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## THE DAYS OF THE BIG SHIPS NUMBERED

### According to Statement Credited to Captain of Arabic, Also Speaks of Luck in Saving His Passengers

Liverpool, Aug. 24.—Hayden Talbot, who says he was in the company of Captain Finch from Queenstown to Liverpool, and "learned from him the whole yarn as only he could spin it," represents the commander of the Arabic as suggesting that one lesson that might be learned from this war is the advisability of ending for all time the construction of big ships.

**Sank in Six Minutes**  
 "The Arabic went down in less time than any craft that has been torpedoed since the war began. Reports have varied from 11 to 15 minutes, but the truth is that the ship disappeared in just a little more than six minutes, after she was struck.

**Stayed Even Keel**  
 "Of course, the fact that we lost only 39 out of the 429 on board was largely due to the preparations we had made against just what happened. Also there was the fact that the Arabic stayed on an even keel till the last minute, when she settled by the stern and pointed her nose in the air, which enabled us to launch boats from both sides.

**Big Liner's Handicap**  
 "But, in my opinion, had equally favorable conditions surrounded the torpedoing of one of the big liners the loss of life would have been much greater for the simple reason that the great distance from the boat deck to the water makes successful launching of heavy boats filled to capacity almost impossible.

**Big Share Of Luck**  
 "Without wishing to detract from the fine behavior of the officers and crew, I must admit that we had more than our share of luck all the way through. It began with our sighting the Dunsley. Soon as I got my pinculars on her I saw she was in trouble, down by the head and evidently deserted. A few moments later we sighted two of her boats under sail and making for shore.

"I immediately ordered the wireless operator to send a message giving her position. I knew well enough that the submarine which had got the Dunsley must be waiting for us.

**Subs. Clever Work**  
 "How that German managed to spot us without showing her periscope amazes me, but she did it, and did it, too, when within less than 300 feet of us. I was looking at the very spot where she must have been lying under the surface, for I saw the greenish-white wake of the torpedo instantly it shot out of its tube. It was beautifully aimed.

**Smart Operator**  
 "Almost all the passengers were on deck—another stroke of luck—looking at the Dunsley. Almost all of them saw the torpedo. Their shouts told the operator in the Marconi house what had happened, and he actually got off two S.O.S. signals in the one second which the torpedo occupied in travelling the distance from the submarine. Then the torpedo hit us a glancing blow about 90 feet from the stern. It struck directly under the Marconi house and the operator was hurled out of his seat and his instruments smashed. Therefore, if, five minutes earlier, we had not given the Dunsley's position nobody would ever would have known about us unless we had been lucky enough to reach shore in the small boats."

**Engine Room Pluck**  
 Captain Finch then described the launching of the boats.  
 "From the bridge I watched each boat fill up, while shouting to the engineer to go full speed astern. That engine room force was wonderful. The third engineer who took the orders responded with never a quiver in his voice. Not one man left his post and at that minute they all knew what sticking at their posts meant, for when the torpedo hit us the poor old Arabic staggered like a drunken man, and the great mass of almost 16,000 tons was actually slewed around by the force of the impact."

The captain then related his own experience as he ship sank, and went on:

**Premeditated Murder**  
 "A lifeboat came along and took us on board. In that boat I heard a story that I cannot corroborate, but if it is true it proves to me premeditated murder on the part of the submarine commander. They had passed one of the Dunsley's lifeboats and the crew had shouted to them that the submarine, after shelling the Dunsley, had driven the crew into the boats and had then appeared beside them. The

commander of the submarine told the helmsman of one of the boats to alter his course, giving as his reason that he was awaiting the arrival of the Arabic and that the lifeboat on its then course would probably interfere with the submarine's purpose.

**Rescuers' Brave Work**  
 "One thing that has been overlooked is the fine behaviour of the commanders of the two patrol boats that came to the rescue. There is no doubt that the submarine was still in the vicinity, but both commanders came to a dead stop and one of them took aboard the occupants of eight and the other the occupants of three lifeboats. You can imagine what a chance they took when the crews of both ships had been ordered to don lifebelts themselves. Neither patrol boat had a single small boat of its own, but they did not stop to take our lifeboats in tow. The instant the last passenger was aboard they started at top speed for Queenstown.

**Never Saw Submarine**  
 "I understand they are going to try to make it appear that I tried to ram the submarine. The fact is that I didn't see it, and I cannot nail hard enough the lie which gives even a semblance of excuse for the wanton murder of the poor souls who went down with the ship."

