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WILMINGTON, N. C., FRIDAY MORNING, APRIL 19, 1912.

WHOLE NUMBER 13,880.

SHIP OF GLOBE DOCKS AND TELLS STORY

Carpathia Arrives With First News Direct From Titanic Which Went Down With Band Playing, Taking With Her to Death All But 745 of Human Cargo of 2,340 Souls.

New York, April 18.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of Newfoundland on Monday morning, last, carrying to their 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.

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. Among those lost was Mrs. Isidor Straus.

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

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general office of the line to make all the speed of which she was capable.

This was the statement made tonight by J. H. Moody, a quartermaster of the vessel, and helmsman on the night of the disaster. He said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash the record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer who was in command. Suddenly he shouted, 'Port your helm.' I did so, but it was too late. We struck the submerged portion of the iceberg."

Of the many accounts given by the passengers, most agreed that the ship when she struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel for the blow was a glancing one along her side.

The accounts also agree substantially that when the passengers were taken off on the life boats, there was no panic and that many wished to remain on board the Titanic, believing her to be unshakable.

Ship Cut in Two. The most distressing stories are those giving the experiences of the passengers in the life boats. They tell not only of their own suffering, but also the harrowing details of how they saw the great hulk of the Titanic recede in two, the after part sinking first amid a series of explosions, followed by the sinking of the forward part of the ship.

As this awful spectacle was witnessed by the groups of survivors in the boats, they plainly saw many of those whom they had just left behind leaping from the decks into the water.

J. Bruce Ismay, president of the International Marine, owner of the White Star Line, who was among the 70-odd men saved; P. A. S. Franklin, vice president of the White Star Line, and U. S. Senator William Alden Smith, chairman of the Senate investigating committee, held a conference aboard the Carpathia, soon after the passengers had come ashore tonight.

After nearly an hour, Senator Smith said he had no authority to subpoena witnesses at this time, but would begin an investigation at the Waldorf-Astoria Hotel tomorrow. He announced that Mr. Ismay had consented to appear at the hearing and that Mr. Franklin and the four surviving officers of the Titanic would appear before the committee.

Senator Smith was questioned as to the speed the Titanic was proceeding at when she crashed into the iceberg. He said he had asked Mr. Ismay, but declined to say what Mr. Ismay's reply was.

Mr. Ismay's Statement. Mr. Ismay tonight gave the following prepared statement regarding the Titanic disaster on the pier: "In the presence of the survivors of the catastrophe so overwhelming, my feelings are too deep for expression in words, and I can only say that the White Star Line of officers and employes will do everything humanly possible to relieve the suffering and sorrow of the relatives and friends of those who perished. The Titanic was the last word in shipbuilding. Every regulation prescribed by the British Board of Trade had been strictly complied with. The most experienced and skilful in the British service. I am informed that a committee of the United States Senate has been appointed to investigate the circumstances of the accident. I heartily welcome the most complete and exhaustive inquiry, and any aid that for my associates or our builders or navigators can render is at the service of the public and of the governments of both the United States and Great Britain.

Under these circumstances I must

defer making any further statement at this hour."

Mr. Ismay said that he left the ship in the last boat, one of the collapsible boats on the starboard side. "I do not know the speed at which the Titanic was going," said Mr. Ismay, "in reply to the question. She hit the iceberg a glancing blow."

The arrival of the Carpathia brought a vast multitude of people to the Cunard docks. They filled the vast pier sheds and overflowing the blocks, crowded the nearby streets in a dense throng, in reply to the question, she steadily, adding a funeral aspect to the scene. The landing of the survivors was attended with little excitement, the crowd standing in awed silence as the groups from the ship passed along.

The docking actually began shortly after 9 o'clock and the debarking of passengers was so quickly disposed of by the waiving of the usual formality that practically everything had been concluded by 10:30 o'clock. The crowds remained about the pier long after this, however, to get a glimpse of the rescuing steamer and to hear the harrowing stories which had been brought back by the ship.

Physicians and nurses went on board the Carpathia before any one was allowed to go down the gangway, but soon after the first-cabin passengers, women predominating, began descending the incline. Some walked unaided, some were assisted by friends, relatives and nurses, and some were on stretchers. Mrs. John Jacob Astor, now a widow, was met by her step-son, Vincent, and her sister, Miss Forster. They embraced with tears, hurried to an automobile and drove to the Astor town house.

The 200 and more steerage passengers did not leave the ship until 11 P. M. They were in a sad condition. Two women wept without ceasing and the few men there were very little clothing. A poor Syrian woman who said she was Mrs. H. H. Bush, bound for Youngstown, Ohio, carried in her arms a six-year-old baby girl. The child wore only a light calico dress, was bare-footed and bare-legged. "This woman had lost her husband, and three brothers," she cried.

