

SURVIVORS DESCRIBE LAST MOMENTS OF GREAT SEA TRAGEDY

Many Leap Overboard Without Life Preservers and Are Picked Up.

OTHERS DRAWN TO DEATH

Fifteen-Year-Old Boy One of Heroes; Assists Woman Into a Boat and Thus Saves a Life.

MISS CONNOR WILL CONTINUE ON WAY



Miss Dorothy Connor.

Medford, Or., May 10.—The cablegram from Miss Dorothy Connor of this city to her mother, Mrs. Charles Connor, received Saturday morning, reading "safe," removed the last doubt as to the safety of this popular young Medford girl, who was a passenger on the Lusitania. According to members of the family Miss Connor will carry out her original plans and accompany her sister, Mrs. Rickett of London, England, upon the Rer Cross expedition which Mr. Rickett has financed.

Queenstown, May 10.—Miss Dorothy Connor, of Medford, Or., has been caring for patients, among them several titled passengers who were aboard the Lusitania. Miss Connor is a cousin of Henry L. Stimson, ex-secretary of war of the United States.

Miss Connor had the thrilling experience of being rescued after resigning herself to be drowned. She said: "I was standing on the deck beside my father-in-law, Dr. Howard Fisher, and Lady Mackworth. When the deck became awash I jumped into the sea with a life belt. After a terrible buffeting from the wreckage I felt myself becoming unconscious."

"I resigned myself to fate, feeling sure that I would drown. When I re-appeared, abandoning any plan they may have had of bombarding London. Eight buildings were fired at Leigh. Several bombs dropped near Queen Mary's hospital, but no damage was done to the institution."

German airships also bombarded Convey island, part of the county of Essex, 30 miles from London.

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Nearly all of the first cabin passengers were killed. There were 500 or 600 saved were third or second class passengers.

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"I had just come on the upper deck after lunch to play a game of quoits. There were two other boys," he said, "one of them was looking over the side when he saw a white streak coming straight through the water toward us. He shouted, 'There's a torpedo coming straight at us.'"

"We watched it till it struck. There was an awful explosion. We rushed into the boat deck and there a huge quantity of wooden splinters and a deluge of water flew all about us. A second torpedo struck us about four minutes after the first one."

"I went below the first lifebelt and met a woman who was frenzied with fright and panic. I tried to calm her and help her, but she was a knife, and when I saw a boat which was nearly swamped and got into it, other men coming with me. We bailed it out, then a crowd clambered in, nearly swamping us. None of us had a knife, but we found a hatchet, cut the lashings and got the boat clear."

Ords of Drowning Appalling. "We got on about 20 yards away when the ship went down. How many hundreds of persons sank with her, dragged down by the suction. The first passengers who were seen, doomed people were appalling."

"Our boat was almost swamped in the whirlpool and we had to pull hard in order to get away. A whole lot of women and children went down. We saved all we could carry."

Clinton Bernard of New York, another passenger, said: "Though it was tremendous shock to everybody there was not so much excitement as one would expect in such a catastrophe. The terrifying affair occurred so suddenly that those aboard

really did not have time to realize what was happening.

"When I saw the ship was sinking after the torpedo struck her, I jumped overboard just as I was. I had no lifebelt, but I picked up a bit of floating wood and finally got to an upturned boat and clung to that. Afterward with some others who swam to it we managed to fight the boat and clambered in. Then we were forced to rescue as many as we could reach."

Submarine. "The submarine made no attempt to save anybody. We just managed to catch a glimpse of it before it dived and sent the torpedoes at us. I never saw it again. The first torpedo took us amidships between the first and second funnels. The Lusitania shook and settled down a bit. Two other torpedoes, quickly following, soon finished the ship."

"Four or five of her lifeboats went down with her and many of the passengers and crew were dragged down in the vortex."

"The noise of the explosion was not very great. The first torpedo seemed to strike with a great thud, but we knew we were doomed."

"We were floating about for two hours before the first rescue steamers arrived. Before that time, however, some small boats and fishing smacks had been accounted for by 8 o'clock this morning. Many failed to explode and were extinguished. Throughout the bombardment there was no show of panic."