**Russia's Difficulties**  
 The position of Russia in regard to obtaining war supplies has been one of unusual difficulties. The Russians as a people are not given to industrial pursuits, and their manufacturing plants utilized for or adaptable to the production of guns and ammunition were manned and directed largely by Germans at the time the war began. The dispossession of the powerful German element in Russia, which occurred in the early period of the war left the nation unprepared to operate effectively even the limited number of establishments at her disposal.

A bureau of munitions was established and every effort was made not only to increase the number of plants but to train Russians in this work. It proved to be almost a hopeless task, however, to create in a nation of Russia's proclivities, without the assistance of the German technical genius, such a great industrial machine as was required.

**Lines Of Assistance**  
 To obtain guns and shells from the outside world Russia was dependent upon two routes of communication: From the north through the port of Archangel, and from the east, over the Trans-Siberian railroad. The harbor of Archangel is blocked by ice a large part of the year and when it was opened late in the spring the Great Austro-German offensive movement was already under way. Russia obtained a considerable amount of supplies from Japan by railroad, but this source was cut off suddenly for some time in the spring. The crisis in the relations between Japan and China became so serious that Japan, foreseeing the possibility of hostilities, devoted her energies to the accumulation of war supplies for herself. In consequence of these conditions Russia was unable to procure guns from within or without.

**Allied Resources**  
 Although Russia has placed extensive war orders in the United States and Canada, she has received from the United States little in the way of

guns or shells. The shipments to Russia from Pacific ports have consisted principally of supplies such as motor trucks and other heavy equipment.

France and England have found that the unexpected demand for ammunition during the war has strained their resources to the utmost, so that they have been able to lend Russia little assistance in this respect. The inauguration of the great Austro-German movement found Russia unable to meet the emergency with any such array of guns and shells as was possessed by her opponents. Russian military officers attribute to this fact the rapidity of the Austro-German advance, stating that the fall of Warsaw, as well as the events which preceded it, was brought on largely by this state of affairs.

### THE SECRETS AS FOUND BY THE GERMANS

#### Berlin Publishes Alleged Documents Found in Brussels on Negotiations Before the War

Berlin, Aug. 24.—(By wireless to Sayville.)—The Nord Deutsche Allgemeine Zeitung has published further extracts from secret documents found by the Germans on taking possession of Brussels. The latest installment deals with the period of the Balkan wars. The Overseas News Agency, in a summary given out for publication, says:

**Russia's Policy**  
 "Concerning Russia's policy, the Belgian minister to Berlin (Baron Beyens) in a letter written on October 24, 1912, repeats statements made by Jules Cambon, then French ambassador at Berlin, writing as follows: 'The French ambassador, who apparently has special reasons for speaking as he does, told me repeatedly that the greatest danger to the maintenance of European peace was the lack of discipline and the personal conduct of Russian diplomatists in foreign countries. They are all ardent pan-Slavists and they largely carry the burden of responsibility for present events. They will, without doubt, secretly instigate Russian intervention in the Balkan conflict.'

**Serbia's Policy**  
 "The same ambassador wrote on April 4, 1913: 'The arrogance and contempt with which the Serbians receive the complaints of the Vienna government can be understood only by reason of the support they hope to find in Petersburg. The Serbian charge d'affaires here said recently that his government would not have maintained its attitude of the last six months, without regard to Austrian representations, if it had not been encouraged to do so by the Russian minister, M. Hartwig, a diplomatist of Iswolsky's school.'

**Policy of France**  
 "Concerning France, the Belgian minister at Paris (Baron Guillaume), wrote in January, 1903, 'M. Poincare was collaborator and instigator of M. Millerand's militaristic policy.' On February 21, 1913, he wrote: 'In the troubled times which Europe now experiences the greatest danger is caused by M. Poincare's presence in the Palace of the Elisee. Under his rule the militaristic and slightly Chauvinistic instincts of the French nation awoke. His influence has been visible in this change of mind.'

"When the Anglo-German negotiations were begun by Viscount Haldane the Belgian minister at London (Count de Laleing) wrote, on February 16, 1912, 'What is to be the basis

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George Neal

for an understanding on this question? By eliminating the improbable theories, one probably must find it in the spheres of political and economic interests. Let us hope that it will not be at the expense of a third state that is to feel for resistance. This shows that the Belgian minister was then of the opinion that France and England were capable of reaching an understanding with another nation by violating small countries."

Denmark's 1913 imports from the United States were valued at \$2,533,422.

### Japan Wants to Keep Islands of Germany

Berlin, Aug. 19.—A dispatch today from Tokio to the Frankfurter Zeitung says the Japanese press has opened a campaign against the surrender to Australia of German islands occupied early in the war. According to the agreement with England, the time limit has about expired, and public sentiment in Japan favors retaining the islands.

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