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Ship's Band Plays "Nearer My God to Thee" as Titanic Sinks

Survivors Aboard the Rescue Ship Carpathia tell How they Stood by in Life Boats and Heard the Music Mingled with Groans of the Hundreds Awaiting Awful Death on the Decks of the Ill-Fated Liner

Death list reaches 1,601

Astor, Butt, Guggenheim, Straus Among Prominent Ones who Went Down with Ship--Titanic, Under Orders from General Offices, was Tearing Through the Ice Fields at Tremendous Speed--Passengers Say there were not Sufficient Life-boats.

New York, April 18.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of New Foundland on Monday morning last, carrying to death 1,601 of the 2,340 persons aboard, was told to the world in all its awful details for the first time tonight with the arrival in New York of the Cunard liner Carpathia, bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic account of the tragedy, these are the most silent:

The death list has been increased rather than decreased. Six persons died after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child, with the exception of those women who refused to leave their husbands, were saved.

The survivors on the life-boats saw the lights on the stricken her band playing and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank.

How The Titanic Sank.

How the Titanic sank is told by Charles F. Hurd, a staff correspondent of the Evening World, who was a passenger on the Carpathia, and who tonight furnished that newspaper with his account.

He gives the number of lives lost as 1,700. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which equalled, but could not exceed, the account says, that of John Jacob Astor, Henry B. Harris, Jacques Futrelle and others in the long list of first cabin passengers.

It was the explosion of the boilers, according to Mr. Hurd's account, which finally finished the Titanic's career. The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound, on the starboard quarter, admitted icy water, according to Hurd's story, which caused the boilers to explode and these explosions broke the ship in two.

Band Playing.

The ship's string band gathered in the saloon near the end, the narrative says, and played "Nearer My God to Thee." The account continues:

"The crash against the iceberg which had been sighted at only a quarter mile distance, came almost simultaneously with the click of the levers operated from the bridge which stopped the engines and closed the water-tight doors. Captain Smith was on the bridge a moment later, summoned all on board to put on life preservers and ordered the

lifeboats lowered.

"The first boats had more male passengers as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the 'women first' rule was rigidly forced.

"Officers drew revolvers, but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down caused many rumors, one that Captain Smith had shot himself, another that First Officer Murdoch had ended his life, but members of the crew discredit this rumor.

"Captain Smith was last seen on the bridge, just before the ship sank, helping others after the decks had been washed away. What became of the men with life preservers was a question asked by many since the disaster.

Dead Bodies Floated.

"Many of these, with life preservers, were seen to go down, despite the preservers, and dead bodies floated on the surface, as the life-boats moved away from the sinking Titanic.

"Mrs. Isidor Straus refused to leave her husband's side, and both perished together.

Survivor's Plight.

A passenger on the Carpathia, which rescued the Titanic's survivors, made the following statement:

"I was awakened at about half-past twelve at night by a commotion on the decks, which seemed unusual, but there was no excitement. As the boat was moving, I paid little attention to it and went to sleep again. About 3 o'clock again I awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life-boats were sighted and began to arrive—and soon, one by one, they drew up to our side.

"There were 16 in all and the transferring of the passengers was most pitiful. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags. Some of the boats were crowded, a few were not half full. This I could not understand. Some people were in full evening dress, others were in their night clothes and were wrapped in blankets. Those, with immigrants in all sorts of shapes, were hurried into the saloon on the Carpathia, indiscriminately, for breakfast. They had been in the open boats four and five hours in the most biting air I ever experienced. There were husbands without wives, wives without husbands, parents without children and children without parents. But there was no demonstration. No sob—scarcely a word spoken. They seemed to be stunned.

"Immediately after breakfast, Divine service was held in the saloon. One woman died in the life-boat, three others died soon

after reaching our deck—their bodies were buried in the sea at 5 o'clock that afternoon. None of the rescued had any clothing, except what they had on, and a relief committee was formed and our passengers contributed enough for their immediate needs. I was told by survivors that when the Titanic's life-boats pushed away from the steamer, she was brilliantly lighted, the band was playing and the captain was standing on the bridge giving directions. The bow was well submerged, and the keel rose high above the water. Suddenly the boat seemed to break in two. The next moment, everything disappeared. The survivors were so close to the sinking steamer that they feared the lifeboats would be drawn into the vortex. There were preparations for a brilliant party to be given on board the next evening.

"On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no blue water. At one time I counted thirteen icebergs."

Graphic Stories of Real Heroism.

E. Z. Taylor of Philadelphia, one of the survivors, jumped into the sea just three minutes before the boat sank. He told a graphic story as he came from the Carpathia.

