

State Library

THE REIDSVILLE TIMES

DEVOTED TO THE ADVANCEMENT OF REIDSVILLE AND THE STATE AT LARGE.

VOL. XIII.

REIDSVILLE, N. C., FRIDAY, AUGUST 24, 1888.

NUMBER 21.

Piedmont Air-Line Route.

Richmond & Danville Railroad.

Condensed Schedule in Effect June 24 1888

Trains Run by 75° Meridian Time.

DAILY.

SOUTHBOUND.

NO. 50.	NO. 52.
Le New York, 12:15 a.m.	6:30 p.m.
Le Philadelphia, 7:30 a.m.	4:37 p.m.
Le Baltimore, 9:45 a.m.	3:43 p.m.
Le Washington, 11:30 a.m.	11:00 a.m.
Le Charlottesville, 3:40 p.m.	9:40 a.m.
Le Lynchburg, 5:50 p.m.	5:30 a.m.
Le Richmond, 3:10 p.m.	2:30 a.m.
Le Danville, 5:17 p.m.	4:24 a.m.
Le Greensboro, 5:57 p.m.	5:05 a.m.
Le Winston Branch, 6:13 p.m.	5:20 a.m.
Le Danville, 8:30 p.m.	9:20 a.m.
Le Greensboro, 10:35 p.m.	9:42 a.m.
Le Goldsboro, 4:20 p.m.	8:10 p.m.
Le Raleigh, 5:00 p.m.	1:45 a.m.
Le Durham, 6:04 p.m.	3:12 a.m.
Le Chapel Hill, 6:20 p.m.	3:40 a.m.
Le Salisbury, 6:37 p.m.	4:06 a.m.
Le Greensboro, 8:35 p.m.	7:40 a.m.
Le Salem, 4:15 p.m.	6:30 a.m.
Le High Point, 11:15 p.m.	10:16 a.m.
Le Salisbury, 12:01 a.m.	11:18 a.m.
Le Statesville, 1:51 a.m.	12:12 p.m.
Le Asheville, 7:28 a.m.	4:38 p.m.
Le Hot Springs, 9:15 a.m.	6:10 p.m.
Le Salisbury, 12:20 a.m.	11:23 a.m.
Le Concord, 1:10 a.m.	12:01 p.m.
Le Charlotte, 1:55 a.m.	12:37 p.m.
Le Spartanburg, 4:40 a.m.	3:37 p.m.
Le Greenville, 5:25 p.m.	4:22 p.m.
Le Atlanta, 11:00 a.m.	9:40 p.m.

NORTHBOUND.

NO. 51.	NO. 53.
Le Atlanta, 4:00 a.m.	7:10 a.m.
Le Greenville, 1:05 a.m.	5:10 a.m.
Le Spartanburg, 2:18 a.m.	3:58 p.m.
Le Charlotte, 4:50 a.m.	5:30 p.m.
Le Concord, 6:22 a.m.	6:30 p.m.
Le Salisbury, 7:32 a.m.	7:50 p.m.
Le High Point, 8:23 a.m.	8:15 p.m.
Le Greensboro, 8:40 a.m.	8:34 p.m.
Le Salem, 10:00 a.m.	11:24 a.m.
Le High Point, 11:55 a.m.	3:10 p.m.
Le Salisbury, 12:33 p.m.	4:30 a.m.
Le Chapel Hill, 1:15 p.m.	4:50 a.m.
Le Raleigh, 1:55 p.m.	5:35 a.m.
Le Goldsboro, 4:10 p.m.	11:45 a.m.
Le Danville, 6:47 a.m.	10:30 p.m.
Le Winston Branch, 12:25 p.m.	1:25 a.m.
Le Greensboro, 1:41 p.m.	1:45 a.m.
Le Danville, 1:35 p.m.	3:38 a.m.
Le Richmond, 3:30 p.m.	5:50 a.m.
Le Lynchburg, 1:40 p.m.	12:55 a.m.
Le Charlottesville, 2:55 p.m.	3:05 a.m.
Le Washington, 7:35 p.m.	7:00 a.m.
Le Baltimore, 8:30 p.m.	8:02 a.m.
Le Philadelphia, 3:10 a.m.	1:43 p.m.
Le New York, 6:30 a.m.	1:30 p.m.

SLEEPING CAR SERVICE.

