

# **30 FROM LUSITANIA SAIL FOR NEW YORK**

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**American Liner Also Brings  
Nine Bodies, Including That  
of Charles Frohman.**

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## **KLEIN FAMILY COMFORTED**

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**Son Says Playwright Will Not Have  
Died in Vain if Germany Is Made  
to Stop Cruel Warfare.**

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**Special Cable to THE NEW YORK TIMES.**

LONDON, May 15.—Thirty Lusitania survivors sailed back for New York today from Liverpool on the American liner New York. The first to return home are nearly all second class passengers.

The body of Charles Frohman is also aboard the New York.

The ship carried the biggest list since the exciting days following the outbreak of the war. Every cabin was taken, and in most the passengers were doubled up. Altogether more than 500 passengers found accommodations.

Owing to the tremendous rush for passage aboard the American Line new rates, higher than since the war began, go into effect next week. From Liverpool the rate will be \$95 saloon and \$55 second class. Heretofore the one rate has been \$60. The New York was unable to accommodate all who wanted to sail today, while the St. Louis, sailing next week, is entirely sold out.

Philip Klein of London, son of Charles Klein, who was lost on the Lusitania, expressing strong approval of President Wilson's note to Germany, said today to THE NEW YORK TIMES correspondent:

"If the Lusitania incident, with its awful loss of life, means bringing Germany to stop this terrible form of inhuman warfare, I feel, speaking for myself, that the loss of life will not be in vain. Nothing in the world naturally can make up the terrible grief my mother and I feel at my father's death on the Lusitania, but the attitude of America through the President allays our sorrow and makes us feel that if the Germans are brought to book the sinking of the Lusitania is to be regarded as less of a calamity, although no less of an outrage. Lives must be sacrificed in times like this, and it may be the one thing needed to bring Germany to her senses. I don't assume to say America ought to go to war; the American people know what to do, and their course will be dictated by their

own conscience."

The body of Mr. Klein has not been found and the family has given up hopes.

According to a cablegram received yesterday afternoon by the Cunard Line nine bodies of Lusitania victims were shipped yesterday from Liverpool on the American liner New York, which is due to arrive here next Sunday. The dispatch, which was signed by Phillip Curry, the manager of the American and White Star Lines in Liverpool, read: "Have on board New York coffins Lusitania victims, Mr. and Mrs. Plamondon, King, Frohman, Broderick, Foley, Trumbull, Ellis, Miss McBright. Total nine."

Mr. and Mrs. Charles A. Plamondon were from Chicago, and the others are supposed to be the bodies of Mrs. Frances King of New York, Charles Frohman, theatrical manager; Carlton T. Broderick of Harvard, Arthur R. Foley of Trenton, N. J.; Isaac F. Trumbull of Bridgeport, Miss H. Ellis of St. Thomas, Ontario, and Miss McBright of East Ninth Street, this city.

### The New York Times

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# SUBMARINES KEPT AID FROM LUSITANIA

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Three Ships Near by Rushed to  
Rescue, but Were Driven  
Off by German Craft.

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TORPEDO FIRED AT ONE

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Tanker Missed by Thirty Feet—  
Cunarder Also Prevented  
from Saving Any One.

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The British tank steamer Narragansett, one of the vessels that caught the distress signal of the Lusitania, was driven off her rescue course by a torpedo from a submarine when she arrived within seven miles of the spot where the Lusitania went down, an hour and three-quarters after she caught the wireless call for help, according to officers of the tanker, which arrived at Bayonne yesterday afternoon.

The story brought here by the officers of the Narragansett tends to corroborate the statements made by officers of the Etonian, arriving at Boston, who said that vessel also was turned back from relief errand to the sinking Lusitania by submarines, apparently scouting the sea to drive back rescue vessels when the Lusitania fell a victim to another undersea craft.

The Lusitania's call for help was received at 2 o'clock on the afternoon of May 7, according to Wireless Operator Talbot Smith, who said the message read: "Strong list. Come quick."

When the Narragansett received the message she was thirty-five miles southeast of the Lusitania, having sailed from Liverpool the preceding afternoon at 5 o'clock for Bayonne. The message was delivered quickly to Captain Charles Harwood, and he ordered the vessel to put on full steam and increase her speed from eleven to fourteen knots. The Narragansett changed her course and started in the direction of the sinking ship.

