

# The Tesson Family: Life and Death on the Water

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## CUNARDER LUSITANIA SUNK OFF COAST OF IRELAND BY GERMAN SUBMARINES—THINK PASSENGERS SAVED

### JAPAN WITHDRAWS MOST OBJECTIONABLE DEMANDS AND CHINA AGREES TO BALANCE

Mikado Agrees Not To Insist Upon Japanese Advisers In National Affairs And This Concession With China's Stand Will Probably Avert War

TOKYO, May 7.—Peace between Japan and China was assured today when group (five) of the Japanese demands, most objectionable to China and other powers, was officially withdrawn.

Group (five) of the Japanese demands according to the text handed the Chinese government in Peking, contained seven articles providing for Japanese advisers in Chinese political, financial and military affairs and other comprehensive concessions.

With this important concession on the part of Japan and the reported acceptance by China of Japan's other demands, peace seemed certain. A cessation of Japan's warlike preparations was expected to follow today's official announcement.

The Japanese populace is very quiet today, apparently unconcerned with the momentous matters of statecraft.

Chinese take to

### MRS. I. H. MOULTON IN LAST REST AT DAUGHTER'S HOME

Wife of Well Known Ioner and Former Lake Captain Succumbs After Long Illness

**ENDS A LONG AND HAPPY LIFE**

Had Resided in La Crosse Since 1865 and Celebrated 63rd Wedding Anniversary About Month Ago



### MYSTERIOUS WARNING ON PIER TO EMBARKING TRAVELERS FULFILLED WHEN VESSEL NEARS ENGLISH PORT

**ENGLISH PASSENGER VESSEL SENT TO BOTTOM BY GERMAN TORPEDO TODAY**



The Lusitania.

### EVERY VESSEL IN QUEENSTOWN GOES TO AID SURVIVORS

Wireless Message at 2:33 This Afternoon Reports Big List and Asks for Aid

**FLEET SENT AFTER DESTROYER**

Fast Flotilla Dispatched by English to Revenge Loss of Cunarder on German Submarines

**LIVERPOOL, May 7.—** Mysterious warnings of dire peril to passengers who embarked on the Cunard liner Lusitania when she sailed from New York last Saturday were fulfilled today when the giant passenger

(La Crosse Tribune, 1915 May 7)

One hundred and nine years ago, this is the front page that La Crosse residents saw when they opened their daily newspaper.

Despite the optimistic headline about passengers being saved, there were only 764 survivors. Out of the 1,959 people on board the *Lusitania*, 1,195 men, women, and children died.<sup>1</sup> One hundred-twenty-eight Americans died with the *Lusitania*.<sup>2</sup> One of them was a native of La Crosse---Frank B. Tesson.<sup>3</sup>

His father, Frank H. Tesson, was a veteran boat pilot and captain during the heyday of steam boating on the Mississippi River. The elder Tesson devoted his entire working career to the waters of the big river in the country's heartland, while the younger Tesson met his death on distant seas in one of the most well-known disasters of the 20<sup>th</sup> Century.

Frank H. Tesson<sup>4</sup> was a native of Portage des Souix, Missouri, on the west bank of the Mississippi River, and was said to be a descendant of a Parisian French family. He spoke only French until he began working as a cabin boy on a steamboat at the age of 14.<sup>5</sup>

Frank H. Tesson's wife, Emily Duncan Barncastle, was born in Philadelphia in 1838. Her parents moved west to Galena, Illinois, when she was a small child. Emily attended a private school that was next door to the home of Ulysses S. Grant. Emily recalled seeing Mr. and Mrs. Grant frequently during her childhood. She was 18 years old when she married Frank H. Tesson in 1856.<sup>6</sup>

Frank H. Tesson was about two years older than his wife. Their first child, Bertha, was born in 1859 in Illinois. Their first son, John, was born three years later, also in Illinois.<sup>7</sup> Frank Barncastle Tesson was born in La Crosse on January 14, 1866.<sup>8</sup>

Frank H. Tesson was a riverboat pilot who lived on 2<sup>nd</sup> Street between Jay and King Street in 1866, close to La Crosse's riverfront.<sup>9</sup> The Tesson family lived very close to his work because the steamboat landing was at the foot of Pearl Street.<sup>10</sup> Tesson was the skipper of steamboats for the Northwestern Union Packet Co. and lived farther from the riverfront, at 7 8<sup>th</sup> Street North, by 1868.<sup>11</sup>

The Northwestern Union Packet Company was formed in May 1866 when that firm purchased all the assets of the [La Crosse & Minnesota Steam Packet Company](#) and the [Northwestern Packet Company](#). [William F. Davidson](#) of St. Paul was the president, and P. S. Davidson of La Crosse was one of the superintendents. Northwestern owned thirty steamboats, both side-wheel and stern-wheel, and seventy-three barges. The company headquarters was in Dubuque, Iowa.<sup>12</sup> This was when hauling passengers and cargo, especially grain, on the Mississippi River was big business.