Zeppelin Over Southeast. Southern, England, May 10.—A Zeppelin hovered over this city for 20 minutes today, bombarding the parade grounds and attempting to blow up the gas works. It then followed the right of way of the London-Tilbury railway to Leigh, where several other bombs were dropped.

"The electric light plant, piers, railroads and aeroplanes as well as the badly damaged. British aviators pursued the Zeppelins but they were out-distanced."

Fortis Drive Off Airships. London, May 10.—(U. P.)—Two Zeppelins were sighted from British forts at Gravesend at 3:30 a. m. today, but were driven off by a heavy fire from the forts.

Many Jump Overboard. "We filled that boat with all we could rescue. Finally we saw an object some distance away in the water. Thinking it a vessel of some sort we thought it distress signal by tying a pair of trousers to an oar, but the vessel, or whatever it was, passed us. Later a big trawler came along and took us aboard."

"We were struck I was in the saloon. They handed around lifebelts but the people did not wait to put them on and ran out on deck just as they were."

J. T. Gray of Edinburgh, a passenger, said: "I don't remember how I was rescued. I fell 30 feet and struck the water. The fall knocked me unconscious. I was picked up by a boat."

"When we were leaving the ship we gave the preference to the Lusitania, thinking it 'it,' as the Americans say, but it was not the 'it' we thought it."

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After dropping between 60 and 70 bombs, the air raiders headed for London, dropping bombs on Pitsea, Shoeburyness and Romford. At Shoeburyness, opposite Sheerness, the great English naval base, the Germans dropped several bombs. Shoeburyness has an artillery and gunnery school.

Reaching Romford, the Germans dropped numerous bombs on the great iron foundries there and then turned east, abandoning any plan they may have had of bombarding London.

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bombs were dropped on Southeast while 25 were showered upon Leigh-on-Sea. Eight buildings in Southeast were set on fire and destroyed.

The forts at the mouth of the Thames river opened fire on the Zeppelins and aeroplanes as soon as they appeared. A terrific fire was directed against the aerial invaders by anti-aircraft guns and weapons of even higher calibre until they were forced to withdraw. Shells burst near the aircraft, but all escaped without apparent damage.

Flaxman's timber yard one of the largest on the Thames, was destroyed by fire when numerous bombs were dropped upon it. Eighty bombs had been accounted for by 8 o'clock this morning. Many failed to explode and were extinguished. Throughout the bombardment there was no show of panic."

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PRESIDENT IS ABLE TO HANDLE MATTER, SAY CONGRESS MEMBERS

Confident People's Rights in Sinking of Lusitania Will Be Safeguarded by Him, AGAINST HASTY ACTION

Members of Foreign Relations Committee of U. S. Senate and House Look to President Wilson.

New York, May 10.—(U. P.)—Opinions of members of the foreign relations committee of the United States senate and of the house foreign relations on the death of Americans in the Lusitania horror were asked by wire by the International News Service. Following are some of the replies received:

Baltimore, Md.—Congress not being in session, I feel that the expression of an opinion as to what should be the attitude of our government toward Germany for the sinking of the Lusitania would entail nothing. The whole question can be safely left to the president and his cabinet. If the president should need the assistance of congress or the opinion of the congressmen, he will no doubt call us together.—J. Charles Linthicum, house committee.

New York—I prefer not to discuss the Lusitania tragedy. But everyone should recognize the folly of urging hasty or precipitate action by our government. The wisdom and patriotism of the president will safeguard every American interest. In my judgment, the situation does not call for the assembling of congress.—James A. O'Gorman, United States senator.

Prejudices Should Be Subdued. Buffalo, N. Y.—The questions involved in the destruction of the Lusitania are, in nature, human and moral rather than legal and international. When a thorough inquiry has been made and the facts fully set forth, steps will be taken to guard the rights and interests of the United States and to uphold our standards of civilization. In the meantime our prejudices should be subdued and our eyes opened to

the awful consequences of hasty or ill-considered action.—Charles Bennett Smith, member house committee.