On Trains 50 and 51, Pullman Buffet sleeper between Atlanta and New York.

On Trains 52 and 53, Pullman Buffet sleeper between Washington and Montgomery.

On Trains 54 and 55, Pullman Buffet sleeper between Richmond and Greensboro.

On Trains 56 and 57, Pullman Buffet sleeper between Greensboro and Raleigh.

On Trains 58 and 59, Pullman Buffet sleeper between Salisbury and Knoxville.

Through tickets on sale at principal stations at all points. For rates and information apply to any agent of the company, or to J. S. POTT, Div. Pass. Agt., Richmond, Va.

W. A. TURK, Div. Pass. Agt., Raleigh, N. C.

Cape Fear & Yadkin Valley Railroad

CONDENSED SCHEDULE NO. 2.

Taking effect 5.00 a. m., Monday, June 11, '88

TRAINS MOVING NORTH.

Passenger & Mail.	Freight & Accommod'n
Le New York, 6:00 a.m.	1:15 p.m.
Le Philadelphia, 7:05 a.m.	3:30 p.m.
Le Baltimore, 7:15 a.m.	3:35 p.m.
Le Washington, 6:40 a.m.	3:15 p.m.
Le Charlottesville, 9:15 a.m.	9:25 a.m.
Le Lynchburg, 11:15 a.m.	11:43 p.m.
Le Richmond, 11:15 a.m.	2:29 p.m.
Le Danville, 2:39 p.m.	7:25 p.m.
Le Greensboro, 3:00 p.m.	10:15 a.m.
Le Winston Branch, 7:34 a.m.	5:15 p.m.
Le Danville, 7:00 p.m.	5:15 p.m.

No. 1—dinner at Greensboro.

TRAINS MOVING SOUTH.

Passenger & Mail.	Freight & Accommod'n
Le New York, 5:15 a.m.	10:15 a.m.
Le Philadelphia, 6:20 a.m.	12:30 p.m.
Le Baltimore, 6:30 a.m.	12:35 p.m.
Le Washington, 6:00 a.m.	12:15 p.m.
Le Charlottesville, 8:30 a.m.	8:25 a.m.
Le Lynchburg, 10:30 a.m.	10:58 a.m.
Le Richmond, 10:30 a.m.	3:29 p.m.
Le Danville, 3:54 p.m.	7:25 p.m.
Le Greensboro, 4:15 p.m.	10:15 a.m.
Le Winston Branch, 8:50 a.m.	5:15 p.m.
Le Danville, 8:15 p.m.	5:15 p.m.

No. 2—breakfast at Greensboro.

No. 3—dinner at Greensboro.

FACTORY BRANCH, FREIGHT AND ACCOMMODATION

Trains Moving North.

Le New York, 7:30 a.m.
Le Philadelphia, 8:00 a.m.

Trains Moving South.

Le New York, 3:30 p.m.
Le Philadelphia, 4:30 p.m.
Le Baltimore, 5:15 p.m.

Freight and Mail Trains run daily except Sunday.

Light and Accommodation Trains run from New York to Greensboro and return on Mondays, Wednesdays and Fridays; from Greensboro to New York on Tuesdays, Thursdays and Saturdays; and from Greensboro to Philadelphia on Mondays, Wednesdays and Fridays.

Trains on Factory Branch run daily except Sunday.

W. E. KYLE, General Passenger Agent.

J. W. FICY, General Superintendent.

"There are," says the New York Tribune, "about twice as many women as men in Yucatan, notwithstanding the fact that the whole social system of the country seems to be constructed for the especial benefit of the masculine third of the community. N. B.—The men made it."

The women of Hurley, Wis., have petitioned Governor Rusk to close up the mines of that place.

WASHINGTON, D. C.

IN THE HOUSE AND SENATE.

What Our Lawmakers are doing at the National Capital.

TUESDAY—HOUSE.—Mr. O'Neil, of Missouri, had the clerk read an article in a Washington paper to the effect that the efforts of the Democrats in the House to pass a bill for the relief of Cherokee freedmen was the result of a bargain with the freedmen's attorney, J. Milton Turner, and was intended as a compensation to him for his services in the Indianapolis colored convention.

Mr. O'Neil desired to brand the statement as an absolute lie.

The House then went into a committee of the whole on general appropriation bills.

