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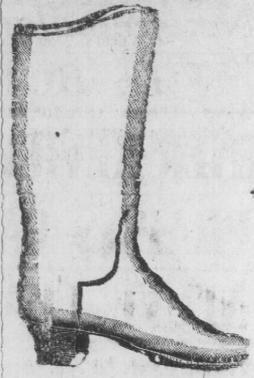
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Fishermen! Survivors of 'Lusitania' Say No Precautions Were Taken



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Captain Turner Thought Liner Was Too Swift -- Ship Immune, Officers Believed -- Passengers Say That Lusitania Should Not Have Taken Course Known to be Infested by Enemy Submarines

London, May 10.—Survivors of the Lusitania arriving in London yesterday from Queenstown told some of their tragic experiences to the New York Times correspondent.

They forcibly expressed the opinion that the Lusitania was badly handled in being run into waters where it was known submarines were waiting. Although not for a moment attempting to shift the blame from the "murderous Germans" for the sinking of a ship full of innocent passengers, they insisted that the officers of the steamship, knowing that submarines were lurking off the Irish coast, ought to have taken a different path to avoid all danger.

Survivors' Criticisms.
The criticisms of the 100 survivors among whom were fifty Americans, were in main as follows:

First—That the Lusitania steered straight into the way of the submarines, by Captain Turner not running the ship in a more southerly course as he approached the Channel.

Second—That instead of the Lusitania being speeded at the top notch of 25 knots an hour she slackened speed on nearing the Irish coast, thus allowing the submarines more easily to do their deadly work, her speed at the time she was torpedoed being estimated by the passengers at approximately 15 knots an hour. (Statements have been made in New York that the after Section of the Lusitania's boilers were shut down and that consequently she could not make over 22 knots or in a brief spurt 23 knots.)

No Convoy Was Given.
Third—That despite the knowledge of the proximity of submarines which had been seen off the Irish coast, twenty-four hours before, no convoy was given the Lusitania.

Fourth—That the Lusitania's officers were apparently oblivious to the contingency of a submarine attack, in failing to have the passengers drilled, the officers being accused of giving no heed to passengers' suggestions that a drill was needed so as to know what to do in the event the vessel was torpedoed.

Francis Jenkins, of New York was one of those who talked emphatically on what he styled the failure of the Lusitania officers to avoid the submarine danger.

"It was outrageous that the Lusitania pushed ahead right into the path of danger," said Mr. Jenkins as he limped from the train at Euston, having been injured when a life-boat crashed into the side of the steamer as it was lowered.

Captain Scouted Danger.
"It seems to me the Cunard officials did not use judgment to protect the lives of passengers. The utmost confidence, even to the point of boasting, was assumed by the ship's officers on the entire run about the unlikelihood of the ship being torpedoed. Some of the most prominent passengers went to Captain Turner three days before the Lusitania was sunk, told him there was considerable talk among the passengers about submarines and asked if it was not advisable to have a boat drill, so the passengers would know how to escape if the ship was torpedoed. The captain coolly replied that he was not worried about the danger and that he would get the Lusitania into port safely."

No Drill Was Held.
"The captain, however, said that he would speak to the first officer about a drill. I don't know if he did speak to the first officer, but I do know that there was no drill. This was coming over as we neared the Irish coast on the very day the Lusitania was torpedoed. I call the management of the Lusitania bad."

R. T. Taylor, a hat manufacturer of Montreal, dwelt upon the lack of convoy as a "mistake." He also spoke of the failure of the Lusitania to go at top speed.

A. J. Byington, a rubber merchant of London, returning from Brazil, expressed amazement that the Lusitania maintained comparatively low speed in approaching the Irish Coast.

Dr. J. T. Houghton, of Troy, N.Y., one of the survivors, said that there was no reason to fear any danger

after the first explosion, as it was believed the vessel would be headed for Queenstown and beached, if necessary. Just then, said Dr. Houghton, the liner was again struck, evidently in a more vital spot, for it began to settle rapidly. Orders then came from the bridge to lower all boats. A near-panic took possession of the women. People were rushed into the boats, some of which were launched successfully, others not so successfully.

Saw Torpedo Fired.
Oliver P. Barnard, scenic artist of Covent Garden Opera, relating his experiences, says: "It was my rare fortune to be one of four people who saw the torpedo of a German submarine fired at the Lusitania from a distance of probably not more than 200 yards. I had just come up from lunch in the dining saloon and looking across an uncommonly calm and beautiful sea I saw on the starboard side what at first seemed to be the tail of a fish, it was the periscope of our assailant. The next thing I observed was the fast lengthening track of the newly launched torpedo itself, a streak of froth. We had all been thinking, dreaming, sleeping, eating 'submarine' from the hour we left New York and yet with the dreaded danger about to descend upon us I could hardly believe the evidence of my own eyes. An American lady rushed up to where I stood exclaiming nonchalantly, 'This isn't a torpedo, is it?' I was too spellbound to answer, I felt absolutely sick. Then we were hit. My impression of the contact of the torpedo was that it was one of an indescribably terrific impact though not marked by anything such as the imagination might fancy in the way of a roar."