In 1870, Frank H. Tesson was living on Pine Street between 3<sup>rd</sup> and 4<sup>th</sup> streets.<sup>13</sup> Frank and Emily welcomed a daughter, Lillian, in about 1872.<sup>14</sup> They were living at 17 5<sup>th</sup> Street South (later 5<sup>th</sup> Avenue) in 1873.<sup>15</sup> Frank H. Tesson and his family left La Crosse sometime after 1873.<sup>16</sup>

They lived in Galena, Illinois, before moving to Alton, Illinois in 1875.<sup>17</sup>

In 1880, Frank and Emily Tesson were living in Alton, Illinois, across the Mississippi River from the major steamboat port of St. Louis. Besides their two girls and two boys, a niece named Mary, who was the same age as their youngest daughter, Lillian, was living with them.<sup>18</sup> Mary M. Tesson was born in St. Charles, Missouri, in February 1872, to Frank Tesson's brother and his wife. Mary's father died when she was three years old, and Frank and Emily adopted her.<sup>19</sup>

Frank H. Tesson became one of the pilots of a new 224-foot, 220-passenger steamboat called the *Spread Eagle*. It was built in the fall of 1880 in Cincinnati.<sup>20</sup> He would later command other steamboats in the river trade, including the [Bald Eagle](#),<sup>21</sup> *Dora*,<sup>22</sup> and *Iowa*.<sup>23</sup> When he worked for the Calhoun Packet Company in the early 1900s, Frank H. Tesson piloted the *Richardson*, [Belle of Calhoun](#), and *India Givens*.<sup>24</sup> He was still working on the river at the age of 73 when high wind slammed into a door, knocking Tesson from the pilot house down to the deck. He suffered gashes in his head and was unconscious for a time.<sup>25</sup>

After recovering from his injuries, the 74-year-old Tesson took over the excursion steamer [Alton](#) as the oldest active pilot on the Mississippi River.<sup>26</sup> In June 1908, a man on a flatboat near Venice, Illinois, fired a shot into the pilot house of the *Alton*, narrowly missing Captain Tesson. It was theorized that people living on house boats at the edge of the river were upset by the wake from steamers running close to the shore to avoid strong currents.<sup>27</sup> Another source wrote that one bullet grazed Tesson's shoulder, while another came close to his head.<sup>28</sup> That same night, another shot was fired at river pilot Frank King.<sup>29</sup>

Not long after this incident, Captain Frank H. Tesson had to retire because of his declining health after sixty years working on the Mississippi River.<sup>30</sup> From his sickbed in the weeks before he died, Captain Tesson could name every boat that passed by on the river just by the sound of its whistle or engines.<sup>31</sup>



(UW-La Crosse Historic Steamboat Photographs Collection)

#### Frank H. Tesson's last boat

While bullets did not kill Frank Tesson, hardening of the arteries did. Captain Frank Tesson died at his home in Alton, Illinois, in July 1909, at the age of 74.<sup>32</sup> He was born next to the river, worked on the river, and died next to the river.

Frank B. Tesson would have been about eight years old when the family moved away from La Crosse in about 1874.