In the call of the House a bare quorum was shown, but no quorum developed when the question re-occurred on the sitting aside of the fortification bill, and at 3:30 the House adjourned.

The consideration of the fisheries treaty was then resumed.

The Presidential vetoes of three pension bills were presented and referred.

After a brief secret session the Senate, at 8 p. m. adjourned.

WEDNESDAY—The House went into committee of the whole on the fortification appropriation bill.

The pending point of order against the establishment of a gun factory at Watervliet, N. Y., was withdrawn.

Mr. Nutting, of New York, offered an amendment appropriating \$50,000 for the erection of a dock and appliances at some point on Lake Ontario for the building of armed ships. This led to a long discussion, but the amendment was finally rejected.

The bill was then reported to the House and went over until to-morrow, and the House at 5 o'clock adjourned.

SENATE.—The Sherman resolution offered yesterday, calling on the Secretary of the Treasury for statement of amounts deposited in the National Banks on August 1, 1888, was passed. Mr. Morgan then resumed his argument in favor of his resolution to postpone the fisheries treaty until December. After remarks by Platt, George and Chandler, Mr. Vest said that no treaty could be ratified by the Senate which had been negotiated by Cleveland's administration by the man who was a living barrier to the Republican party gaining power.

On motion of Mr. Frye it was ordered that the vote on Mr. Morgan's motion should take place at noon to-morrow.

The conference report on the army appropriation bill was presented. The Senate then at 6:15 adjourned.

THURSDAY—HOUSE.—The fortification appropriation bill passed this morning without division.

After much flustering and endeavor to get the pension bill considered, Mr. Barnes, of Missouri, in moving to adjourn, expressed his regret that at this late date of the session consideration had been refused to the general appropriation bill, which ten thousand veteran Union soldiers were interested. He blamed nobody, but he gave notice that he would, from day to day, as long as he was able to stand upon his feet, demand the consideration of the deficiency bill.

FRIDAY.—Tactics on a proposition to assign certain days for the consideration of the general pension legislation, and to take up the general deficiency bill, consumed the time of the session of the House.

A bill was passed in the Senate prohibiting the mailing of obscene or libelous matter in transparent envelopes and display coverings. The bill fixes a penalty of from one to ten years imprisonment, and a fine of from \$1,000 to \$5,000 for violating the law.

At 2 p. m. the fisheries treaty was taken up in open executive session.

Mr. Morgan at 2:15 p. m., took the floor and addressed the Senate in favor of the fisheries treaty. At 3:35 the Senate adjourned until Monday, at 11 a. m.

SATURDAY.—The discussion of the Senate bill to restrict Chinese immigration took up most all the time of the House. During the debate Gen. Harrison was severely criticized for his record on the Chinese question.

MONDAY.—The House spent most of the day discussing the Chinese immigration restriction bill, which after considerable debate was passed with the Senate amendment, providing that the repealing clause shall go into effect only upon the ratification of the pending treaty. The House then at 5:35 adjourned.

SENATE.—Discussion of the fisheries treaty took up most of the time of the Senate. Mr. Morgan spoke for two hours in favor of the ratification, and was followed by Senator Hear in opposition. Mr. Gray supported the treaty and at half past five Mr. Morgan again took the floor, but at 6 p. m. the Senate adjourned, leaving Mr. Morgan half an hour in which to conclude the debate before the vote was taken.

WASHINGTON NOTES.

So far this session eleven million copies of the Congressional speeches have been folded and sent out from the House folding room. This is the largest ever known. Seven million being the greatest number in one session heretofore.

Robust Mail Carriers.

In many of the back districts of Kentucky the mails are often carried as far as thirty-five miles by men who walk the whole distance once a day. A local paper thus describes one of these sturdy carriers: "Mr. Dougherty is very accommodating to persons living along the line (he ought to be). He will carry a saddle, two-horned, heavy green dog, if he has one too big, and he is offered a ride. He will ride a horse through for any one for a quarter, and carry the mail pouches on his shoulder."

YELLOW FEVER.

Better Reports From the Infected Districts.

In the first stage of the epidemic the daily death rate was enormous, there being as high as thirty deaths in one day in Jacksonville, Fla., alone. This city and Tampa, Fla., were the worst afflicted. The work of disinfecting goes actively forward. The sanitary force has been increased to nearly 300 men. Many places are found in a decidedly unhealthy condition, especially the premises of citizens who have fled.