"I was eating when the Titanic struck the iceberg," he said. "There was an awful shock that made the boat tremble from stem to stern. I did not realize for some time what had happened. No one seemed to know the extent of the accident. We were told that an iceberg had been struck by the ship. I felt the boat rise and it seemed to me that she was riding over the ice. I ran out on deck and then I could see ice. It was a veritable sea of ice and the boat was rocking over it. I should say that parts of the iceberg were 80 feet high, but it had been broken into sections probably by our ship.

"I jumped into the ocean and was picked up by one of the boats. I never expected to see land again. I waited on board the boat until the lights went out. It seemed to me that the discipline on board was wonderful."

Saved at Last Moment.

Colonel Archibald Gracie, U. S. A., the last man saved, went down with the vessel but was picked up. Colonel Gracie told a remarkable story of personal hardship and denied emphatically the reports that there had been any panic on board. He praised in the highest terms the behavior of both the passengers and crew and paid a high tribute to the heroism of the women passengers.

"Mrs. Isidor Straus," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat she steadfastly refused, and when the ship settled at the head the two were engulfed in the wave that swept her."

Colonel Gracie told of how he was driven to the topmost deck when the ship settled and was the sole survivor after the wave that swept her just before her final plunge had passed.

"I jumped with the wave," said he, "just as I often have jumped with the breakers at the seashore. By great good fortune

I managed to grasp the brass railing on the deck above, and I hung on by might and main. When the ship plunged down I was forced to let go and I was swirled around and around for what seemed to be an interminable time. Eventually I came to the surface, to find the sea a mass of tangled wreckage.

"Luckily I was unhurt and casting about managed to seize a wooden grating floating nearby. When I had recovered my breath I discovered a larger canvas and cork life raft which had floated up. A man, whose name I did not learn, was struggling toward it from some wreckage to which he had clung. I cast off and helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water.

At Break of Dawn.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the creaky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them and one or two made an effort to reach us but we had to warn them away. Had we made any effort to save them we all might have perished.

"The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible that I ever spent. Practically without any sensation of feeling, because of the icy water, we were almost dropping from fatigue. We were afraid to turn around to look to see whether we were seen by passing craft and when some one was facing astern passed the word that something that looked like a steamer was coming up one of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

Col. Gracie denied with emphasis that any man fired upon and declared that only once was a revolver discharged.

"This was for the purpose of intimidating some steerage passengers," he said, "who had tumbled into the boat before it was prepared for launching. This shot was fired in the air, and when the foreigners were told the next would be directed at them they promptly returned to the deck. There was no confusion and no panic."

Contrary to the general expectation, there was no jarring impact when the vessel struck, according to the army officer. He was in his berth when the vessel smashed into the submerged portion of the berg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2:22 a. m., for his watch stopped at that hour.

"Before I retired," said Colonel Gracie, "I had a long chat with Charles H. Hays, president of the Grand Trunk Railroad. One of the last things Mr. Hays said was this: 'The White Star, the Cunard and the Hamburg-American lines are devoting their attention and ingenuity in vying with them to obtain supremacy in luxurious ships and in making speed records. The time will soon come when this will be checked by some appalling disaster.' Poor fellow, a few hours later, he was dead.

Conduct of Colonel Astor.

"The conduct of Colonel John Jacob Astor was deserving of the highest praise," declared Colonel Gracie. "The millionaire New Yorker," he said, "devoted all his energies to saving his young bride, and Miss Force of New York, who was in delicate health. Colonel Astor helped us in our efforts to get her in the boat," said Colonel Gracie. "I lifted her into the boat and as she took her place Colonel Astor requested permission of the second

officer to go with her for her own protection.

"No, sir," replied the officer, "Not a man shall go on a boat until the women are all off." Colonel Astor then inquired the number of the boat, which was being lowered away, and turned to the work of clearing the other boats and in reassuring the frightened and nervous women.

"By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered every one to rush to starboard. This we did and we found the crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer, second vice president of the Pennsylvania Railroad, and George B. Widener, a capitalist of Philadelphia."

Colonel Gracie said that despite the warnings of icebergs, no slowing down of speed was ordered by the commander of the Titanic. There were other warnings, too, he said. "In the 24 hours' run, ending the 14th," he said, "the ship's run was 546 miles, and we were told that the next 24 hour would see even a better record posted. No diminution of speed was indicated in the run and the engines kept up their steady running. When Sunday evening came we all noticed the increased cold, which gave plain warning that the ship was in close proximity to icebergs or ice fields. The officers, I am credibly informed, had been advised by wireless from other ships of the presence of icebergs and dangerous flocs in that vicinity. The sea was as smooth as glass, and the weather clear, so that it seems that there was no occasion for fear.

