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TWELVE PAGES.

# OVER ONE HUNDRED AMERICANS AMONG LUSITANIA'S VICTIMS

## FRIGHT AND AGONY ON FACES OF DEAD TELL OF THE HORROR OF THE VICTIMS

Little Coast City of Ireland Has Been Turned Into One Great Morgue as Bodies of Submarine Disaster are Brought in.

## SURVIVORS ALL TELL THE SAME STORY

Queen of the Seas Was Torpedoed Without the Slightest Warning and Her Bottom Torn Off by the Explosion.

[By Wilbur S. Forrest, United Press Staff Correspondent.]

QUEENSTOWN, Ireland, May 9.—Nightfall found this little coast city, port of call for most trans-Atlantic liners, a place of mourning. In four morgues, pitiful grotesque bodies of victims of the giant ocean leviathan Lusitania are gathered, their limbs drawn and on their faces expressions of fright, of agony and, strange to say, sometimes of perfect peace. In various places of refuge and others, more fortunate, alive, but in nearly every instance dazed by an experience that has brought many of their number to the point of insanity.

Germany's war toll has fallen heavily not only on her admitted enemies, but on many subjects of neutral nations. I have witnessed many scenes that would try the fortitude of the sternest individual. In the morgue I saw two little children, babies, clasped tightly in each other's arms, united in death. I have looked at mothers clasping tightly to their still forms their babies—nursing babies—that they clung despairingly to as the undertow from the sinking liner carried them down to a death in the cold waters of the ocean at the very entrance to St. George's channel at a time when they felt certain that in a few hours they would greet their loved ones.

And in the midst of this pathetic assembly, I found the body of Charles Frohman, greatest of American theatrical managers, equal in death with the poorest of the third cabin victims, who had been his fellow passengers.

It seemed certain tonight that the German submarine warfare had claimed 136 victims. Of this number 137 are said to be American citizens among them in addition to Mr. Frohman, Alfred G. Vanderbilt, Charles Klein, Elbert Hubbard and others whose coming and goings have ever interested the American public.

The latest report of the number saved put the figures at 703. It is possible, only possible, that this number later will be increased. The admiralty officials hold out the hope that fishing schooners or steamers not equipped with wireless may have picked up a few and that they later will be found to be alive. But they say that at the most it is a faint hope.

STORIES ALL AGREE.

Many stories of their experiences have been related by the victims of the tragedy, but in the main they are alike. They agree that at least two torpedoes struck the great ship, literally blowing the bottom out of her, maiming her engines, and leaving her a helpless hulk on the sea, to sink. They agree that for a few minutes many of the passengers and crew were hopeful that the vessel could survive the staggering blow, only finally to make a wild rush for life preservers and a fruitless attempt to get into the boats that it was possible to lower.

They declare that the nauseating fumes of the high explosive which wrote the Lusitania's doom, permeated every quarter of the ship, carrying unconsciousness to some victims, a merciful unconsciousness denied many others who were drawn down struggling to the under-tow of the "queen of the seas."

One of the most dramatic stories told, which so far as details are concerned to cover most of the known facts was that related to me by Fred J. Gauntlett, of K street, Washington. He was completely exhausted by his experiences and very bitter because of the lack of warning given the victims.

avenger the Americans who lost their lives by this violation of all known rules of international warfare, I shall feel like renouncing my citizenship," he said. "This was murder, criminal murder. And Count Von Bernstorff was the criminal premeditated of it."

"I saw the first boat launched over the port side of the sinking Lusitania. It was filled with women and little children. It was dashed to pieces against the listing side of the ship just before the davits could be cast loose. These women and little children were drowned before my very eyes.