Second Officer John Letts, who was on the bridge, said he sighted the periscope of a submarine at 3:35 o'clock, and almost at the same instant he saw a torpedo shooting through the water. The torpedo, according to the second officer, was traveling at great speed.

It shot past the Narragansett, missing the stern by hardly 30 feet, and disappeared. The periscope of the submarine went out of sight at the same time, but the Captain of the Narragansett decided not to take any chance, changed the course of his vessel so that the stern pointed directly toward the spot where the periscope was last sighted, and, after steering straight ahead for some distance, followed a somewhat zig-zag course until he was out of the immediate submarine territories.

Captain Harwood abandoned all thought of the Lusitania's call for help, because he thought it was a decoy message sent out to trap the Narragansett into the submarine's path.

"My opinion," said Second Officer Letts, "is that submarines were scattered around that territory to prevent any vessel that received the S. Q. S. call of the Lusitania from going to her assistance."

When attacked by the submarine the Narragansett had out her log, according to Second Officer Letts, and the torpedo passed under the line to which it was attached. The torpedo was fired from the submarine when the undersea boat was within 200 yards of the tanker.

The Narragansett when turned back had not sighted the wreck of the Lusitania, and her officers, who were led to believe the S O S was a decoy, did not learn of the sinking of the Cunarder until the following morning at 2 o'clock.

The Narragansett, under charter to the Standard Oil Company, is one of the largest tank steamships afloat. She is 540 feet long, has a sixty-foot beam, and 12,500 tons displacement. She will sail with a cargo of oil next Saturday for the submarine zone, and her officers are not disturbed over the prospects of meeting one of the German undersea fighters.

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## The New York Times

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# Murder on the High Seas

*This was written on the ninth of May, two days after the "Lusitania" was torpedoed without warning by a German submarine.—Editor.*

THE German submarines have established no effective blockade of the British and French coast lines. They have endeavored to prevent the access of French, British and neutral ships to Britain and France by attacks upon them which defy every principle of international law as laid down in innumerable existing treaties, including The Hague Conventions. Many of these attacks have represented pure piracy; and not a few of them have been accompanied by murder on an extended scale. In the case of the *Lusitania* the scale was so vast that the murder became wholesale.

A number of American ships had already been torpedoed in similar fashion. In one case the lives lost included those not only of the American captain, but of his wife and little daughter. When the *Lusitania* sank some twelve hundred non-combatants, men, women and children, were drowned, and more than a hundred of these were Americans. Centuries have passed since any war vessel of a civilized power has shown such ruthless brutality toward non-combatants, and especially toward women and children. The pirates of the Barbary Coast behaved at times in similar fashion, until the civilized nations joined in suppressing them; and the pirates who were outcasts from among these civilized nations also at one time perpetrated similar deeds, until they were sunk or hung. But none of these old-time pirates committed murder on so vast a scale as in the case of the *Lusitania*.

The day after the tragedy the newspapers reported in one column that in Queenstown there lay by the score the bodies of women and children, some of the dead women still clasping the bodies of the little children they held in their arms when death overwhelmed them. In another column they reported the glee expressed by the Berlin journals at this "great victory of German naval policy." It was a victory over the defenseless and the unoffending, and its signs and trophies were the bodies of the murdered women and children.

Our treaties with Prussia in 1785, 1799, and 1828, still in force in this regard, provide that "if one of the contracting parties should be at war with any other power the free intercourse and commerce of the subjects or citizens of the party remaining neutral with the belligerent powers shall not be interrupted." Germany has treated this treaty as she has treated other "scraps of paper."

But the offense goes far deeper than this. The action of the German submarines in the cases cited can be justified only by a plea which would likewise justify the wholesale poisoning of wells in the path of a hostile army, or the shipping of infected rags into the cities of a hostile country; a plea which would justify the torture of prisoners and the reduction of captured women to the slavery of concubinage. Those who advance such a plea will accept but one counter plea—strength, the strength and courage of the just man armed.

When those who guide the military policy of a state hold up to the soldiers of their army, the "Huns," and the terror once caused by the Huns, for their imitation, they thereby render themselves responsible for any Hunnish deed which may follow. The destruction of cities like Louvain and Dinant, the scientific vivisection of Belgium as a warning to other nations, the hideous wrongdoing to civilians, men, women and children in Belgium and northern France, in order thereby to terrorize the civilian population—all these deeds, and those like them, done on the land, have now been paralleled by what has happened on the sea.