No Indication of Panic.

"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. The few that were on deck early had taken their time to dress properly and there was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion. On the port side a glance over the side failed to show any evidence of damage and the vessel seemed to be on an even keel. James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the last women seen by Colonel Gracie, he said, was Miss Evans of New York, who virtually refused to be rescued, because, according to the army officer, "she had been told by a fortune teller in London that she would meet her death on the water."

A young English woman, who requested that her name be omitted, told a thrilling story of her experience in one of the collapsible boats which had been manned by eight of the crew from the Titanic. The boat was in command of the fifth officer, H. Lowe, whose actions she described as saving the lives of many people. Before the life-boat was launched, he passed along the port deck of the steamer, commanding the people not to jump in the boats and otherwise restraining them from swamping the craft. When the collapsible was launched, officer Lowe succeeded in putting up a mast and a small sail. He collected the other boats together; in some cases the boats were short of adequate crews and he directed an exchange by which each was adequately manned. He threw lines connecting the boats together two by two, and all thus moved together. Later on he went back to the wreck with the crew of one of the boats and succeeded in picking up some of those who had jumped overboard and were swimming about. On his way back to the Carpathia he passed one of the collapsible boats which was on the point of sinking with thirty passengers aboard, most of them in scant night clothing. They were rescued just in the nick of time."

ALLENS ARRIVE IN HILLSVILLE.

Group of Mounted Detectives, Armed With Guns Escort the Prisoners.

Hillsville, Va., April 22.—Six kinsmen, members of the Allen clan, which has for years terrorized the country side were brought here tonight from Roanoke, where for more than a month they have been prisoners, indicted for the five murders in the Carroll county courthouse here. A string of mud-covered conveyances, guarded by a group of horsemen armed with rifles and pistols, arrived at nightfall after a 15-mile drive from the nearest railroad station, giving Hillsville a thrill of excitement as tomorrow Floyd Allen, and his two sons, Claude and Victor, and his nephews, Sidna Edwards, Friel Allen and Bird Marion, will be formally arraigned and perhaps their trials begun in the same bullet-scarred courtroom where, on March 14, a hail of bullets assassinated the officers of the Carroll county court.

Tomorrow however acting Sheriff Edwards will search all persons entering the courtroom and for the first time in its history Carroll county court will be in session without the spectacle of weapons bulging from hip pockets or trouser belts.

Except for the Baldwin-Felts detectives, detailed by Governor Mann to guard the prisoners, no one will be permitted in the courtroom with arms on his person.

Interest centered tonight on the probable proceedings of the Morrow, especially, as to whether a change of venue will be granted. Neither the defense consisting of five attorneys, nor the prosecuting committee of four specially appointed would admit that they desired a change.

Counsel for the prosecution declared persons friendly to or terrorized by the Allens might hang the jury. The defense, for the most part, expressed themselves as satisfied that a fair trial could be obtained here.

Many residents are anxious that the dignity of the law be upheld by holding the trials here and indications tonight are that this view will prevail. A first venire of 24 was drawn today, not one of whom lives three miles of here.

Counsel for the defense outlined their plans informally. It will be argued that Floyd Allen shot only after he had been fired upon by court officers and that his son, Claude, and nephew, Friel Allen, fired in the excitement of the moment, but did not kill anyone. Sidna Edwards, Bird Marion and Victor Allen will deny having done any shooting. It was intimated by the defense that culpability for all five murders would be shifted to Sidna Allen and his nephew, Wesley Edwards, the only two members of the Allen clan still at large.

The prisoners were placed in the small brick jail near the courthouse, guarded by a squad of detectives.

The cavalcade of horsemen and carriages drew the attention of the entire mountainside, but no untoward accident occurred. Floyd Allen who was wounded during his pistol duel with Clerk Dexter Goad, the only court officer not killed, had to be carried into the jail from a buggy. His right knee was held rigid in a cast. Tears glistened in his eyes as he recognized a number of acquaintances. It was the first indication of emotion, as the cheerful composure of none of the group had hitherto been broken.

The Danger After Grip

lies often in a run-down system. Weakness, nervousness, lack of appetite, energy and ambition, with disordered liver and kidneys often follow an attack of this wretched disease. The greatest need then is Electric Bitters, the glorious tonic, blood purifier and regulator of stomach, liver and kidneys. Thousands have proved that they wonderfully strengthen the nerves, build up the system and restore to health and good spirits after an attack of Grip. If suffering, try them. Only 50 cents. Sold and perfect satisfaction guaranteed by E. H. Hennis Drug Co.