One of the most sensational stories that came from the Carpathia was that of the chief engineer who had shot himself when they realized that the ship was doomed. These reports could not be confirmed; in fact, they were denied by most of the passengers, although one or two said they had heard there was some shooting.

The Titanic's four rescued officers were placed aboard the Red Star liner Lapland, for the night. They refused to talk, saying they were under instructions to give no information except to the Senate committee.

In a drizzling rain 250 policemen gathered early tonight at the Cunard Line piers at West Fourteenth street and North river preparatory to handling the crowds. Inspector McClusky, in charge of the squad and ropes, dotted with green lights were stretched for 75 yards in front of the piers to hold back the throngs. No one without a special permit was allowed beyond these ropes. As early as 8 o'clock automobiles in which vellees and silent men were seated, began arriving and by 8:30 a small crowd had already entered the great steel and concrete structure which covers the piers.

A small hotel across the way had been converted into headquarters for the newspapers and press associations and a meeting place for those who had been bereaved or had relatives aboard the Carpathia. Although there was no rule for silence, every one talked in whispers. In this assemblage there were those who hoped against hope that some dear one was alive, although the list of survivors had failed to show their names.

The police regulations were made more rigid as the evening wore on. All traffic on West street, directly in front of the piers, was diverted at 14th street on the north and at 13th on the south. Another line was drawn on the east at 11th avenue. Thus the entire block immediately in front of the piers was held sacred to those immediately concerned in the tragedy.

Shortly before 8 o'clock news came that the Carpathia was passing the Statue of Liberty. At that hour more than 50 automobiles were parking in front of the piers. The early arrival of the Carpathia at quarantine inside the customs officers, 150 of whom were on the pier under the direction of General Nelson P. Henry, surveyor of the port, who came to facilitate the landing of the survivors.

Five hundred friends and relatives had gathered inside the pier sheds at 8:30 o'clock, taking up their positions under the customs alphabetical arrangement, each one under the initial of the name of the survivor. The Carpathia at this time was a quarter of a mile down the Hudson and drawing near the docks. A stream of people was filing into the pier entrance and automobiles continued to take their places in the street.

A committee from the New York Stock Exchange, headed by E. H. Thomas, president, came to the pier (Continued on Page Two.)

THOUSANDS MORE FLOOD SUFFERERS

Yellow Waters Pour Over Richest Lands In Mississippi Delta

SQUARE MILES INUNDATED

Plight of Thousands of Homeless People is Pitiable—Levee at Angola Breaks—Fast Widening Breach at Beulah, Mississippi.

The break in the main line levee on the Mississippi river, yesterday, four miles below Rosedale, and another in Arkansas river, added 25,000 persons to the list of flood sufferers in Southern Arkansas, Northeast Louisiana and Northwestern Mississippi, the yellow flood pouring over the richest land in the country and inundating an area almost as large as the New England States.

The plight of thousands of homeless people is pitiable, hundreds are marooned in isolated places patiently awaiting to be carried to higher ground. Many have been without food for days and in dire distress for the want of clothing, food and bedding.

Officials of the national government have combined their forces with the State officials to carry relief to as many as possible. The need of motor boats and skiffs to be used in rescuing persons in trees and from house-tops is extreme, and all available rapid power and otherwise, has been bought or chartered by the officials.

The water is rising fast at Tallulah, La., and every effort is being made to carry the inhabitants to Milliker's Bend, where a temporary refuge camp will be established immediately to take care of 4,000. This camp is to be protected by the National Guard.

Urgent appeals from more than 8,000 persons have been received at Vicksburg, where a large camp will be established immediately under the protection of the Mississippi National Guard.

Baton Rouge, La., April 18.—The levee at Angola, on the east bank of the Mississippi river, 17 miles north of St. Francisville, broke at an early hour this morning, and at 9 o'clock the breach was reported widening rapidly. The levee broke at the head of the State convict farm and 2,000 acres of planted cane will be wiped out. The damage will be confined to a small section of West Feliciana parish in the vicinity of Angola.

Greenville, Miss., April 18.—The flood coming through a fast widening breach in the Mississippi river dyke, near the town of Beulah, Miss., is spreading rapidly over the fertile delta lands of Mississippi today. Already practically the entire southern half of Bolivar county is under water, and before it flows back into the Mississippi the water will take its toll of several counties.

The Deer Creek ridge will probably divert the water from this city, but if it should break through the ridge, the eight-foot protection levee is dependent on to save the city.