In the teeth of these things, we earn as a nation measureless scorn and contempt if we follow the lead of those who exalt peace above righteousness, if we heed the voices of those feeble folk who bleat to high heaven that there is peace when there is no peace. For many months our government has preserved between right and wrong a "neutrality" which would have excited the emulous admiration of Pontius Pilate—the arch-typical neutral of all time. We have urged as a justification for failing to do our duty in Mexico that to do so would benefit "American dollars." Are we now to change faces and advance the supreme interest of "American dollars" as a justification for continuance in the refusal to do the duty imposed on us in connection with the world war?

Unless we act with immediate decision and vigor we shall have failed in the duty demanded by humanity at large, and demanded even more clearly by the self-respect of the American Republic.

*W. B. ...*

# **SINKING JUSTIFIED, SAYS DR. DERNBURG**

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**Lusitania a "War Vessel,"  
Known to be Carrying Con-  
traband, Hence Search  
Was Not Necessary.**

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**'AMERICANS USED AS CLOAK'**

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**But Were Amply Warned—German  
Agent Also Upholds Hidden  
Attack on the Gulflight.**

**CLEVELAND, May 8.**—Justification of the sinking of the liner Lusitania by German submarines as a man of war was advanced today by Dr. Bernhard Dernburg, former German Colonial Secretary and regarded as the Kaiser's official mouthpiece in the United States. Dr. Dernburg gave out a statement at the Hollenden Hotel following his arrival in Cleveland to address the City Club at noon on Germany's attitude in the present war.

Because the Lusitania carried contraband of war and also because she was classed as an auxiliary cruiser and was at the disposal of the British Admiralty, Germany had a right to destroy her regardless of the passengers, which included nearly 200 Americans, Dr. Dernburg said. Warnings given by the German Embassy in public advertisement before the sailing of the Lusitania, he added, together with the note of Feb. 18, declaring the existence of war zones, relieved Germany from responsibility for the loss of the many Americans.

The blowing up of the American tank liner Gulflight, carrying a cargo of oil for France, also was characterized as justifiable by Dr. Dernburg.

### **Dr. Dernburg's Defense.**

Dr. Dernburg's formal statement, regarded as highly important in view of the fact that he is recognized as the official spokesman in the United States of the Imperial German Government, follows:

Great Britain declared the North Sea a war zone in the Winter. No protest was made by the United States or any neutral. Great Britain held up all neutral ships carrying non-contraband goods, detaining them, buying or confiscating their cargoes.

Great Britain constantly changed the contraband lists so no foodstuffs of any kind have actually reached Germany since the war began. International law says foodstuffs destined for the civil population must pass. It does not recognize any right to starve out a whole people.

As a consequence, and in retaliation, Germany declared the waters around England a war zone, and started a submarine warfare. It became known in February that British ships were flying the American flag as a protection.

Great Britain replied by officially declaring its purpose to starve 120,000,000 Germans and Austrians. The United States very thoughtfully tried to mediate, proposing that foodstuffs should be passed, and submarine warfare be stopped.

Germany agreed; England turned the proposal down. Then, in order to protect American passengers, they were warned by public advertisement of the danger of sailing under the flag of a belligerent.

Vessels carrying contraband of war are liable to destruction unless they can be taken to a port of the country that captures them. The right of search need not be exercised if it is certain such ships carry contraband.

Oil is contraband like war ammunition and all metals. The master of the Gulflight, (an American oil tank steamer sunk recently,) swore before custom officials to his cargo of oil for France.

The master of the Lusitania similarly swore to his manifest of cargo of metals and ammunition. Both the Gulflight and the Lusitania carried contraband when attacked, it is obvious.

The Lusitania's manifest showed she carried for Liverpool 260,000 pounds of brass; 60,000 pounds of copper; 189 cases of military goods; 1,271 cases of ammunition, and for London, 4,200 cases of cartridges.

Vessels of that kind can be seized and be destroyed under The Hague rules without any respect to a war zone. The Lusitania was a British auxiliary cruiser, a man of war. On the same day she sailed the Cameronia, another Cunarder, was commandeered in New York Harbor for military service.

The fact is that the Lusitania was a British war vessel under orders of the Admiralty to carry a cargo of contraband of war. The passengers had had full warning, first by the German note to England in February, second, by advertisement.