Frank Tesson was an honor roll student in the Alton Public Schools.<sup>33</sup> He was also given highest marks for "deportment."<sup>34</sup> He was one of 15 students graduating from Alton High School on June 22, 1883.<sup>35</sup> Frank B. Tesson gave a speech at the commencement program declaring Native Americans were a failure because they had not improved the land they lived on, in contrast to the white residents who were responsible for great advancements and improvements to the wilderness they had settled.<sup>36</sup>

Frank B. Tesson was living in St. Louis by mid-1890.<sup>37</sup> He worked at the [Famous store](#), later called [Famous-Barr Co.](#),<sup>38</sup> in the shoe department.<sup>39</sup>

On August 28, 1895, Frank B. Tesson married St. Louis resident Alice E. Lowe in that city. She lived at 4229 Finney Avenue in St. Louis.<sup>40</sup> Alice was three years older than Frank, and she had three sons from a previous marriage: William, 15; Charles, 13; and Roy, 8. Alice and her sons were born in Illinois. By 1900, they were living in Pittsburgh where Frank worked in the shoe business.<sup>41</sup> Alice's first husband was a man named Atkins, so the three boys carried that surname.<sup>42</sup>



(*St. Louis Post-Dispatch*, 1915 May 9, p. 33)

Frank and Alice had moved from Pittsburgh in western Pennsylvania to Philadelphia in eastern Pennsylvania by the summer of 1904.<sup>43</sup>

They moved to New York City in 1905, where Frank was a buyer for the [John Wanamaker](#) department store.<sup>44</sup> In 1910, Frank and Alice were living at 593 Riverside Drive in New York City.<sup>45</sup> He was in the shoe department at Wanamaker's.<sup>46</sup> Wanamaker stores were known for the



style and quality of their goods. The company sent buyers to Europe every year in search of quality items to stock in their stores.<sup>47</sup> This practice would indirectly prove fatal to Frank Tesson.

War broke out in the summer of 1914 between Germany and its allies and France and Great Britain and their allies. The United States, under President Woodrow Wilson, tried to walk the tightrope of neutrality to avoid being sucked into what would be known as the First World War.

As an island nation, Great Britain had always been reliant on maritime trade for raw materials and imported goods. Shipping was its lifeline during both war and peace, and the Royal Navy was built and maintained to preserve that lifeline.

The German navy was frustrated because its U-boats (submarines) were seldom able to engage Royal Navy warships due to the distance from their bases to British naval ports and the effective British sea defenses. Because the British were blockading German maritime trade, the Germans felt justified in attacking merchant shipping supplying the British. From January to September 1915, German U-boats conducted unrestricted attacks on shipping in the British Isles.<sup>48</sup> From the middle of February to the beginning of May 1915, German U-boats sank 68 freighters and tankers around the British Isles.<sup>49</sup>

Despite the danger, civilian cruise ships continued to sail in those waters.

Frank Tesson wrote a letter to his mother telling her that he was going to London on a business trip and was taking Alice with him.<sup>50</sup> A letter to Bertha Montgomery in West Philadelphia informed her that Frank and Alice Tesson were making quick preparations to sail on the *R.M.S. Lusitania*. (Their plans were so last-minute that they were not even on the passenger list.) They mentioned that a submarine attack was possible.<sup>51</sup>

In early 1915, Germany sent a formal notice to the State Department of the United States declaring the area around the British Islands a war zone. This was an attempt by Germany to avoid civilian casualties from neutral countries. Up to that time, only one American had been killed on the high seas.<sup>52</sup> Because of human error, a German warning to commercial ships traveling into the war zone was not published in American newspapers until May 1.<sup>53</sup>



(1915 May 1, *New York Tribune*, p. 3)

The 787-foot *Lusitania* was built in Liverpool, England. With a crew of 800, it could accommodate 560 passengers in First Class, 500 in Second Class, and 1,400 in Third Class. It had a top speed of just over 28 miles per hour and set the North American crossing speed record along with its sister ship, [Mauretania](#).<sup>54</sup> The interior of the *Lusitania*, even in the lower-class sections, resembled an elegant hotel of that period.<sup>55</sup> When the luxury liner left Liverpool on its maiden voyage on September 7, 1907, over 200,000 people were along the waterfront to see her off.<sup>56</sup>

On May 1, 1915, the Cunard liner [Lusitania](#), under [Captain William Turner](#), left New York with 1,388 passengers bound for Europe. Most of the passengers were not worried about an attack because they believed the *Lusitania* could outrun German U-boats, and they expected Royal Navy warships to provide protection close to Great Britain. What they did not know was that six of *Lusitania*'s 25 boilers were not used during the voyage to save coal, and the Royal Navy lacked the resources to provide escorts in the [Irish Sea](#) and [St. George's Channel](#). It was a clear day when the *Lusitania* approached the coast of Ireland, and, despite warnings of submarine

activity in the St. George's Channel, Captain Turner put his ship on a slow, straight course. Captain Walter Schwieger's *U-20* fired one torpedo into the *Lusitania*, and the ship quickly started to sink as the crew struggled to launch lifeboats.<sup>57</sup>