Back water probably will find its way into the town of Rosedale, 15 miles to the north of the break. Bogue Phalia, Deer Creek and Lake Bolivar will act as reservoirs for the flood, the Yazoo and Sunflower rivers finally taking it on and carrying it back into the Mississippi.

Gasoline launches were sent from this city and Rosedale early today to begin an exploration of the inundated territory in search of refugees. If any persons are lost it is believed the number will be small, as preparations had been made at all the important towns and settlements for flight should the water come through.

A crevasse occurred late last night on the Hughes plantation, in Bolivar county, four miles south of Beulah, and about 40 miles north of Greenville. The levee at this point is of soft sand for a mile or more and will crumble rapidly. When the embankment gave way 150 feet of the earth-work collapsed. This morning the gap is almost 1,000 feet wide.

Resume From New Orleans. New Orleans, April 18.—With the exception of the break in the levee at Angola, La., inundating about 6,000 acres of the State's farm today, there was no material change in the Mississippi situation tonight. The need of food and other supplies for 30,000 or more flood sufferers in Southern Arkansas, Northeast Louisiana and Northwestern Mississippi is imperative, and only temporary relief is in sight. Supplies are on the way from both Memphis and New Orleans.

The situation north of Vicksburg is growing alarming because of the break in the levee near Beulah, Miss., last night. The crevasse is rapidly widening and the floods are slowly but surely spreading over Washington, Bolivar, Sharkey and Sunflower counties, Mississippi.

SUPPOSED EGGMAN ARRESTED

Raleigh Police and Detectives Take Young Tramp Suspected of Having Been Implicated in Hillsboro Bank Robbery

(Special Star Telegram.) Raleigh, N. C., April 18.—The Raleigh police and detectives, co-operating, arrested today and have carried to Hillsboro a young man, apparently a tramp, suspected of implication in the Hillsboro bank robbery, in which the Bank of Orange was dynamited and over \$5,000 taken from the wrecked vaults.

The arrest is a development of about the only clue that the detectives have to work on in tracing anyone who can be suspected of the robbery. There were three white men and two negroes who slept in the woods near Hillsboro on the night of the robbery, and had a camp fire. The young man just arrested here admits that he and two white "pals" and two negroes whose names are also known to the officers, had the camp. On the day after the robbery the boy just arrested and a pal were seen at the union station here and later detectives came trailing the campers who were in the Hillsboro woods. Descriptions given pointed to the young man seen here.

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INCIDENTS ON THE SINKING STEAMER

Col. Archibald Gracie, Picked Up From The Sea, Tells a Vivid Story

PRaises HEROISM OF CREW

Tells How the Band Played "Nearer My God to Thee" as Giant Liner Plunged to the Bottom of the Atlantic.

New York, N. Y., April 18.—Mr. E. Z. Taylor, of Philadelphia, one of the survivors of the Titanic disaster, 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 boat struck the iceberg," he said. "There was a 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 broken into sections probably by our ship.

I jumped into the ocean and was picked up by 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."

Col. Archibald Gracie, U. S. A., the last man saved, went down with the vessel, but was picked up. He was met tonight by his daughter, who had arrived from Washington, and his son-in-law, Paul H. Fabricius, Col. Gracie told a remarkable story of personal hardship and denied emphatically 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. Isador 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 of them were engulfed in the wave that swept her."

Col. 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 was forced with the waves," he said, "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 my teeth and hair. When the ship plunged down I was forced to jump with the waves and was forced to the surface. Eventually I came to the surface, to find the sea a mass of tangled wreckage.

"Lucky I was unharmed and casting about in vain 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 me from some wreckage to which he had clung. He was a man of about 40 years of age, and I helped him to get up on the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water.

"When dawn broke there were 30 of us on the raft, standing knee deep under the water and afraid to move lest the cranky 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 made an 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 who 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 near the breaking point."

Col. Gracie denied with emphasis that any men were 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 a boat before it was prepared for launching. This shot was fired in the air, and when the foreigners were told the next day that they were to be fired upon, they were 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 iceberg 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 Col. Gracie, "I had a long chat with Charles E. (Continued on Page Four.)"

SURVIVORS STATE THE FACTS

A Committee of Passengers on the Titanic Tell of Great Marine Disaster—Didn't Have Enough Life Boats

New York, April 18.—The following statement issued by a committee of the surviving passengers was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

On Sunday, April 14th, 1912, at about 11:40 P. M., on a cold, starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:20 A. M. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock, midnight, and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit; all honor to them.

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 850 in the following boats: 14 large life boats, 2 smaller boats, and 4 collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of collision was: First-class, 330; second-class, 320; third-class, 700; one 4th seaman, 38; stewards, 96; firemen, 71. Total, 210 of the crew. The total, about 775 saved, was about 80 per cent of the maximum capacity of the life boats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of life boats, rafts, etc., lack of trained seamen to man same—stokers, stewards, etc., are not efficient boat handlers; not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats; absence of searchlights.