"When the first explosion took place I was in the saloon. Dishes rattled to the floor. I yelled to the stewards to close the ports and rushed to the port boat deck. After seeing the first boat over side, which capsized, I helped line up the women in that vicinity to be loaded in the next boat. I then ran to my cabin and kicking off my shoes attached the life belt to my body. By the time I was able to get back on the deck the Lusitania was in her death throes. I jumped into the water. The ship literally seemed to be falling on me. I swam rapidly and finally turned on my back and floated while I watched the final plunge. She seemed to shudder for a minute and then her bow disappeared and slowly turning over to starboard she went down bow first.

"I grabbed some of the wreckage and held on for a time. Finally I was able to get into one of the collapsible life boats which was so old and rusted as to be almost unusable. With the aid of two men whom I picked up, I rowed around and collected thirty-two persons, including Charles E. Lauriat of Boston, and several women. We stayed afloat until we were picked up by a fishing boat."

Another story by A. J. Byington concurred in by S. M. Knox, of Washington, president of the New York Ship Building Co., explained why the first cabin passengers were so loath to leave the Lusitania.

THOUGHT SHIP UNSINKABLE.  
"We believed the Lusitania unsinkable," said Byington. "We made no effort to hurry to the life boats after she was hit. After listing heavily to starboard she seemed to be steadier and most of us assumed that the watertight compartments were holding. Finally she began to tremble and we realized that the end was near and dived overboard. We were completely exhausted when we were finally picked up."

"There are about fifty Americans scattered among the four hotels here in Queenstown and others in the lodging houses. All are penniless, but the military attaches from the embassy in London have made arrangements to furnish money and every thing else that may be needed, for their relief.

One of the first bodies identified was that of Dr. F. R. Pierson of Lowell, Mass., which was in the morgue at the Cunard docks. It lay beside that of a young woman of about thirty who was tightly clasping her dead baby to her breast.

Fishing craft and tug boats are searching for bodies all along the coast of Ireland. Those who have brought bodies here describe the entire scene as horrible. Many are seen floating around with life belts attached to their bodies, their heads and shoulders out of the water and their gray features, with seaweed caught in their hair shining in the reflection of the late afternoon sun on the water. Every captain of a rescue ship who has been on the scene and returned, says that only Almighty Providence saved any lives. If the water had

been only ordinarily rough, they assert not a single boat from the Lusitania would ever have lived in the sea. The entrance to St. George's channel was almost like a mill pond when the big liner was torpedoed, they say, and to that and that alone is due the successful launching of at least ten boats.

Many of the boats and life rafts of the Lusitania went down with her. Those on the port side, with the exception of two forward and one aft could not be launched. Some of the life rafts remained attached because the panic stricken passengers had nothing available to cut them loose. Although there was no panic, in the broad sense of the word, many of the women became hysterical through the shock of the explosion and the explosive fumes. Some tried to get their children into the boats and impeded instead of helped the work of getting the boats over side.

THE RULE OF THE SEA.  
The rule of the sea, "women and children first," seems to have been followed in the first of the boats launched. But many of the boats went over side with only a few in them and when they were cut loose in the water it was men that they picked up, as there were few women sturdy enough to swim in the cold water in which they were immersed when the Lusitania went to the bottom.

Captain Turner, officials say, was still at his post on the bridge when the vessel took her final plunge. He is in his room in the imperial hotel here, suffering very seriously from shock caused by his immersion in three hours. He declined to receive me or to make any statement, saying that his official report must be made to the admiralty, he being a member of the royal naval reserve, and to the Cunard line officials. Because of his age, he is 59, the doctors are fearful as to his recovery, although they say that they are hopeful.

No trace has yet been found of Alfred G. Vanderbilt, Chas. Klein, Elbert Hubbard, or any of the other prominent Americans who are missing and believed to have been drowned. At the request of Ambassador Page, a strict watch is being kept for those bodies and their descriptions have been sent to all of the local fishing villanes that dot the southern Irish coast.

That the submarine which sunk the Lusitania had completed her task when she launched the fatal torpedoes at her mark, and has started back to the Heligoland base is the belief here. Patrol boats and other craft have been keeping a close watch for her, but there has been no trace since the periscope disappeared below the surface just at the moment the first torpedo met its mark in the Lusitania just between the first and second funnels.