(National Archives)

*R.M.S. Lusitania* leaving New York harbor, 1915 May 1

A massive secondary explosion shortly after 2:10 p.m. spelled doom for the massive ship. It went down in 315 feet of water with its bow striking the seafloor even as the stern rose high above the water.<sup>58</sup>



(EyewitnesstoHistory.com)

There was little panic on the ship after it was hit, but the stricken ship listed to one side so sharply that most lifeboats could not be launched. The first lifeboat to be launched capsized, throwing its cargo of mostly children and some women into the water. Other lifeboats and many people were sucked down into the ocean when the great liner sank only 15 to 20 minutes after it had been struck. Those who did survive owed their lives to lifebelts that kept them afloat until they were rescued. One of the survivors, Charles C. Harnwick of New York, said most of the first-class passengers were having lunch at the time of the attack and few of them survived.<sup>59</sup>

Some well-known Americans were among those who lost their lives, including [Alfred Vanderbilt](#) and [Charles Frohman](#).<sup>60</sup> Others of note were [Lindon Bates, Jr.](#), [Justus M. Forman](#), [Elbert Hubbard](#) and his wife, Captain J. B. Miller, Herbert S. Stone, [Charles Klein](#), [Lothrop Withington](#), and [Frederick Stark Pearson](#).<sup>61</sup>

All over the country, families of lesser-known Americans were anxiously awaiting news of their loved ones. Communication between a St. Louis newspaper and the Wanamaker company in New York, about seven days after the sinking, confirmed that Frank and Alice Tesson were [saloon passengers](#) (First Class) on the *Lusitania*.<sup>62</sup>

Frank and Alice Tesson's bodies were never found. On May 17, 1915, there was a memorial service for them in the Chambers-Wylie Memorial Presbyterian Church in New York City.<sup>63</sup> Frank Tesson was 49 years old when he died, and his wife, Alice, was 52 years old.



# LA GROSSE MAN IS AMONG VICTIMS OF SUNKEN LUSITANIA

Frank B. Tesson Former  
Resident Who Became the  
Head of Wanamaker  
New York Store

**BORN ON VINE STREET IN 1866**

Later Went to St. Louis and  
Finally Joined Forces of  
the Famous Phila-  
delphia Merchant

Who remembers Frank  
Tesson, who lived on Pine  
street, between Third and  
Fourth streets in 1870-71?  
What do you know about  
him?

(*La Crosse Tribune*, 1915 May 19, p. 1)

A memorial to them was erected in the Alton (Illinois) Cemetery.<sup>64</sup>



(Findagrave.com; photograph by Connie Nisinger, 2000)

Repercussions from their tragic deaths continued for several years. Alice's father, Mike A. Lowe, had died in 1910 at the age of 90, but his will specified that his 100-acre property in Alton, Illinois, would not be sold until six years after his death. It was a valuable tract of land featuring a large brick house and a large grove of huge oak trees. Mike Lowe had two sons, Edward and James, and a daughter Alice (Tesson). Alice's three sons, William, Charles, and Roy Atkins of Upper Alton survived her. Mike Lowe also had two granddaughters. It was assumed the estate would be split seven ways among the two sons and five grandchildren.<sup>65</sup> The administrator of the estate, however, pointed out that New York state law assumed that a husband lived longer than his wife when both die together, as Frank and Alice Tesson did when the *Lusitania* sank. Frank Tesson was known to be a strong swimmer, and this gave the legality some weight. In this case, Frank Tesson's heirs would have rights to his share of his wife's interest in the estate of her father.<sup>66</sup>

The order of death technicality also came into play when Alice's sons from her first marriage, William and Charles, tried to claim their stepfather's \$30,000 (over half a million dollars in 2024 dollars) life insurance policy.<sup>67</sup> A New York court ruled that Alice Tesson probably died before her husband; therefore, her sons from her first marriage had no claim to any of Frank Tesson's estate. All that money went to Frank's mother, brother, and two sisters.<sup>68</sup>

The Tesson estate filed a \$132,792.50 (over \$2,000,000 dollars in 2024 dollars) claim with the United States State Department against the German government for damages in the death of

