslyn, Wash.

LAKIN, Miss M. M., New York.  
LETTOLD, Miss Catherine M. E., Chicago, Ill.

LEVECH, Mrs. R. T., and Miss R. P., New York.  
LEWIS, Mr. and Mrs. J., and Miss Edith, New York.

LITTLE, Mrs. Margaret, and infant, New York.  
LOVETT, Miss Mary, Fall River, Mass.

McEVOY, Henry, New York.  
McCLINTOCK, Miss Margaret, New York.

McCORKINDALE, Mrs. Elizabeth, Master Duncan and infant, Chrome, N. J.  
McCLAY, Miss Bessie, New York.

McGOVERN, Miss Mazie, Newark, N. J.  
McGINLEY, Patrick, New York.

MacFARQUHAR, Mrs. J. A., and Miss Grace, New York.  
MacGREGOR, Mrs. B., New York.

MacKETCHEN, Mrs. Elizabeth, and infant, and Master James, Gillespie, Ill.  
McLELLIN, Miss Sarah, Chicago, Ill.

McPARTLIN, Myles, New York.  
MacGREGOR, A. L., New York.

MACKY, J., and Mrs., New York.  
MACKAY, H., New York.

MOLLOY, Miss Margaret, New York.  
MARTIN, Charles, Pittsburg, Pa.

MATHEWSON, Mrs. M. E., and infant, Springfield, Mass.  
MENZIES, Miss Isabella, New York.

MICHAEL, Dewi, Pittsburg, Pa.  
MILFORD, F. J., wife and infant, Hancock, Md.

MITCHELL, W. D., Newark, N. J.  
MOFFATT, William, New York.

MOODY, Miss, San Francisco.  
MOORE, Edwin, Pawtucket, R. I.

NAISCH, Theodore, and Mrs., Kansas City, Mo.  
NEILSON, Henry, and Mrs., Brooklyn.

NEILSON, Charles H., Brooklyn.  
NEIMARK, Abraham, Brooklyn.

NICOLL, George, Philadelphia, Pa.  
NICOL, Miss Mary F., Chicago.

NORMAN, Robert, New York.  
O'BRIEN-BUTLER, T., New York.

OWENS, Mrs. Hubert, Master Ronald and Master Reginald Owens, Elwood City, Pa.  
PAGE, Andrew, Medicine Hat.

PALMER, F. A., and Mrs., New York.  
PARLETT, Mrs. Frank, and Miss Enid, New York.

PAYNE, M. S., Springfield, Mass.  
PRESS, Miss Mary, New York.

PURSE, Reginald, and Mrs., Chattanooga, Tenn.  
RICHARDSON, James, Philadelphia.

ROBSON, Miss A., Mount Vernon, N. Y.  
ROONEY, Miss Mary, Brooklyn.

ROWELL, T. R., New York.  
RYAN, May, New York.

SALT, Henry J., Boston, Mass.  
SCRIMEGEOUR, William, New York.

SECHI, Mrs. P., New York.  
SEMONS, C. T., Buffalo.

SLATTERY, C. J., New York.  
SUMNER, Thomas, Boston.

SHINEMAN, James, and Mrs., New York.  
SLATER, F. W., New York.

SMITH, Albert R., New York.  
SMITH, Mrs. R., and infant, New York.

STEPHENS, Mrs. Thomas, Chicago.  
TREVORROW, Mrs. C., Butte, Mont.

TIERNEY, Mrs. James, and Miss Nina, Pittsburg.  
SMITH, George, Rochester, N. Y.

SMITH, Alfred F., and Mrs., Miss Helen Smith and infant, Elwood, Pa.  
SMITH, D. J., New York.

SOMOLESCU, David, New York.  
SPILLMAN, John B., and Mrs., Detroit, Mich.

STEVENS, Charles H., Atlantic City, N. J.  
STEVENSON, Mrs. Janet, and infant, Cleveland, Ohio.

STORCH, L. R., San Francisco, Cal.  
STROUD, E. P. W., and Mrs., New York.

STROUD, Miss Helen, New York.  
SULLIVAN, Mrs. J., New York.

VARCOE, Mrs., Kansas City, Mo.  
VARLEY, Miss Alice, East Northfield, Mass.