Tar and pitch fires and the booming of cannon are kept up constantly. The committee on canning and law batteries firing at different points night and morning. Money for the relief committee is coming in, and telegrams have been received from many cities offering municipal assistance. Representatives in Congress have sent telegrams offering to lend their aid towards the passage of the appropriating \$200,000.

The establishment of a mail fumigation station one hundred miles from Jacksonville instead of in the city is creating no end of trouble and the delay is completely paralyzing business. Superintendent Turner has ordered that all mail from Florida shall be concentrated at a fumigation station near Waycross, Ga., and be thoroughly fumigated and forwarded to its destination. No mail will be sent to any route through an infected quarantined district, but will be delivered by day over whatever routes may be necessary to reach it, through the office of destination without passage through the infected territory. All adjoining Southern cities have established quarantine.

THAT GOLDSBORO, N. C., CASE.

The board of health is issued the following:—We, the undersigned members of the board of health, of Goldsboro, declare that there has not been, and there is not now, a single case of yellow fever in this city. The only case that could have given rise to the report that there was yellow fever here was the case of a young man who came from Florida and went direct to his father's residence, one mile from the city, and was taken sick, which case was pronounced yellow fever. The place being quarantined and isolated, we apprehend no danger, and so declare to all people. [Signed] J. E. Peterson, Mayor; Jas. Spicer, M. D., Supt. Health; C. L. Kirby, M. D.; W. H. H. Cobb, M. D.

Grasshopper Traps.

There are three principal methods of destroying the insects. Where the land has been plowed for wheat none hatched out, as inverting the soil destroyed the eggs, and no hoppers were found in the fields of growing wheat. But from adjoining fields, especially those where wheat was grown, they came in and abandoned without plowing, they came in armies, sweeping the fields before them. In traveling this way a line of march is formed before which every green thing disappears. When Dr. Luggler left some fields were eaten into several rods. The method adopted prior to the arrival of hoppers and tar was to dig a ditch one foot deep and two feet wide just in advance of the approaching host. A few inches of straw is then placed in the bottom and the locusts are driven into it by walking slowly along behind them. They cannot jump up and are burned, or, if straw is not to be had, they are killed by drawing a by through the ditch. The tar is used by placing it in a shallow sheet iron pan two feet wide and eight feet long, with a wide board fastened to one side. This is drawn sidewise across the field, the hoppers jumping against the board and falling into the tar, where they perish. But the handiest, most rapid, and most complete method is to use kerosene on canvas, against which the pests jump. Strong muslin or canvas, yard wide and fifteen feet long, is stretched on a frame and carried on a sled-like arrangement pulled by a team. The canvas slants back, and is constantly saturated with kerosene. Every one that hops against this and touches his body to the oil dies instantly. One barrel of kerosene will go over about one hundred and twenty acres, and will kill two hundred bushel or more. Each farmer is given one barrel of oil, and promises to use it only for destroying insects.—*Minneapolis Tribune.*

A Father's Marvelous Feat.

In the forest of Esterel, France, a man and woman were at home, recently, and not far off a babe—in infant 6 months old—was lying in its cradle, which had been moved to the front of their cottage in order that the little cherub might inhale the fresh air under the watchful gaze of its fond parents. Suddenly a gale was heard, and an enormous eagle, swooping down from the certain sky, seized the babe with beak and claws, and began to soar one more toward the sun, when the distracted father, rushing madly into his hut, took up a gun. Without a moment's hesitation the mar pointed his weapon at the cruel bird and fired. The eagle dropped earthward as dead as a door nail, and its slayer now achieved another feat which would have won him any amount of applause at Lord's. He held out his hands and caught the child as it fell, the little one escaping without so much as a scratch, and returning from its journey into mid-air as "bright as a button."—*London Telegraph.*

The Moorish National Kuskoo.

In diet the Moorish men are very abstemious, they consider much eating vulgar. They have, however, says a correspondent of the *Commercial Advertiser*, one national and universal dish, like beans to Boston, or rice to the South. It is called by them kuskoo, and is made of the finest part of the wheat flour, rolled into small pellets the size of grains, and left to dry in the sun. For table use it is steamed over a pot of boiling sheep or goat meat, which is flavored with onion and nutmeg, and stewed around this dish oatmeal when sent to the table. Kuskoo or kuskoo is garnished every stew, and is not a dish to be despised. It is a universal. I first ate it under the impression that I was eating grains of steamed barley, but soon after learned my mistake.