Frank Tesson.<sup>69</sup> In February 1924, six years after the war ended, the United States government gave awards to some surviving family members. Alice Tesson's disabled son, Roy Atkins, was to receive \$5,000. Frank Tesson's elderly mother got \$3,000.<sup>70</sup>

The following month, Frank Tesson's mother, Emily Duncan Tesson, died on March 22, 1924. Her health had been in steady decline since the shock of her son's death on the *Lusitania* nine years before.<sup>71</sup>

By early 1928, Charles and William Atkins had died. Roy Atkins, as the only survivor of his family, was finally able to deposit a \$6,106 check from the United States government for his mother's death on the *Lusitania*.<sup>72</sup>

Captain Frederick D. Ellis spoke for many in 1915 when he characterized the sinking of the *Lusitania* as a “. . . diabolical barbarity—that an unarmed vessel laden with nearly 2,000 noncombatants was attacked without an instant's warning; that not even a minute's grace was allowed for the removal of the passengers or crew; that the murderous thrust was given with full knowledge that it meant the slaughter of hundreds of women and children, and that this butchery was the deliberately planned act of a government which but recently was accepted as an exemplar of national sanity and humane civilization.”<sup>73</sup>

The Germans would make a case that *Lusitania* was a legitimate target because it was carrying munitions, and the Royal Navy had listed the ship as a Royal Navy Reserved Merchant Cruiser that could be armed.<sup>74</sup> Kaiser Wilhelm II of Germany even implied that the British wanted the Germans to sink *Lusitania* to bring the United States out of its neutrality.<sup>75</sup>

International outcry over the *Lusitania* sinking, as well as U-boat losses measured against the modest amount of shipping destroyed, caused the German naval command to suspend its submarine campaign against shipping near the British Isles until February 1, 1917, when the situation on the battlefield started to turn against Germany.<sup>76</sup>

When unrestricted submarine warfare resumed in early 1917, more merchant and passenger ships were destroyed and more American lives lost. Revelations of Germany's offer to help Mexico regain territory in the United States in exchange for a Mexican alliance with Germany ([Zimmerman Telegram](#)) further inflamed American public opinion. After these and other provocations, including the sinking of the *Lusitania* almost two years before, President Wilson's advisors were ready to go to war. After the Germans torpedoed and sank the American steamship [Aztec](#) on April 1, 1917, President Wilson asked Congress for a declaration of war against Germany. Congress did on April 4, 1917, and the United States formally joined “the war to end all wars.”<sup>77</sup>

Jeff Rand  
La Crosse Public Library (retired)

### Sources & notes:

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<sup>1</sup> “The Lusitania Disaster,” *Library of Congress*, accessed 2024 April 16, <https://www.loc.gov/collections/world-war-i-rotogravures/articles-and-essays/the-lusitania->

[disaster/#:~:text=On%20May%207%2C%201915%2C%20the.1%2C195%20perished%2C%20including%20123%20Americans.](#)

<sup>2</sup> Melvin Maddocks, *The Great Liners* (Alexandria, Virginia: Time-Life Books, 1978), 39.

<sup>3</sup> “La Crosse Man is Among Victims of Sunken Lusitania,” *La Crosse (Wisconsin) Tribune*, 1915 May 19, p. 1.

<sup>4</sup> “Married,” *Alton (Illinois) Evening Telegraph*, 1895 August 29, p. 3.

<sup>5</sup> “25 and 50 Years Ago,” *Alton (Illinois) Evening Telegraph*, 1959 July 21, p. 4.

<sup>6</sup> “Mrs. E. D. Tesson Passes Away in Her Sleep,” *Alton (Illinois) Evening Telegraph*, 1924 March 22, p. 1.

<sup>7</sup> 1870 U.S. census, La Crosse County, Wisconsin, population schedule, City of La Crosse, p. 16, dwelling 70, family 84, Frank and Emily Tesson; image, *AncestryHeritageQuest.com* (<http://www.ancestryheritagequest.com> : accessed 2024 April 16); citing NARA microfilm publication M593, roll 1721. Bertha would live in Philadelphia for 35 years until spending the last two years of her life with her daughter in Pittsburgh. She died in 1938. (“Mrs. Montgomery Dies While on Trip,” *Alton (Illinois) Evening Telegraph*, 1938 February 24, p. 6.) John Tesson would become a marine engineer in St. Louis and die in 1933. (“Alton Couple Have Sad Close of Sunday Trip,” *Alton (Illinois) Evening Telegraph*, 1933 June 12, p. 2.)