WALKER, Miss Mary, San Francisco, Cal.  
WALLACE, Cyril J., Holyoke, Mass.

WALLACE, Miss Margaret, New York.  
WALLACE, Miss Della, New York.

WALSH, Miss Ellen, New York.  
WARD, Michael, Pittsburg.

WATERS, Miss K. W., Brooklyn.  
WATERS, Miss M., Brooklyn.

WILDE, Miss E. A., Paterson, N. J.  
WILDE, Mrs. A., Paterson, N. J.

WILLIAMS, T. J., Philadelphia.  
WILLIAMS, Miss Beatrice, Rock Island, Ill.

WILSON, Miss Sarah, Brooklyn.  
WOLFENDEN, John, and Mrs., Pawtucket, R. I.

WOODCOCK, Miss Sarah E., Fall River, Mass.  
WRIGHT, Miss Mary, New York.

WYLLIE, Mrs. Emma, Philadelphia.  
JARVIS, Aitken, and JARVIS, Aitken, Jr., Chicago.

BINGLEY, Miss Catherine, New York.  
BUCHANAN, Miss May, Pottstown.

BRYCE, Mrs. Syracuse, N. Y.  
CATHERWOOD and Mrs. J., Philadelphia.

FERGUSON, John, New York.  
FRANCH, Miss G., Garfield.

GALLAGHER, Miss M., New York.  
HILL, Mitchell, New York.

HERTZ, D. G., New York.  
HAMILTON, J., New Haven.

HORSBURGH, Miss M., New York.  
HUNTER, G. H., and Mrs., Atlanta.

KELLY, James R., New York.  
LUND, C., New York.

LEE, Miss B., New York.  
MILLER, Mrs. Aubrey, New York.

MANTON, M., Troy, N. Y.  
McCLURE, Miss M., New York.

McHARDY, Miss A.  
McKENZIE, Mrs. M. A., New Bedford, Mass.

MOUNSEY, William, New York.  
MUIR, Matthew, New York.

NEGUS, Edward, New York.  
POOLE, Mrs. Gertrude, New York.

PARSONS, A. E., New York.  
PIRIE, Mrs., and two children, New York.

PROUDFOOT, L., Nonessen, Pa.  
RIED, P., Chicago.

ROSE, F. J., Baltimore.



RICHARDS, Miss  
RICHARDS, Masters Percy and Cecil,  
New York.  
ROBERTSON A. N.

The list, necessarily incomplete, is as follows:

#### First Cabin.

ADAMS, Mrs. A. E., Edmonton, Canada.  
ALLAN, Lady, Montreal.  
AYALA, Julian De, Cuban Consul-General at Liverpool.  
BAKER, James, England.  
BOHAN, James, Toronto.  
BOULTON, H., Jr., London.  
BYINGTON, A. J., London.  
CHARLES, J. H., Toronto.  
CHARLES, Miss Doris, Toronto.  
CLARKE, A. R., Toronto.  
COLEBROOK, H. G., Toronto.  
DALY, H. M.  
HILL, C. T., London.  
HOLT, Robert, Montreal (list gives Master W. R. G. Holt, Montreal).  
KEMPSON, M., Toronto, Canada.  
LASSETTER, Mrs. H. B., London.  
LASSETTER, F., London.  
LEAROYD, Mrs. C. A., Sydney, Australia.  
LEHMANN, Isaac.  
McMURRAY, L., Toronto.  
MACKWORTH, Lady, Cardiff, Wales.  
MATHEWS, A. T., Montreal.  
PADLEY, Mrs. F., Liverpool, England.  
PAPPADOPOULOU, Mr. and Mrs. M. N., Greece.  
PAYNTER, Miss Irene, Liverpool.  
PIERPOINT, William J., Liverpool, England.  
RHYS-EVANS, A. L., Cardiff, Wales.  
TAYLOR, R. L., Montreal.  
THOMAS, D. A., Cardiff, Wales.  
TOOTAL, F. E. O., London.  
TURNER, Capt. W. F., of Lusitania.  
VASSAR, W. A. F., London.  
YUNG, Philip, Montreal.