RAILROAD NEWS.

Some General Information, New Enterprises, etc.

Sol Haas, traffic manager of the Associated Railroads of Virginia and the Carolinas has resigned that position to accept a similar position with the Chesapeake and Ohio road. Mr. Haas has been connected with the Atlantic Coast Line and Richmond and Danville roads for the past eight or ten years. By his tact and business ability he has made himself very popular, and his resignation will be regretted by the officers of the road and other who have had dealings with him. Mr. Haas in the future will be located at Cincinnati, Ohio.

SALE OF THE VIRGINIA AND CAROLINA.

The Virginia and Carolina railroad, its rights of way, works and properties, which were sold at Richmond, under a decree of the Chancery Court of Richmond, in the case of the city of Petersburg against the railroad company, was bought in by a Richmond gentleman for Moncure Robinson and others, guaranteed stockholders for \$165,000. The sale is subject to a debt of \$101,640 due the city of Petersburg, which is a lien on the property of the purchaser.

This line, when completed, will be sixty miles long, extending from Petersburg to Ridgway, N. C.

Manufacturing Peach Baskets.

One of the most important industries on the Delaware peninsula is the manufacture of peach baskets. A leading dealer says that the manufacturing season begins about the 1st of April and continues until the end of August. During that time the many factories all over the peninsula are pushed with work, hundreds of men and boys are kept busy nailing the baskets and many more are engaged in various departments of the work. The price paid for nailing is \$1 per hundred, and a good nailer can put up from 150 to 200 a day.

The ordinary peach basket is composed of twelve staves and four hoops. The staves are made of gum and the hoops of oak and Southern pine. It is not uncommon to see logs cut, hauled to the mill, steamed and made into baskets the same day.

The cost of making a basket, including timber, nailing and wear and tear on tools, is about three cents. The baskets are sold directly to the growers, but immense quantities are shipped to wholesale dealers in Northern cities. Improvements are being constantly made in the manufacture of baskets, and it is expected that a gift peach basket will be made the coming season to retail at three cents or even less.—*New York Mail and Express.*

South America's West Coast.

The products of the countries on the west coast of South America, are sugar, coffee, cocoa and cotton, while those of the towns are "panama hats" and fleas. In each of the ports the natives are busy braiding hats from vegetable fibres, and the results of their labor find a market at Panama and in the cities of the coast, where, as in Mexico, a man's wealth is judged by the size of his hat. The hats are made of the bark of the cactus plant, the leaves of which are often several yards long. When cut, the leaf is dried and then whipped into shreds almost as fine and tough as silk. Some hats are made of single fibres, without a splice or an end from the centre of the crown to the brim, and others are made of three months to make them, and the best ones are braided under water as the fibre is more pliable when immersed. The cost of a single hat is sometimes \$250, but such hats are a lifetime, and can be packed in a vest pocket or worn inside out, each side being as smooth and well finished as the other.

The natives make beautiful cigar cases too, but it is difficult for a stranger to purchase either these or the hats, because they have an idea that all travelers are rich, and will pay any price that is asked. One old lady produced a cigar case, such as are sold in Japanese stores for \$1 or \$2, and politely offered it to sell for \$20. When I told her I could get a silver one for the price, she came down to \$18, then to \$13, and finally to \$1. They have no idea of the value of money, and are habitually imposed upon by local traders, who exchange food for their work at merely nominal rates, and then sell the hats at enormous figures.—*American Magazine.*

The Match City.

The busy little city of Akron, Ohio, thirty-five miles from Cleveland and two hundred and fifty miles from Cincinnati, which owes its prosperity to the diversity and healthy condition of its manufacturing industries, enjoys the expected distinction of producing more matches than does any other town or city in the United States.

The united product of the Akron factories of the Diamond Match Company and the Miller Match Company reaches the seeming fabulous count of nearly one hundred million matches per day. If these matches were laid singly end to end they would form an unbroken line something like three thousand miles long, while a sufficient quantity is made in eight days to encircle the globe. To pack this enormous output in paper boxes requires the annual consumption of over one thousand tons of straw, paper, or straw board, as it is called.