<sup>8</sup> Ancestry, *Find A Grave*, database with images (<http://www.findagrave.com> : accessed 2024 April 26), memorial 9364, Frank Barncastle Tesson (1866-1915), Alton Cemetery, Madison County, Illinois; gravestone photograph by Connie Nisinger.

<sup>9</sup> A. Bailey and J. M. Wolfe, compilers, *A. Bailey's La Crosse Directory For 1866-67 Comprising A Complete List of all Residents in the City . . .* (La Crosse, Wisconsin: A. Bailey, 1866) 94, for “Tesson Frank.” Home 2 Suites by Hilton and a parking ramp now occupy this area.

<sup>10</sup> A. Bailey and J. M. Wolfe, compilers, *A. Bailey's La Crosse Directory For 1866-67 Comprising A Complete List of all Residents in the City . . .* (La Crosse, Wisconsin: A. Bailey, 1866) 135, for “Steamboat Lines.”

<sup>11</sup> F. A. Ketchum, compiler, *F. A. Ketchum's La Crosse City Business Directory for 1868—69, Embracing a Classified List of All . . .* (La Crosse, Wisconsin: Democrat Book and Job Printing Office, 1868) 129, for “Tesson F A.” Note the discrepancy in the middle initial. At that time, this address would mean the seventh house on 8<sup>th</sup> Street, north of Main Street, according to La Crosse Public Library Archivist Anita Taylor Doering.

<sup>12</sup> “Northwestern Union Packet Company,” *Encyclopedia Dubuque*, accessed 2024 April 22,

[https://www.encyclopediaDubuque.org/index.php/NORTHWESTERN\\_UNION\\_PACKET\\_COMPANY](https://www.encyclopediaDubuque.org/index.php/NORTHWESTERN_UNION_PACKET_COMPANY).

<sup>13</sup> A. Brainerd, compiler and publisher, *La Crosse City Directory and Business Advertiser for 1870-71, Containing the Name and Residence of every Male Citizen, a Business Directory and Sketch of the City. . .* (La Crosse, Wisconsin: A. Brainerd, 1870) 120, for “Tesson Frank” The parking lot at the north end of the La Crosse County Law Enforcement Center and Dee’s Auto Care now occupy this area.

<sup>14</sup> 1880 U.S. census, Madison County, Illinois, population schedule, City of Alton, p. 3, dwelling 19, family 28, Frank and Emily Tesson; image, *AncestryHeritageQuest.com* (<http://www.ancestryheritagequest.com> : accessed 2024 April 16); citing NARA microfilm publication T9, roll 233. Lillian died in 1950. (“Mrs. J. D. MaKinney Dies; Leader in Women’s Clubs,” *Alton (Illinois) Evening Telegraph*, 1950 September 27, p. 1.)

<sup>15</sup> *La Crosse City Directory For 1873—74. Comprising a Complete List of the Citizens . . .* (La Crosse, Wisconsin: Campbell & Davison, 1873) 158, for “Tesson Frank.”

<sup>16</sup> *Pryor & Co.'s La Crosse City Directory 1876-7 Comprising An Alphabetical List of Citizens . . .* (La Crosse, Wisconsin: Pryor & Co., 1876) 131, for “Tesson.” There is no listing.

<sup>17</sup> “25 and 50 Years Ago,” *Alton (Illinois) Evening Telegraph*, 1956 December 22, p. 4.

<sup>18</sup> 1880 U.S. census, Madison Co. Illinois, pop. sch., p. 3, dwell. 19, fam. 28, Frank and Emily Tesson.

<sup>19</sup> “Death of Miss Mary M. Tesson,” *Alton (Illinois) Evening Telegraph*, 1907 December 20, p.1.

<sup>20</sup> “The New Spread Eagle,” *Alton (Illinois) Evening Telegraph*, 1881 April 25, p. 2.

<sup>21</sup> “River,” *Alton (Illinois) Evening Telegraph*, 1889 June 20, p. 3.

<sup>22</sup> “River Notes,” *Alton (Illinois) Evening Telegraph*, 1891 March 3, p. 3.

<sup>23</sup> “A New Packet,” *Alton (Illinois) Evening Telegraph*, 1897 April 14, p. 3.

<sup>24</sup> “Capt. Frank Tesson,” *Alton (Illinois) Evening Telegraph*, 1906 August 25, p. 5.