#### Second Cabin.

ADAMS, Mrs. A. E., Edmonton, Canada.  
BANETT (BARNETT?), Miss May.  
BARTLETT, John, (not on passenger list).  
BEATTIE, G. A. (Mrs. G. S. or Allan M.), Winnipeg, Canada.  
COCKBURN, GUY R.  
COWPER, Ernest, Toronto, Canada.  
CROSSLEY (CROSLEY?), Cyrus, Toronto, Canada.  
CROSSLEY (CROSLEY?), Mrs., Toronto, Canada.  
DAVIS, Miss Emily (Annie?), Welland, Ontario.  
DODD, Miss Dorothy, Edmonton, Canada.  
DOLPHIN, Miss A. (Eva?), St. Thomas, Ontario.  
DEGUID, George, Toronto, Canada.  
ELLIS, John, Edmonton, Canada.  
FISH, Mrs. S. M., and infant, Toronto, Canada.  
FISH, Miss Eilene, Toronto, Canada.  
FISH, Miss Marion, Toronto, Canada.  
FREEMAN, John, Falkland, B. C.  
FROST, H. R., Regina, Canada.  
GARDNER, B. (James, Mrs., Eric or Master Willie?), Toronto, Canada.  
GRIFFITHS, C. N., (C. W.), Pittsburg or Winnipeg, Canada.  
GWYER, The Rev. H. L., Saskatoon, Canada.  
GWYER, Mrs., Saskatoon, Canada.  
HENDERSON, Master Huntley, Montreal, Canada.  
HENDERSON, Violet, (Mrs. H. R.), Montreal, Canada.  
HENSHAW, Mrs. M., Saskatoon, Canada.  
KAYE, Miss Catherine, Toronto, Canada.  
LANE, G. B., England.  
LINES, S. L. B., Toronto, Canada.  
LINES, Mrs., Toronto, Canada.  
LOHDEN, Mrs. R., Toronto, Canada.  
LOHDEN, Miss Elsie, Toronto, Canada.  
LOHDEN, Mrs. James A., Ottawa, Canada.  
MARICHAL, J. P., Kingston, Canada.  
MARICHAL, Mrs., Kingston, Canada.  
MARICHAL, Miss Yvonne, Kingston, Canada.  
MARICHAL, Miss Phyllis, Kingston, Canada.  
MARICHAL, Master Maurice, Kingston, Canada.  
MAYCOCK, Miss M., Buxton, England.  
PLANK, Mrs. H., Toronto, Canada.  
SCOTT, George, Toronto, Canada.  
SIMPSON, The Rev. H. W., Roseland, B. C.  
SWEENEY, J. M., Liverpool, England.  
SWEET, F. H., Toronto, Canada.  
TURPIN, Thomas K., Victoria, B. C.  
WILSON, Mrs. P., Moosejaw, Sask.  
WILLIAMS, Robert, Calgary, B. C.  
WHITCOMB, Hugh, Havana, Cuba.  
BARTLETT, John (not on passenger list).  
BERNARD, Oliver (not on passenger list).  
CHIBERDOT, H. (not on passenger list).  
DUCKWORTH, Miss E. (not on passenger list).  
EDGAR, H. (not on passenger list).  
GARDNER, B. (not on passenger list).  
MARSH, Miss A. (not on passenger list).  
MURDOCK, Miss E. (not on passenger list).  
TAYLOR, H. W. (not on passenger list).  
TAYLOR, Mrs. H. W. (not on passenger list).  
WALDREN, Dora (not on passenger list).  
YADSTER, A. (not on passenger list).

#### Stowage.

BALLANTINE, MARGARET.  
BOTTOMLEY, FRED.  
BOYLE, NICHOLAS.  
DUCKWORTH, MRS. ELIZABETH S.  
DAVIS, EMILY.  
DAWSON, WALTER.  
DHENIN, THOMAS.  
GRINSTED, S. C.  
HAMES, CHARLES.  
HAMES, MRS.  
HARRISON, G. V.  
HOOK, GEORGE.  
HOOK, ELSIE.  
HOWLEY, MRS. ROSE.  
LIGHT, HERBERT.  
MALICZ, PAWELL.  
MARTIN, MISS R. (LAURA?).  
ROWAN, FREDERICK (A.).  
SHARP, ANNIE.  
SHARP, GEORGE.  
SHARP, MARY.  
SHARP, SAMUEL.  
SHEPPERSON, A.  
SIMPSON, EDWARD.  
SNOWDEN, F. A.  
SNOWDEN, THOMAS.  
STACHULA (STENCHIE?), MICHAEL.  
STEELE, GEORGE.  
STEPHENS, T. O.  
STEVENS, GEORGE.

