

### THIRTY DROWN WHEN STEAMER LAKE CITY SINKS

Vessel Cut Half in Two When Rammed by "Tanker;" Victims Trapped in Their Bunks.

Key West, Fla., Oct. 6.—Thirty members of the crew of the American cargo steamer Lake City lost their lives in the sinking of the steamer in a collision with the tanker James McGee of this port Thursday night. The Lake City carried a crew of 35 men.

The McGee struck the Lake City amidships and cut the steamer half in two. The Lake City, which was owned by the United States Shipping board, sank in three minutes. Of the 30 members of the crew who went down with their vessel, it is believed that most were caught while asleep in their bunks and had little or no chance to escape.

The McGee was disabled and brought to this port. According to officers of the state tanker, her engines were stopped immediately following the impact of the collision and boats lowered to search for members of the crew of the Lake City. These boats remained out all night, making a complete search in an endeavor to pick up survivors. They succeeded however, in finding only five men.

No cause has been assigned for the accident, but it is generally believed among seamen here that the collision was due to the two vessels running without lights.

Newport, Oct. 6.—The explosion that sent the American cargo steamer San Saba to the bottom off Bargate, N. J., was caused either by a mine or a torpedo, in the opinion of four survivors of the ship, who were landed here tonight. The body of one seaman, a native of the West Indies, also was brought here. The rescued men were picked up from the wreckage of the San Saba by a passing steamer. Two of them were merchant marine officers, one of whom was severely injured.

An Atlantic Port, Oct. 6.—The United States patrol boat 397 was rammed by another vessel off this port in Long Island sound today and sank within a few minutes. No lives were lost.

The 397 was struck amidships, the other craft being unable to stop or change its course. There was no time to launch the life boats on the 397. Half of the crew was asleep below when the collision occurred and they tumbled out quickly, many of them jumping overboard without clothing. The other vessel stood by and took off the officers and men of the 397 and then picked up all those in the water.

The officers and crew of the lost vessel, numbering 51 men, were brought into the harbor here and landed. Many of them were wrapped only in blankets but only one, the commanding officer was hurt, his injuries being slight.

It was learned tonight that Rear Admiral William A. Gill was on board the 397 at the time it was rammed. He is said to have been inspecting submarines at this port.

The McGee struck the Lake City amidships and cut the steamer half in two. The Lake City, which was owned by the United States Shipping board, sank in three minutes. Of the 30 members of the crew who went down with their vessel, it is believed that most were caught while asleep in their bunks and had little or no chance to escape.

The McGee was disabled and brought to this port. According to officers of the state tanker, her engines were stopped immediately following the impact of the collision and boats lowered to search for members of the crew of the Lake City. These boats remained out all night, making a complete search in an endeavor to pick up survivors. They succeeded however, in finding only five men.

No cause has been assigned for the accident, but it is generally believed among seamen here that the collision was due to the two vessels running without lights.

Newport, Oct. 6.—The explosion that sent the American cargo steamer San Saba to the bottom off Bargate, N. J., was caused either by a mine or a torpedo, in the opinion of four survivors of the ship, who were landed here tonight. The body of one seaman, a native of the West Indies, also was brought here. The rescued men were picked up from the wreckage of the San Saba by a passing steamer. Two of them were merchant marine officers, one of whom was severely injured.

An Atlantic Port, Oct. 6.—The United States patrol boat 397 was rammed by another vessel off this port in Long Island sound today and sank within a few minutes. No lives were lost.

The 397 was struck amidships, the other craft being unable to stop or change its course. There was no time to launch the life boats on the 397. Half of the crew was asleep below when the collision occurred and they tumbled out quickly, many of them jumping overboard without clothing. The other vessel stood by and took off the officers and men of the 397 and then picked up all those in the water.

The officers and crew of the lost vessel, numbering 51 men, were brought into the harbor here and landed. Many of them were wrapped only in blankets but only one, the commanding officer was hurt, his injuries being slight.