<sup>25</sup> “Captain Barely Escapes Being Blown from Boat,” *St. Louis Globe-Democrat*, 1906 October 2, p. 12.

<sup>26</sup> “Aged Pilot Resumes Good Service,” *Alton (Illinois) Evening Telegraph*, 1907 July 25, p.1.

<sup>27</sup> “Bullet Misses Capt. Frank Tesson,” *Alton (Illinois) Evening Telegraph*, 1908 June 23, p. 5.

<sup>28</sup> “Tried to ‘Snipe’ a Pilot,” *The Champaign (Illinois) Daily Gazette*, 1908 July 11, p. 8.

<sup>29</sup> “Attempted Assassination,” *The Edwardsville (Illinois) Intelligencer*, 1908 June 26, p.1.

<sup>30</sup> “Old River Man Passed Away,” *St. Charles (Missouri) Banner News*, 1909 July 22, p. 1.



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- <sup>31</sup> “25 Years Ago---In and About Alton,” *Alton (Illinois) Evening Telegraph*, 1934 July 21, p. 4.
- <sup>32</sup> “25 and 50 Years Ago,” *Alton (Illinois) Evening Telegraph*, 1959 July 21, p. 4.
- <sup>33</sup> “Alton Public Schools,” *Alton (Illinois) Evening Telegraph*, 1881 February 11, p. 2.
- <sup>34</sup> “The following scholars,” *Alton (Illinois) Evening Telegraph*, 1881 October 11, p. 3. See also: “Alton Public Schools,” *Alton (Illinois) Evening Telegraph*, 1882 December 8, p.2.
- <sup>35</sup> “High School Graduates,” *Alton (Illinois) Evening Telegraph*, 1883 May 15, p. 3.
- <sup>36</sup> “High School Commencement,” *Alton (Illinois) Evening Telegraph*, 1883 June 28, p. 2.
- <sup>37</sup> “Personal,” *Alton (Illinois) Evening Telegraph*, 1890 August 11, p. 3.
- <sup>38</sup> “Four St. Louisans Were Passengers Aboard Lusitania,” *St. Louis Post-Dispatch*, 1915 May 9, p. 33.
- <sup>39</sup> “Husband Survived Wife Who Died with Him,” *St. Louis Post-Dispatch*, 1919 June 19, p. 9
- <sup>40</sup> “Married,” *Alton (Illinois) Evening Telegraph*, 1895 August 29, p. 3.
- <sup>41</sup> 1900 U.S. census, Allegheny County, Pennsylvania, population schedule, City of Pittsburgh, p. 11B, dwelling 206, family 206, Frank and Alice Tesson; image, *AncestryHeritageQuest.com* (<http://www.ancestryheritagequest.com> : accessed 2024 April 16); citing NARA microfilm publication T623, roll 1362.
- <sup>42</sup> “Altonians May Be Among Victims of Lusitania,” *Alton (Illinois) Evening Telegraph*, 1915 May 8, p.1.
- <sup>43</sup> “Personal,” *Alton (Illinois) Evening Telegraph*, 1904 August 30, p. 3.
- <sup>44</sup> “Four St. Louisans Were Passengers Aboard Lusitania,” *St. Louis Post-Dispatch*, 1915 May 9.
- <sup>45</sup> 1910 U.S. census, New York County, New York, population schedule, Borough of Manhattan, p. 13A, dwelling 26, family 308, Frank and Alice Tesson; image, *AncestryHeritageQuest.com* (<http://www.ancestryheritagequest.com> : accessed 2024 April 16); citing NARA microfilm publication T624, roll 1027.
- <sup>46</sup> “Thirty-two Philadelphians Lost Lives on Lusitania,” *Evening Public Ledger* (Philadelphia, Pennsylvania), 1915 May 10, p. 2.
- <sup>47</sup> “John Wanamaker, Department Store,” *Public Broadcasting Service*, accessed 2024 April 25, [https://www.pbs.org/wgbh/theymadeamerica/whomade/wanamaker\\_hi.html](https://www.pbs.org/wgbh/theymadeamerica/whomade/wanamaker_hi.html).
- <sup>48</sup> John Keegan, *The Price of Admiralty: The Evolution of Naval Warfare* (New York: Penguin Books, 1988), 255-256.