Madame De Page, chief of the Belgian Red Cross, told me that when she saw that the Lusitania was about to founder she jumped into the water to avoid the suction.

"But she was drawn into the vortex of the sinking ship and carried away down. When I came up there was nobody in sight. I was finally picked up by torpedo boat number 4, which also rescued twenty others. The commander, Officer Burroughs, was very kind to the survivors, among whom were Richard Freeman of Boston, and Herbert Stone of New York, son of the general manager of the Associated Press.

Robert Rankin of 116 Schuyler Place, Ithaca, N. Y., a mining engineer, said:

SAW THE PERISCOPE.  
"I was standing on the deck talking to Thomas Bloomfield of New York, a New York insurance agent, and Isaac Lehman, a Canadian, when I saw part of a conning tower and periscope of a submarine. I exclaimed: 'That looks like a torpedo.' Bloomfield said, 'My God! It's a torpedo. Almost before he had the words out of his mouth an explosion followed. The vessel was deluged with black smoke and a rain of debris fell about us. It rained on us for two minutes I should think. The second cabin passengers rushed through the barriers toward the boat deck and the steering passengers also were panic stricken. When the water was within swam to starboard. There I was picked up by one of the starboard life boats which was in charge of the coolest man that I ever saw, Welch.

(Continued on page 2.)

## GERMANY'S EXCUSE FOR THE DEATHS

Lusitania Was Armed and Carried Munitions of War to the Enemies of the Kaiser.

## REPEATED WARNINGS

Ambassador Bernstorff Refuses Comment, But Dr. Dernburg Says Same Thing Will Happen Again.

[United Press Leased Wire Service.] BERLIN, May 9. (Sunday).—Germany today took official cognizance of the sinking of the Lusitania. An official statement was issued explaining why it was sunk.

"The Lusitania not only was armed," said the statement, "but it carried large quantities of munitions. The owners, therefore, knew the dangers. They alone bear the responsibility. Germany left nothing undone to protect passengers. Strong warnings were repeatedly put out, but the English press sneered, relying upon the protection of the British fleet."

Calls Germans Good Sports.  
CLEVELAND, Ohio, May 8.—Dr. Bernhard Dernburg, former German colonial secretary, and an unofficial spokesman of the Kaiser in America, late today sounded a warning that other British ships enroute to England are to suffer the same fate as the Lusitania.

When told that the Transylvania, another Cunard liner, sailed from New York Friday night to cover the same route, Dr. Dernburg said:

"I can only say that the German warnings will reappear henceforth by advertisement. That is significant." Dr. Dernburg spoke before the City club in the afternoon after giving out an interview earlier in the day. In which he declared the Lusitania had a cargo of arms and other contraband of war aboard and therefore was subject to destruction by an enemy, under international law. He predicts complete victory for Germany.

"The people of the United States should get the idea that Germans are good sports," he said. "See them surrounded by four times their number and how they are beating it out with the new invention of war!" A free and open sea, practically an open door in the trade of nations and a clear interpretation of international laws will be Germany's demands when peace is negotiated, Dernburg said, and he added that it would not be wise for Germany to keep Belgium.

"We will give Belgium an open sea," he said. "And when peace comes—this time is not here yet—we will yield

(Continued on page 2.)

## ENGLAND

[United Press Leased Wire Service.] LONDON, May 8.—Heavy fighting is in progress along the line in northern France and Belgium, with the advantage to the allies. General French reported tonight that southeast of Ypres, the British have recovered the trench which was lost on Friday to the Germans after an artillery duel and bayonet charge.

The Germans are tonight attacking the British trenches between Ypres and Poelcappelle, and are also mining the main roads. It is stated officially that the British are carrying on counter-mining with success.