"The board of trade rules allow for entirely too many people on board to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above the water, and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number of the boats would hold. Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out; and officers should be armed at boat drills. Greater reduction in speed in fog and damage if a collision actually occurs is liable to be less. In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible."

WARSHIPS BOMBARD FORTS

One Turkish Soldier Killed in Engagement at the Dardanelles Constantinople, April 18.—It is officially announced that 27 Italian warships today bombarded the forts Kildibasi at the entrance of the Dardanelles for two and a half hours. They then withdrew.

One Turkish soldier was killed. It is understood that during the retreat fire from the forts a shell struck and badly damaged one of the warships. The forts have proclaimed a blockade of the Dardanelles.

Washington, April 18.—The Census Bureau today issued its report showing cotton seed statistics for the 1911 crop as follows: Cotton seed crushed, 4,918,967 tons; linters obtained 558,680 bales of 500 pounds gross weight; number of establishments 844.

Did you ever go through an automobile factory? Go to the Academy Friday night, April 19th, and take a look at the \$25,000 film of moving pictures. It is entirely free, and the public is cordially invited.

REWARD—Suitable reward for return of seven-dollar diamond brooch to "X" care Star office.

CONGRESS BEGINS TITANIC INQUIRY

Senate Committee Has Subpoenas For Persons on Board Carpathia.

Washington, April 18.—Bearing subpoenas for certain persons aboard the Carpathia, whose names were not disclosed, Senator Smith, of Michigan, and Senator Newlands, of Nevada, two members of the Senate subcommittee which will take the first steps in the Congressional investigation of the Titanic disaster, went to New York today to meet the rescue ship. Senator Bourne, the third member of the sub-committee, joined them there tonight.

NAMES ARE NOT DISCLOSED

First Steps Are Taken to Clear Up Mystery of White Star Liner's Sinking and Great Loss of Life

The sub-committee intends to subpoena every one on the Carpathia who might throw any light upon the causes of the catastrophe. Any doubts as to the powers of the Senate to command testimony by J. Bruce Ismay, managing director of the White Star Line or other officers of the company because they are foreign subjects, was dispelled today. Secretary Nagel, after talking with President Taft, declared there was no question of the jurisdiction of the Senate to summon any witnesses who are in United States territory.

Secretary Nagel, Supervising Inspector General, of the steamboat inspection service; Sergeant-at-Arms Ransdell, of the Senate, and his assistants accompanied the Senators, with a party of others who went to meet friends or relatives aboard the Carpathia.

Mrs. Champ Clark and Miss Genevieve Clark, Representatives Levy and Goldfogge, of New York, and other members of the House, were among these.

Chairman Smith said he expected to return tomorrow night or Saturday and that the investigation would be immediately proceeded with and pressed vigorously.

Committees of both houses of Congress today ordered favorably reported bills designed to simplify wireless work and conserve the efficiency of that service.

If the steamship officials should refuse to respond to the committee's inquiries, it was suggested that steps could be taken to penalize vessels entering harbors without compliance with American requirements and that other action might be considered.

"We are not going into this matter with a club," said Chairman Smith, when this point was raised. "We will proceed cautiously and conservatively."

Secretary Nagel went to New York to make certain that immigrants to the United States who survived the Titanic disaster will receive sympathy and lenient treatment.

Secretary Nagel pointedly intimated that there would be practically a complete relaxation of all stringent immigration regulations in connection with the aliens who fortunately escaped a grave in the sea.

BEAUFORT COUNTY ENTERPRISE.

Ginning and Milling Co.—Construct Barges—Primaries Called. (Special Star Correspondence.) Washington, N. C., April 18.—Letters of incorporation have recently been granted to the Beaufort County Union Milling & Ginning Company, of Chocowinity township. It is the purpose of the company to do a general ginning and milling business. The authorized capital is \$125,000 with 8840 paid in. Among the stockholders are W. E. F. Patrick, J. N. Hill, Milton Hill, C. R. Elks and others. The new company will commence business as soon as the manufacturing plant can be erected and the machinery installed.

At a recent meeting of the Democratic County Executive Committee, it recommended that the Board of Elections call the primary for the nomination of State and district officers on May 18th, and the county convention is called to meet on Saturday, May 25th, for the purpose of selecting delegates to the State convention.

Mr. W. M. Chauncey, manager of Farrow's Marine Railway and Shipbuilding Company, of this city, has recently closed a contract for the construction of two mammoth log barges for the Inter-State Coopers Co., of Belhaven, N.