A trip through these great factories will well repay the studious observer. The machinery which turns out matches and paper boxes seems almost human in intelligence and dexterity; while the nimble fingers of the young ladies who pack the matches in boxes must be seen to be appreciated.

A singe match seems a trifling thing, and one can hardly realize that these two factories alone consume in the manufacture about eight million feet of lumber annually, while untold quantities of chemicals are worked up in their laboratories.—*Cincinnati Enquirer.*

POLITICAL NEWS.

Gen. Harrison was fifty-five years old Monday.

Dr. Abernathy has retired from the Prohibitionist State ticket in North Carolina and says the third party will damage the cause of Prohibition.

James L. Curtis, of New York, and James N. Greer, of Tennessee, for President and Vice-President, were nominated by the American party in session at Washington last week.

The New York Democratic State convention has been called to meet at Buffalo on September 12 to nominate candidates for Governor, Lieutenant Governor and Judge of the Court of Appeals.

Hon. George O. Jones, chairman of the national committee of the Greenback party, issued a call for a National Convention September 13th next, to nominate candidates for President and Vice-President of the United States.

It is reported that Blaine has advised the Republican Senators to bring in no tariff bill and leave the whole responsibility for tariff legislation with the Democrats.

It is announced that a proposition is under consideration by the Democratic campaign managers for a joint discussion of the tariff question by Speaker Carlisle and Mr. Blaine.

News from Texas indicates that the Republicans are going to make a pretty hard fight in the wool growing districts of Texas.

In the Connecticut Democratic Convention Hon. Morgan Bulkeley was nominated for Governor by acclamation.

Wiley Shook, a leading Republican of North Carolina, and editor of the *Clyde Register*, has declared he will vote for S. M. Finger, Democrat. Shook was a delegate to Chicago and his defection is a severe blow to the Republicans.

Gen. Lew Wallace, the distinguished author of "Ben Hur" and life-long friend of Gen. Harrison, has just completed an authorized biography of him. W. U. Hensel, a staunch leader in National Councils of the Democratic party, has just completed an admirable biography of Gen. Cleveland, with a bright sketch of Thurman.

Gen. Harrison is recreating at Middle Bass Island on Lake Erie.

There are 1,200 Republican clubs in New York State, with a membership of 200,000.

Red Sea Pearl.

The mother-of-pearl fisheries of the Red Sea extend the whole length of that water. About three hundred boats are employed by the Arab tribes who are engaged in the work—open, undecked boats, of from eight to twenty tons burden, carrying a large leaden sail, manned by crews of from five to twelve men, and each provided with a number of small canoes. There are two fishing seasons during the year, one of four or five months, during nearly the whole of which the boats keep the sea. Fatal accidents are said to be unknown among the divers, and they are remarkable for their strength and good health. They live by the ages of ten and forty years, and the practice is said to have no ill effects. Operations are conducted only in calm weather, when the shell can be discovered by the eye at a depth varying between seven and fifteen fathoms. Of late years, empty petroleum tins, with the ends knocked out and a sheet of glass inserted in one end, have been used to assist the eye. The glazed end of the tin is submerged under the sea, when a much clearer and deeper vision is obtained. During the last ten years the fish is said to have diminished, owing to the death of shells, from ten to twenty per cent. in quantity.—*New York Star.*

On Trial for Her Life.

The Criminal Court in session at Charlotte, N. C., is occupied with the trial of Ann Robinson, colored, for the murder of Millie Robinson, also colored. Ann Wallace and Millie Robinson, who were both married women, became embroiled in a quarrel in their neighborhood, and on the way home from church, on the fatal night, they began a quarrel which ended in bloodshed. Ann attacked Millie ferociously and knocked her down as rapidly as possible. The Thingvalla of the crew of the Geiser were saved, including Capt. Mullen. The collision occurred about 4 o'clock Tuesday morning. First Mate, Henry Brown had been in charge, the Captain having retired at 11 p. m., the night being perfectly clear and no danger apprehended. About 4 o'clock the Captain was awakened by a call from the chief officer on the bridge, who said there was danger of a collision. A moment later there was a shrill blowing of whistles which awakened the passengers, but before they could get on deck, there was a terrible shock and the vessel's side was crushed in. Some of the water-tight compartments were broken into, and the ship began at once to sink. Those on board were thrown into confusion and a panic ensued