STOCKTON, ALFRED.  
TARACSEWICZ (FORESZEWICH?), IVAN.

TAYLOR, MRS. A. (MR. A.).  
WARD, GEORGE.  
WARD, MRS. GEORGE.  
WILLIAMS, EDITH.  
WOODWORTH, ROBERT.  
YOKOB, BABA JOHN.

#### Officers and Crew.

TURNER, CAPT. W. T.  
JONES, FIRST OFFICER A. H.  
JONES, —, second officer.  
BIRD, MARY, stewardess.  
BOYD, F. R., barkeeper.  
BRENNAN, THOMAS, trimmer.  
BRIDGE, W., fireman.  
BROWNE, J., fireman.  
CARROLL, T., fireman.  
CASEY, JOSEPH, fireman.  
CHISHOLM, ROBERT, steward.  
CLARK, ROBERT, bellboy.  
CLINTON, GEORGE, sailor.  
CONLON, BERNARD, trimmer.  
COWAN, A., elevator man.  
DARCY, JOHN, steward.  
DEWHURST, MRS., stewardess.  
DONNELLY, PETER, fireman.  
DRAKEFORD, ED, musician.  
DUNCAN, A., third engineer.  
DYER, JAMES, fireman.  
ENGLISH, MICHAEL, fireman.  
EVANS, ROBERT, trimmer.  
FERNANDEZ, EDWARD, fireman.  
FOUZEL, SYDNEY.  
GARVAN, JOSEPH, fireman.  
GUNN, C., sailor.  
HENNESSEY, —, fireman.  
HIGHWAY, ED J.  
HILL, MRS., stewardess.  
HUGHES, W., fireman.  
HUME, JAMES, sailor.  
JOHNSTON, HUGH, quartermaster.  
KNIGHT, C. T., quartermaster.  
LAWSON, THOMAS, trimmer.  
LEACH, T., second engineer.  
LEWIS, —, second officer.  
LOCKHART, H., seaman.  
MADDEN, THOMAS, fireman.  
MALONEY, T. O., seaman.  
MCARTHY, PATRICK, greaser.  
MCGINNIS, B., fireman.  
MOORE, DANIEL, sailor.  
MORTON, BELL, sailor.  
NEWBOLD, H. A., barkeeper.  
NEWPORT, WILLIAM, steward.  
NORCROFT, FANNY.  
O'MALLEY, THOMAS, sailor.  
OWEN, T. J., sailor.

## VON TIRPITZ PREDICTED SUBMARINE WAR ON SHIPS

Grand Admiral von Tirpitz, regarded as the strongest man in the German Government and largely responsible for Germany's fleet, forecast the submarine war against the merchant ships of the Allies in an interview had by Karl H. von Wiegand and published in THE STAR on December 23. Admiral von Tirpitz said: "America has not raised her voice in protest and has taken little or no action against England's closing the North Sea to neutral shipping. What will America say if Germany declares submarine war on all enemy merchant ships?"

"Why not," the Admiral continued. "England wants to starve us! We can play the same game. We can bottle her up and torpedo every English or Allies' ship which nears any harbor in Great Britain, thereby cutting off large food supplies."

"What would America say? Would not such action be only meting out to England what she is doing to us? Yes!"

Referring to submarines the Admiral continued: "That submarines are a new and potent factor in naval warfare is unquestionable. Our success so far, however, hardly justifies the conclusion that big ships have become obsolete. We have always figured that submarines could not stay out more than three days on account of the men becoming exhausted."

When asked if there was any truth in the reports that an invasion of England by Zeppelins was being prepared Admiral von Tirpitz said: "I believe that submarine warfare against the enemy's merchant ships would be more effective."



Grand Admiral von Tirpitz.