No information is obtainable here regarding the German claims that they have occupied Liava and that they also have taken 70,000 prisoners in Galicia. Latest reports from Petrograd deny the German claims and say that at no point have they gained any material ground.

LINER TORPEDOED.  
LONDON, May 8.—The Wilson liner Truro has been torpedoed and sunk in the North sea. Survivors of the steamer identified the submarine as the U-29. The Ger-

(Continued on page 2.)

## LIVES SAVED 703; LIVES LOST 1,346

New York Office of Cunard Company Reports Between 125 and 150 Americans Among the Dead.

## FIGURES NOT OFFICIAL

English Office Says 1346 Were Drowned When the Lusitania Received Death Blow From Torpedoes.

[United Press Leased Wire Service.] QUEENSTOWN, May 8 (7 p. m.).—The latest reports received by the admiralty officials here and by the agents of the Cunard line, show the following results of the Lusitania tragedy:

Passengers, officers and crew drowned, 1346.  
Passengers, officers and crew saved, 703.

United States citizens lost, 137. There were 1,199 passengers and 850 officers and crew on board. The passengers, divided according to class were as follows: First, 286; second, 625; third class, 288.

Of the victims, many are women and children. There are 148 bodies in the morgue here and the number will be greatly increased when others known to be enroute here, arrive. Of the survivors, many are in hospitals and under the care of doctors as a result of injuries from the explosion or from exposure.

Estimate of 1214.  
NEW YORK, May 8.—The Cunard offices tonight estimated that at least 1,214 and possibly more than 1,300 persons lost their lives in the sinking of the Lusitania. On incomplete reports they had received tonight, they estimated that between 125 and 150 American citizens went down with the liner and that probably seventy-five more perished who were residents of the United States, but not naturalized citizens.

Cunard officials based the estimate of the loss of life on their own reports of the number of persons on board the liner and upon press reports that 703 persons have been saved. They have no official statement of the number of survivors, and early tonight had received the names of only 316 persons who were saved, including fifty-two members of the crew. Their figures showed only 1,917 persons aboard the Lusitania, but they admitted more may have been aboard.

The Cunard passenger list carried the names of 290 first cabin passengers of whom 97 are known to have been saved. There were ninety-three persons of American birth, or naturalized American citizens in the first cabin and only thirty of these have been accounted for.

The Lusitania carries 599 second cabin passengers, according to the best information available at the

(Continued on page 2.)

## ITALY

[United Press Leased Wire Service.] ROME, May 8.—The Tribune says that the purpose of Prince Von Buelow's visit to the king yesterday was to enlist the aid of the king in reaching an understanding with Austria. The newspapers say that the ambassador presented to the king a telegram from the Kaiser requesting the king to aid in the matter.

VATICAN'S ATTITUDE.  
ROME, May 8.—The vatican's attitude towards Italy's prospective decision to enter the war is the object of intense attention, according to a forcible article in the Tribune. Two editorials in the Observatore Romano, the official organ of the vatican, sounding alarm at Italy's decision and emphasizing the holy see's desire for peace, are bitterly attacked.

The Observatore points out that Austria's offers largely coincide with Italian aspirations. The Tribune strongly criticizes this attitude of the vatican towards the government.

## REMARKABLE POISE OF THE AMERICAN PEOPLE

All Seem to Have Kept Their Heads Over the Lusitania Incident With no Demands Sent to Washington.

## THE OFFICIAL ATTITUDE IS SILENCE

Legal Lights Say America Has no Case Against Germany Even Though Her Citizens Were Sacrificed.

[United Press Leased Wire Service.] WASHINGTON, May 8.—The most significant feature of the situation created in America by the sinking of the Lusitania as viewed by official Washington tonight, was the fact that the people have not lost their heads.

There has been no flooding of the white house and state department with messages demanding reprisals, nor have statesmen and citizens flocked there to urge an assertion of America's rights. Congressman Gardner of Massachusetts, agitator of the big army and navy movement that failed in the last congress, was the sole caller of the kind.