Washington, D. C.—The people should remain calm until all the facts can be ascertained and weighed and until the rights and duties of both belligerents and neutrals can be made to conform to new conditions and necessities of warfare. Matters at present should be left in the hands of the president.—P. J. McCumber, United States senator.

President Will Be Supported. Montrose, Pa.—The wanton slaughter of non-combatant passengers and crew by the sinking of the Lusitania without affording them the slightest opportunity for escape, is abhorrent to every ethical and moral conception and destructive of the boundary lines within which so-called civilized warfare has been carried on. A grave responsibility rests upon the president to meet this serious international situation, for our own citizens were among the victims. Every man who will have the full measure of public support. Nationally we are aggrieved, therefore we must come to a clear understanding with Germany, and this without delay, for we cannot accept the Falaba, Gulfstream and Lusitania cases as within the settled policy of maritime warfare.—W. D. F. Almy, foreign affairs committee.

Act When Facts Known. Canton, Ohio.—The sinking of the Lusitania is the most deplorable incident of the European war. Every man with the milk human kindness in his breast condemns any policy by any nation that leads to the slaughter, without warning of babies, women and non-combatants. What we ought to do must depend upon the facts after they are fully disclosed. The president is better able to learn them than anyone else. When they are known, I have every confidence that his wisdom, his courage and his moral will mark out a course to be pursued, in keeping with our best traditions and which will meet the approval of all true Americans. Meanwhile let us all, with calmness, await his judgment.—Atlee Pomerene, member senate committee.

Valdosta, Ga.—I cannot say more at this time than to express my unbounded confidence in the wisdom and patriotism of President Wilson in the city's parks take a municipal civil service examination. Those who have applied are H. S. McKay, C. C. Walker, Miss Bess C. Burch and D. P. Foster.

Campbell Is Coming. Marshfield, Or., May 10.—C. L. Campbell was taken to Portland yesterday by a deputy United States marshal, having been bound over to the federal court on a white slaving charge. Mrs. Doye, complainant, accompanied by Samuel George E. Heuck and a Portland man.

Courtney Will Start. Marshfield, Or., May 10.—D. O. Samuels, one of the owners of the Courtney mill, near Marshfield, says the plant will be operated June 1. It will employ 25 men and has a capacity of 75,000 feet daily. The mill was built by A. A. Courtney seven years ago, but was tied up by litigation until bought by Samuels, George E. Heuck and a Portland man.

First Boxing Bout Staged Friday Eve

The first boxing contests under the new law drafted recently by the city council will be staged next Friday night in the Mohawk club rooms at East Pine and Union avenues. Charley Jost, former matchmaker of the Imperial club, is arranging the program. Frank Parslow and Valley Trambetta will clash in the main event, which will be six rounds. Billy Macott will meet Carp, and Wagner will be pitted against Flanagan.

Clare, a crack Seattle lightweight, will be sent against "Kid" Mitchell, and Jimmy Moscow will go against Jack Jeverson.

FEDERAL LEAGUE GAMES

At Newark: R H Chicago 3 7 2 Newark 4 11 4

At New York: R H Philadelphia 4 11 4 New York 3 7 2

Money and Jewels Are Left on Train

When Mrs. R. J. Bund of Ryan Place, on the Oregon Electric, left a train of that railroad at the Jefferson street station yesterday, she left her purse, containing \$3, a diamond ring valued at \$115, and several other articles of jewelry, lying on the seat. Several minutes later she discovered the loss. She reported the loss first to the police station and later a search was made of the cars of the train in railroad yards, but the property was not recovered.

Expert Swimming, Diving Features

The swimming pool of the Multnomah club is to be the scene of some expert swimming and diving tomorrow morning, when four applicants for the positions of swimming instructors in the city's parks take a municipal civil service examination. Those who have applied are H. S. McKay, C. C. Walker, Miss Bess C. Burch and D. P. Foster.