- <sup>49</sup> Thomas Parrish, *The Submarine: A History* (New York: Penguin Books, 2004), 85.
- <sup>50</sup> “Four St. Louisans Were Passengers Aboard Lusitania,” *St. Louis Post-Dispatch*, 1915 May 9.
- <sup>51</sup> “Thirty-two Philadelphians Lost Lives on Lusitania,” *Evening Public Ledger* (Philadelphia, Pennsylvania), 1915 May 10.
- <sup>52</sup> “Germany Warns Against Travel in Allies’ Ships,” *New York Tribune*, 1915 May 1, p. 3.
- <sup>53</sup> Parrish, 101.
- <sup>54</sup> Philip Dawson, *The Liner: Retrospective & Renaissance* (New York: W. W. Norton, 2006), 242.
- <sup>55</sup> Dawson, 60-61.
- <sup>56</sup> Maddocks, 39.
- <sup>57</sup> Parrish, 84-98.
- <sup>58</sup> Maddocks, 137.
- <sup>59</sup> “Survivors Tell of Scenes on Lusitania After Torpedo Hit,” *St. Louis Post Dispatch*, 1915 May 9, p. 1.
- <sup>60</sup> “Vanderbilt and Frohman Seen Together as Ship Was Sinking,” *St. Louis Post Dispatch*, 1915 May 9, p. 1.
- <sup>61</sup> “Lusitania Three Years Ago Cast War’s Shadow on U.S.,” *Evening Public Ledger* (Philadelphia, Pennsylvania), 1918 May 7, p. 9.
- <sup>62</sup> “Altonians May Be Among Victims of Lusitania,” *Alton (Illinois) Evening Telegraph*, 1915 May 8.
- <sup>63</sup> “Memorial Services for Frank B. Tesson and Wife,” *Alton (Illinois) Evening Telegraph*, 1915 May 20, p. 5.
- <sup>64</sup> Ancestry, *Find A Grave*, database with images (<http://www.findagrave.com> : accessed 2024 April 16), memorial 9364, Frank Barncastle Tesson (1866-1915), Alton Cemetery, Madison County, Illinois; cenotaph photograph by Connie Nisinger.
- <sup>65</sup> “Sale of M. A. Lowe Estate Next Month,” *Alton (Illinois) Evening Telegraph*, 1916 March 14, p. 1.
- <sup>66</sup> “Object to Bills in M. A. Lowe Estate,” *Alton (Illinois) Evening Telegraph*, 1916 June 20, p.1.
- <sup>67</sup> “Husband Survived Wife Who Died with Him,” *St. Louis Post-Dispatch*, 1919 June 19, p. 9
- <sup>68</sup> “Courts Hold Husband Outlived Wife,” *Alton (Illinois) Evening Telegraph*, 1919 June 18, p. 1.
- <sup>69</sup> “Frank H. Tesson Estate Settled,” *Alton (Illinois) Evening Telegraph*, 1919 August 21, p. 1. This should be “Frank B. Tesson.”
- <sup>70</sup> “Alton Persons Given Award in Tesson Deaths,” *Alton (Illinois) Evening Telegraph*, 1924 February 22, p. 1.
- <sup>71</sup> “Mrs. E. D. Tesson Passes Away in Her Sleep,” *Alton (Illinois) Evening Telegraph*, 1924 March 22.

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<sup>72</sup> “Lusitania Claim For Compensation Has Been Settled,” *Alton (Illinois) Evening Telegraph*, 1928 April 27, p. 1. . Roy Atkins died in 1938 at the age of 52. (“Roy Atkins Dies At Edwardsville,” *Alton (Illinois) Evening Telegraph*, 1938 September 24, p. 2.)

<sup>73</sup> Frederick D. Ellis, *The Tragedy of the Lusitania: Embracing Authentic Stories by the Survivors and Eyewitnesses of the Disaster, Including Atrocities on Land and Sea, In the Air, etc.* (Philadelphia: National Publishing Co., 1915), iii; digital images, *HathiTrust Digital Library* (<http://www.hathitrust.org> : accessed 2024 April 25).

<sup>74</sup> Parrish, 101-102.

<sup>75</sup> Parrish, 99.

<sup>76</sup> Keegan, 255-256.

<sup>77</sup> “U.S. Enters the War,” *The National WWI Museum and Memorial*, accessed 2024 April 23, <https://www.theworldwar.org/learn/about-wwi/us-enters-war>.