Germany wants to do anything reasonable so as not to make the United States or its citizens suffer in any way. But she cannot do so unless Americans will take necessary precautions to protect themselves from dangers of which they are cognizant.

What Germany has done, she has done by way of retaliation after her offer through President Wilson, regarding submarine warfare, was turned down and after Britain declared the war was directed toward the 120,000,000 innocent non-combatants, women and children.

Americans can do their own thinking when the faces are laid before them. I have really no authority to speak. But my mission in the United States is to inform your people of the German attitude. The German Ambassador, Count von Vernstorff, can speak only in official phrases. I talk straight out, bluntly.

Dr. Dernburg put much stress on the fact that the Cunard Line officials did not warn American passengers that the ship carried a large store of ammunition and other contraband of war.

#### Americans a "Cloak."

"Did they issue a warning? I would like an answer," said Dr. Dernburg. "If that warning was not given, American passengers were being used as a cloak for England's war shipments.

"It is not reasonable that such a vessel could not be sunk because there were American passengers on board. They had been warned by Germany of the danger.

"England could hire one American to travel to and fro on each of her ships, carry on shipments of arms, and place her men of war anywhere, if American passengers can be used as shields."

Asked whether he expected action by the United States, because of the Lusitania's sinking, Dr. Dernburg said:

"That is a question I cannot discuss. I can only say that 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, is as unsafe as a volcano—or as was the Lusitania."

Dr. Dernburg merely raised his eyebrows when he was told the Transylvania, another Cunard liner, sailed from New York on Friday night to cover the same route as the Lusitania.

"I can only say that the German warnings will appear henceforth by advertisement. That is significant."

Dr. Dernburg termed "irrelevant" the report that the Lusitania, at the moment of her sinking, was flying the American flag.

"The Germans know there is no American vessel of her size," he pointed out. "Germany, and I, very much regret if there was loss of life in the liner's sinking."



## **Blackwater diver finds 'smoking gun' ammo on sunken Lusitania**

**BY [BY BILL BROWNE](#)**

***THURSDAY OCTOBER 02 2008***

A FERMOY MAN HAS PLAYED A KEY ROLE IN HELPING TO SHED NEW LIGHT ON A MYSTERY THAT HAS BAFFLED MARITIME HISTORIANS ON BOTH SIDES OF THE ATLANTIC FOR ALMOST A CENTURY.

TIM CAREY, A MEMBER OF THE BLACKWATER SUB AQUA CLUB, WAS AMONG A FOUR-STRONG DIVE TEAM THAT DESCENDED ON THE WRECK OF THE LUSITANIA OFF THE OLD HEAD OF KINSALE LAST WEEK. WHAT THEY FOUND THERE —A CONSIDERABLE AMOUNT OF AMMUNITION — MAY AMOUNT TO A SMOKING GUN, ONE WHICH TRIGGERED THE USA'S ENTRY INTO THE FIRST WORLD WAR.

THE ILL-FATED LINER SANK AFTER BEING TORPEDOED BY A GERMAN UBOAT IN 1915, WITH THE LOSS OF MORE THAN 1,200 PASSENGERS AND CREW.

AT THE TIME THE GERMAN MILITARY COMMAND CLAIMED THAT THE SHIP WAS A LEGITIMATE TARGET, AS THEY BELIEVED IT WAS CARRYING MUNITIONS FROM NEUTRAL AMERICA TO HELP THE ALLIED WAR EFFORT.

REPORTS OF A SECOND EXPLOSION WITHIN THE BOWELS OF THE SHIP ONLY SERVED TO INCREASE SPECULATION.

THIS WEEK, TIMMY CAREY SAID THE DIVE TEAM UNCOVERED WHAT HE DESCRIBED AS A "SIGNIFICANT" AMOUNT OF AMMUNITION ON THE LUSITANIA. "WE FOUND LITERALLY THOUSANDS OF WHAT APPEAR TO BE REMINGTON .303 BULLETS OF THE KIND USED BY TROOPS DURING WORLD WAR ONE," SAID MR CAREY.

THE DISCOVERY IS ARGUABLY ONE OF THE MOST SIGNIFICANT HISTORICAL FINDS OF THIS CENTURY. "CERTAINLY FROM THE AMOUNT OF WE SAW IT WOULD INDEED SEEM AS THOUGH THE SHIP WAS CARRYING AMMUNITION TO THE ALLIES," SAID MR CAREY.

- BY BILL BROWNE

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