A. T. O. Wins Meet And S. C. Baseball

University of Oregon, Eugene, Or., May 10.—Interfraternity baseball and track is practically over at the University of Oregon. Saturday morning the Alpha Tau Omega fraternity won the track and field meet, taking 23 points of the total of 162, which were divided among 10 other campus organizations. The Sigma Chi received the first place silver cup in baseball by beating the Sigma Nus 3 to 4 Friday night. The second place cup is still awaiting the outcome of the Sigma Nu-Dormitory game.

Bert Ford, a freshman Kappa Sigma from Salem, was high point winner in the track meet, taking 23 of the 25 points that gave his fraternity third place. Ford won the 100 yard dash in 12.5 seconds, the 120 and 220 yard hurdles, and the 220 yard dash, and second place in the broad jump.

The ranking of the clubs were: Alpha Tau Omega 33, Beta Theta Pi 22, Kappa Sigma 25, Oregon club 14, Dormitory club 14, Sigma Chi 11, Iota Chi 11, Phi Delta Theta 9, Delta Tau Delta 8, Sigma Nu 6 and Phi Gamma Delta 2.

When writing or calling on advertisers, you will confer a favor by mentioning The Journal. (Adv.)

MISS CONNOR WILL CONTINUE ON WAY

Queenstown, May 10.—(U. P.)—One of the most vivid accounts of the Lusitania disaster was given by John Davis, a member of the crew. He said: "We had a sudden lurch as if we were coming near the Irish coast a sea fog sprang up and the engines were run down to half speed about 3 o'clock Friday morning when the ship was off Fastnet. Later the haze lifted somewhat and at 3 o'clock in the afternoon the ship began to zig zag but almost instantly afterward there was a powerful, but rather dull explosion. The torpedo had gone home and about 1000 pounds of explosives had entered and exploded on our port side."

"I may mention here that the bunkers are divided into sections, numbers one to four being in the forward part of the ship and, of course, well below the water line. The torpedo entered the second section and owing to its frightful power, tore divisions of the sections, hurling dust and coal all through the adjacent sections."

"I then heard the second explosion and that, in my opinion, expended itself in the fourth bunker section. The second section was beside the saloon entrance on the main deck and had the entire partitioned divisions given away at once there is no doubt that the total destruction of both passengers and crew would have been accomplished."

"The vessel took a big list to starboard, and I saw the water beginning to swell her around so as to make land, but she tilted too rapidly."

"No more of the sea for me. I have finished with it. The place is in the trenches to find and punish that race of hell hounds who are responsible for the most cruel, cowardly and dastardly outrage on record."

"We were ordered on deck, where we found the passengers already assembled."

"Arrangements were being made by the sailors to lower the starboard boats. These, owing to the great list, would naturally swing far out over the water, while the port boats were useless, owing to their falling inward toward the ship and the fact that they would have to slide down the steep side of the hull."

Children in Boat. "I got into a boat that would hold about 60 with William Cole, helped pick up several from the sea. To my knowledge five boats were lowered that should have held 100, but the one in which I was had 84 men, but 02 of these 14 were children. Two children had been separated from their father, who had been with the mother had her three babies with her."

"On pulling away from the ship we noticed she was settling fast by the head and listing to starboard at the same time. The great hull rising into the air assumed an angle which would soon have brought it to the perpendicular. But, as the form of the ship arose she seemed to shorten and, just as a duck dives, so disappeared the Lusitania."

F. J. Gauntlett, of New York and Washington, traveling in company with A. L. Hines, of the Newport News Ship-Building company of Philadelphia, said:

Realized Danger. "I was lingering in the dining saloon chatting with William Cole, when the first explosion occurred. We knew at once what had happened. Shortly after the ship listed perceptibly. I shouted to the others to get away. One of us then went to our state rooms and put on life belts."

"Going on deck, we were informed that there was no danger, but the how of the vessel was gradually sinking. The work of launching the boats began in a few minutes. Fifty or sixty entered the first boat. As it swung from the davits it fell suddenly and I think most of the occupants perished. The other boats were launched with the greatest difficulty, swinging free from one of these as it descended. I grabbed what I supposed was a piece of wreckage. I found it to be a collapsed boat. I had great difficulty in getting it open, finally having to tip the canvas with my knife."