The torpedo must have penetrated deeply into the side of the vessel, and exploded internally. The shot was obviously fired at our bow and got us. I should think, abreast of the bridge. For reasons incomprehensible to most of the survivors the Lusitania was making at the moment, only about fifteen knots with the result that the torpedo travelled, say 200 yards of its course, just in time to strike the ship squarely. The point of contact was about beneath the funnel entrance to the saloon and the result of the explosion was that it blew everything in that immediate vicinity into smithereens. Then tremendous water tanks on the funnel deck, burst releasing their enormous contents and flooding everything. The moment the explosion took place the Lusitania simply fell over just as a house kept by underpinning would topple the instant the main props were pulled out.

British Are Chagrined at War Results

Reverse at Ypres Has Not Been Satisfactorily Explained

London, May 11.—It is unquestionable that British expectations have been grievously disappointed by the developments of the war since the partial success at Neuve Chapelle, and particularly by the reports to hand from both the western and eastern fronts within the last two weeks. The public generally had been led to believe that the month of May would be marked by an allied offensive movement on a grand scale. The multitudinous reports and rumors purporting to give definite details of the British preparations, the despatching of troops, etc., which have circulated from month to month, have been even more largely responsible for these high hopes than the predictions of optimistic newspapers, or even the prognostications indulged in by the official eye-witness, whose inveterate habit of looking only on the brightest aspect of the campaign has frequently been the subject of severe criticism.

Disappointed, not Discouraged.
While it is true that disappointment prevails, it would be false to assert that there is any deep-seated discour-

agement. The struggle around Ypres and Hill 60 appears to the British public in the light of a test action. It is asked particularly how it comes about that that line cannot be held now when much greater forces are available. The factor of surprise by the German use of asphyxiating gases is not thought to be an adequate explanation, particularly as both the Belgian military authorities and the British Headquarters Staff were aware of their preparation over a month ago. This was shown by the official Belgian communique issued recently, and by The Associated Press correspondent's report in American papers in the middle of April.

"The announcement that the Germans have recovered a footing on Hill 60," says J. L. Garvin in The Pall Mall Gazette, "is disturbing, and contrasts with the tone of the previous British bulletin. It is folly to say that Ypres has more political than military importance. The Germans would be more encouraged by success at Ypres than anything since the fall of Antwerp. If such an event occurs we must instantly recognize it and admit it as a grave defeat. In place of a party Cabinet a national Ministry ought then to be formed and a new military levy made."

Mr. Garvin disagrees with the view held in some quarters that the German attacks in Flanders are likely to lead to a German march on Dunkirk and Calais. "Successive defensive lines would have to be forced," he says. "It is almost a fortnight since the poison camp. At that rate it would take the enemy about a year to reach the Straits of Dover."

The view which finds most favor with the British press generally is that German Headquarters is exaggerating its claims of victories with a view to influencing neutrals and discouraging the Allies. (It may be remarked parenthetically that reports of immediate action by Italy seem to be restricted to the newspapers.)

German Claims and Wavering neutrals.
Referring to the German claims, The Westminster Gazette says:

"We have only to look to Rome, Bucharest, and Athens to see what is at stake, what is the hour for the German cause, and why extravagant claims of victory are made in the official communiques. For that very reason it is folly on our side to take these German claims at their face value, to give them the loud advertisement which the enemy most desires, and generally to produce the impression that we are in a state of alarm and agitation. That is the impression he wishes above all things to produce among the neutral nations at this moment and we play straight into his hands if we help him in this effort."

"The claim made in to-day's German wireless despatches of the capture of Gorlice and the Russian withdrawal from Jaslo is admitted to place the situation on the eastern front in a more unfavorable light than British observers were at first willing to admit. The Manchester Guardian, for instance, to-day deduced that Germany was trying to make much more out of the victories in the Carpathians than they were worth, adding: "That is very definitely a sign of weakness and lack of confidence."

Spencer Wilkinson, who ranks among the best war writers, has written an exhaustive study of the eastern situation, in which he points out that a successful attack on the Russian line from Malastow through Gorlice to Gromnik would force the Russians to withdraw at any rate their right wing from the Carpathians. "If the German announcements are confirmed," says Mr. Wilkinson, "Sunday's battle might prove decisive as regards the campaign in the Carpathians."

"If that should be the case the whole aspect of the war would be changed. The Russians in Galicia would be reduced to the defense of Przemyśl and of its communications through Lemberg against an enveloping attack?—no easy matter—and the Germans would be able greatly to reduce their forces in this part of the theatre of war. They would then be in a position to renew their attacks against Warsaw, which would be from their point of view the preferable course because success there would enable them to remain entirely on the defensive in the east and largely to reinforce their armies in the west."

Mr. Wilkinson concludes by calling attention to the fact that the German announcements were "clever, because they were made to appeal rather to strategists than to the public at large, and were evidently meant for the military chiefs of certain armies at present neutral."

New York, May 8.—Elbert Hubbard, just before he sailed on the Lusitania, said, laughingly: "Speaking from a strictly personal viewpoint, I would not mind if they did sink the ship. It might be a good thing for me. I would drown with her and that's about the only way I could succeed in my ambition to get into the hall of fame. I'd be a real hero and go right to the bottom."

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