It was learned tonight that Rear Admiral William A. Gill was on board the 397 at the time it was rammed. He is said to have been inspecting submarines at this port.

The McGee was disabled and brought to this port. According to officers of the state tanker, her engines were stopped immediately following the impact of the collision and boats lowered to search for members of the crew of the Lake City. These boats remained out all night, making a complete search in an endeavor to pick up survivors. They succeeded however, in finding only five men.

No cause has been assigned for the accident, but it is generally believed among seamen here that the collision was due to the two vessels running without lights.

Newport, Oct. 6.—The explosion that sent the American cargo steamer San Saba to the bottom off Bargate, N. J., was caused either by a mine or a torpedo, in the opinion of four survivors of the ship, who were landed here tonight. The body of one seaman, a native of the West Indies, also was brought here. The rescued men were picked up from the wreckage of the San Saba by a passing steamer. Two of them were merchant marine officers, one of whom was severely injured.

An Atlantic Port, Oct. 6.—The United States patrol boat 397 was rammed by another vessel off this port in Long Island sound today and sank within a few minutes. No lives were lost.

The 397 was struck amidships, the other craft being unable to stop or change its course. There was no time to launch the life boats on the 397. Half of the crew was asleep below when the collision occurred and they tumbled out quickly, many of them jumping overboard without clothing. The other vessel stood by and took off the officers and men of the 397 and then picked up all those in the water.

The officers and crew of the lost vessel, numbering 51 men, were brought into the harbor here and landed. Many of them were wrapped only in blankets but only one, the commanding officer was hurt, his injuries being slight.

It was learned tonight that Rear Admiral William A. Gill was on board the 397 at the time it was rammed. He is said to have been inspecting submarines at this port.

The McGee was disabled and brought to this port. According to officers of the state tanker, her engines were stopped immediately following the impact of the collision and boats lowered to search for members of the crew of the Lake City. These boats remained out all night, making a complete search in an endeavor to pick up survivors. They succeeded however, in finding only five men.

No cause has been assigned for the accident, but it is generally believed among seamen here that the collision was due to the two vessels running without lights.

Newport, Oct. 6.—The explosion that sent the American cargo steamer San Saba to the bottom off Bargate, N. J., was caused either by a mine or a torpedo, in the opinion of four survivors of the ship, who were landed here tonight. The body of one seaman, a native of the West Indies, also was brought here. The rescued men were picked up from the wreckage of the San Saba by a passing steamer. Two of them were merchant marine officers, one of whom was severely injured.

An Atlantic Port, Oct. 6.—The United States patrol boat 397 was rammed by another vessel off this port in Long Island sound today and sank within a few minutes. No lives were lost.

The 397 was struck amidships, the other craft being unable to stop or change its course. There was no time to launch the life boats on the 397. Half of the crew was asleep below when the collision occurred and they tumbled out quickly, many of them jumping overboard without clothing. The other vessel stood by and took off the officers and men of the 397 and then picked up all those in the water.

The officers and crew of the lost vessel, numbering 51 men, were brought into the harbor here and landed. Many of them were wrapped only in blankets but only one, the commanding officer was hurt, his injuries being slight.

It was learned tonight that Rear Admiral William A. Gill was on board the 397 at the time it was rammed. He is said to have been inspecting submarines at this port.

**Self-Styled Laboring Men Protest Towle Appointment**

Several complaints have been registered during the last week with George Klefner, state director of the war labor bureau, on his appointment recently of C. E. Towle as a member of the advisory board to the South Platte district employ-

ment board. The complaints have come from Lincoln residents, who style themselves as representing the laboring class. According to word from Mr. Klefner's office, the complaints mark a misunderstanding of the situation. It is said Mr. Towle will perform his work without remuneration and in a capable manner. The position carries no salary.

**Y. M. C. A. Pushing County Organization for War Work**

The Young Men's Christian association has commenced the organization of the counties of Nebraska for the war activity work. It is the intention to push the organization until every county in the state has a competent working force,

each under direction of a county secretary. Clay county is one of the first counties where the plan will be tried out.