"Soon another passenger came alongside and inquired the collapsible with me. We padded around and between us we rescued 30 people from the water. While we thus engaged I noticed that the Lusitania was gradually disappearing."

All Over in Twenty Minutes. "Many women and children under the protection of men were clustered along the lines of the collapsible. The ship plunged, heeling to an angle of nearly 20 degrees, these people slid toward the starboard side, dashing against each other. As the vessel finally the entire vessel was engulfed. "I heard only one explosion. The whole episode was over in less than 20 minutes."

A cabin steward gave a vivid account of the disaster.

"We were going about 15 knots an hour," he said, "and were seven or eight miles south of Galley head when we were struck by the first torpedo."

Quit Stomach Drugging

A physician says that in most cases of stomach trouble there is really no disease of the stomach at all, but just too much acid. Excessive acid prevents digestion, causes sour stomach, fermentation of food, gas, flatulency, the liver and intestines and causes great nervousness, weakness, sleeplessness, and "blues."

Quit drugging; simply take a teaspoonful of ordinary Bisurated Magnesia in a fourth of a glass of water to neutralize the excessive acidity and you will be all right.

It works like magic, you can eat what you want and sleep all night—no more walking the floor at three and four o'clock in the morning and suffering from extreme weakness and nervousness all the next day. Bisurated Magnesia is for sale by all druggists in powder or tablet form. Bisurated Magnesia, No. 25 E. 26th St., N. Y. C.

Advertisement for Cat's Paw Rubber Heels. Features a cat illustration and text: 'CAT'S PAW RUBBER HEELS. Protect you against slipping, and gives you step the safe buoyant lightness of the trained athlete. You get more than safety for your money when you buy Cat's Paw Heels. YOU get comfort—the extra quality of rubber gives greater resiliency—makes your step as easy as the cat's own. You get durability—the Foster Friction Plug not only prevents slipping, but makes them wear longer, because the plug is put where the jar and wear comes—gives that crisp little click to your step which keeps you out of the "gum shoe" class. And there are no holes to track mud and dirt—yet they cost no more than the ordinary kind—50c. attached—all dealers and repair men—black and tan. Get a pair of Cat's Paw Heels today. They will pay you daily dividends of satisfaction all summer. FOSTER RUBBER CO. 105 Federal Street, Boston, Mass. Original and Makers of the Foster Friction Plug which prevents slipping. We Use Catspaw Heels. Armishaw Bros. Shoe Co. Largest, Quickest and Neatest Shoe Repairers on Coast. 367 STARK ST. 128 BROADWAY

Advertisement for Goodrich Fair-Listed Tires. Features a tire illustration and text: 'The Verdict—convincingly and overwhelmingly for Goodrich. This company alone through the daily press of January 31st gave to the consuming public the most sweeping reduction ever made in tire prices. This established the only genuine Fair-List in existence on non-skid tires today. Goodrich prices were dated February 1st in ordinary course. Other tires were reduced in prices a few days later and the reduction dated back to February 1st. Every real price-reduction on tires has followed the lead of Goodrich. As always, Goodrich policy and Goodrich methods first gave the tire user the benefit of reduced prices. We lowered tire cost for every tire user when we did that. We were more than content to await the verdict. And that verdict is overwhelmingly and convincingly in favor of Goodrich Tires and of Goodrich Fair-List prices. We knew that the tire user was buying mileage-service—he was buying what the tires would do for him, rather than so much bulk rubber and fabric. We knew what our long years of rubber manufacture and tire-making had taught us. We knew we were making tires which had exactly the right amount of rubber and the right quantity of fabric to deliver exactly the right kind of service. We knew that too much rubber and too much fabric would be as detrimental to the service of the tires as too little. The tire user knows that Goodrich led in putting tire prices on their just and proper level. "Goodrich First" is the verdict of the motoring public, which knows that Goodrich first gave it the great benefit of Fair-List prices and which demands increasing thousands of GOODRICH FAIR-LISTED TIRES THE B. F. GOODRICH COMPANY, Akron, Ohio