President Wilson and his cabinet adhered carefully to a program calculated to prevent excitement. President Wilson played his usual Saturday morning golf game. No cabinet meeting was held, though it had been expected there would be one. There was not even a conference between the president and Secretary Bryan.

All information, however, concerning the disaster and particularly concerning Americans on the Lusitania and relief work by the American consulate at Queenstown, was given immediately to the white house as fast as it arrived.

Everything possible was done to allay public feeling and delay consideration of the course to be pursued until all facts are in hand.

From the alarmist point of view probably Secretary Bryan's suggestion to newspaper correspondents that "this is no time to rock the boat," and Secretary of War Garrison's abandonment of a proposed trip to Alabama were about the only things that happened.

The real outstanding significant fact as it appealed to Washington officials tonight was that the people of the country have remained calm. This was being discussed on every hand and so far as the administration was concerned, with gratitude.

Official action included a message to Ambassador Gerard in Berlin, instructing him to request a report on the occurrence from the German government; directions to Ambassador Page in London that depositions be obtained from the Lusitania survivors and inquiries to London and to Queenstown concerning arrangements for the care of Americans.

As for public statements, none were made. In the words of Counsellor Lansing of the state department, the official attitude was silence—strict silence.

The British embassy was unwilling to talk, confining itself to a news bulletin containing the meagre information supplied all press applicants by the British foreign office.

To yesterday's frank reminder that Americans were warned not to sail on the Lusitania, the German embassy added only the statement that if the Lusitania carried no guns, the German government had not been advised of their removal and that the embassy had positive knowledge that the liner was carrying arms and ammunition.

might better have chosen a neutral vessel for the trip.

This opinion also was held by Senator Hoke Smith, who while saying the law does not lessen the inhumanity of the act, expressed doubt that the United States could show that Germany had violated international law.

On the other hand that the Lusitania incident would present grave difficulties on account of the human element—the fearful death list—than any war problem yet presented, was admitted.

President Wilson, it was stated tonight, will not abandon his Monday night's visit to Philadelphia where he is scheduled to address a meeting of aliens about to become American citizens.

Calm Consideration.  
WASHINGTON, May 8.—After talking with President Wilson tonight concerning the issuance of a statement on the Lusitania disaster, Secretary Taft at 9:00 p. m., gave out the following: "Of course the president feels the distress and the gravity of the situation to the utmost and is considering very earnestly, but very calmly, the right course to pursue.

"He knows that the people of the country wish and expect him to act with deliberation, as well as with firmness."

English Comment.  
LONDON, May 9. (Sunday).—The Observer, one of the most influential Sunday papers in London, editorially praises President Wilson's course in going slowly in the matter of protesting to Germany over the sinking of the Lusitania. It says in part:

"America's course is difficult, but none can fairly accuse Wilson of pusillanimity if he decides against forcible action. Despite the grievous wrong, we hold that the United States has reason for prudent restraint. It would be a blunder if the Americans permitted themselves in a moment of righteous indignation, to further Germany's deep laid plans by picking up the gauntlet. A man of proved temper and tried courage is not bound to return a madman's blow."

German Newspaper Attack.  
CHICAGO, May 8.—"We are not afraid of any grave complications between this government and Germany because our government has pursued since the war started, a policy of cowardice."

This was one of the phrases in an editorial in the Illinois Staats Zeitung today on the Lusitania disaster. The editorial declared that the Cunarder "created the impression that they identified themselves with British interests against the Germans."

The Chicagoer Presse today says editorially: "England, and England, alone, is to be held responsible for the loss of life, because England lured Americans to death, hoping that the presence of Americans would protect the ship against German attack."

Italian Comment.  
ROME, May 8.—Commenting on

(Continued on page 2.)

WANTS AMERICA TO GO TO WAR.  
"If America does not go to war to