It is figured by association officials that a county can be organized and the organization put on a firm working basis for \$3,000 for the first year. This sum will pay the salary of the secretary, his clerk,

hire, and traveling expenses and office rent.

**National Food Officials Will Speak Here Thursday**

Two prominent officials of the national food administration will speak at the Chamber of Commerce at the noon luncheon next Thursday.

**Nationwide Survey for Women Capable of Nursing**

Frank Judson, state director of the Red Cross, has received a telegram from national headquarters concerning the nation-wide survey of nurses to record every American woman, no matter where located,

**Soldier Arrested Will Be Held as Possible Deserter**

Oscar Elings, a soldier, was arrested by military police last night, and brought to police station and charged with being drunk. He was held for safe-keeping, and is thought by military police to be a deserter from Fort Sill, Okl.



# They Got There In Time

They are in the fight with every muscle, every faculty of their minds, every drop of their American blood

to object to every criticism of the Kaiser and his "war lords."

**Drew Caissons When Horses Died.**

There are many tales of heroism in the fighting in France. One concerns a number of boys, belonging to an artillery group, which as a result of constant fire found itself short of ammunition. The lads had volunteered to make a three-mile trip down the road, every inch of which was shell-swept, in order to bring back a fresh supply.

Before the return was completed the horses attached to their caisson wagon were all killed. That circumstance, however, failed to deter the Americans from laboriously dragging the wagon themselves.

American citizens in this community

(From the New York Times, July 17, 1918)

**We Must Lend the Way They Fight— We Must Buy Bonds to Our Very Utmost!**

You have read in the daily news the story of what one detachment of American artillerymen did on the Marne when their ammunition was running low. Every shell in that caisson meant a speedier winning of the war—all the horses were killed—but the shells got there just the same. And they got there in time.

Where shall we draw the limit when we read what they are doing over there? Now is the time to put our full strength into it. Our strength, coupled with the power of our Allies, will win. Let us not delay even a few months.

Let us get there in time to hasten the victory—to save the lives of our sons.

How can any one of us, back here at home, set any limit to the help we ought to give—for victory? And we must get it there in time!

**How to Buy A LIBERTY BOND**

Subscriptions Open Monday Morning, October 7.

Authorized salesmen will take all subscriptions and will collect the first payment of 10%. Balance of payments may be made through Banks, Trust Companies or Building, Savings and Loan Associations.

Salesmen will explain how you can buy a \$50.00 bond for \$5.00 down and as little as \$4.00 a month, if necessary — larger denominations on like payments.

The Government terms are 10% at time of subscription, 20% on November 21, 20% on December 19, 20% on January 16, 1919, and 30% on January 30, 1919.

**BUY BONDS AND KEEP THEM**

Let's Subscribe Omaha's Quota TODAY--The First Day, and Make Oct. 7th, 1918, the Proudest Day in Omaha's History--We Can if We Will

## Omaha Liberty Loan Committee

**Broken Water Main Floods Basements in Neighborhood**

A water main at Twenty-seventh street and Poppleton avenue burst Saturday afternoon and could not be shut off for three hours. Four mains cross at the intersection and considerable trouble was experienced in finding the one broken. Before the sewers could be opened the basements in the homes of Oscar Carlson, 1109 South Twenty-seventh street, and Mrs. Marie Melendurg, 1007 South Twenty-seventh street, were flooded.

**Public Invited to Visit Qualo-Braid Mill Tuesday**

The Qualo-Braid mill, 4010 Hamilton street, is so rushed with work that it has started working day and night in an effort to fill its orders. It has extended an invitation through the Chamber of Commerce to the people of Omaha to visit the mill Tuesday evening between 7:30 and 10 o'clock, to see how shoe laces and braids are being turned out on the seven electrical braiding machines. This will be the first anniversary of the establishment of the mill which now turns out more than 100,000 yards of these products a month.