

MONUMENT IS ERECTED TO THE DEAD HEROES OF THE WIRELESS

Memorial in New York in Honor of Men Who Died at Post of Duty in Hour of Danger—Men at the Key Meet Expense.

No recent monument in New York makes a stronger appeal to the imagination than the memorial erected in Battery Park in honor of the wireless telegraph operators who have died at the post of duty. The memorial bears the names of nine wireless men who have been lost within the last four years in American waters. The expense of erecting the monument has been met by contributions from wireless operators, says an article in the New York Sun. The site of the memorial has been well chosen. It stands at the extreme southern end of Battery Park directly in front of the Barge Office, within a few feet of the water, and may be seen from the vessels passing in or out of the harbor. It consists of a fountain flanked on either side by a low wall with graceful columns rising behind it. High screens of cedar trees with a low hedge will later be planted at the rear.

The group has been practically completed. All that remains to be done is to put the ground about it and set the whole in relation to the cedar screen. The fountain will not be actually in use until the dedication which is planned for April 15, the third anniversary of the sinking of the Titanic. The memorial has commonly been called the "Shipwreckers' Memorial" since the names of the wireless men of the Titanic figure in the list on the face of the shaft. The inscription is very simple. It reads: "In Memory of the Wireless Operators Lost at Sea in Their Hour of Duty, and then gives the names of the nine wireless men, the names of their ships, the date of their deaths and the general location of the wrecks. Each of the six less men thus honored displayed conspicuous bravery in emergencies and were saved in the hour of danger. With the exception of the crew of the Titanic three of them were killed in the same manner. The wireless men, like the captain, are almost always the last to abandon ship. The men here honored would doubtless have been saved had they not followed the unwritten law of the sea. As the result of their sacrifice many lives were saved.

DEATHS OF RECENT DATE

The deaths of the nine wireless heroes are all of surprisingly recent date. Four have occurred within a year. The first to die was Stephen S. Scantland, who was lost on the Erie Ferry No. 18 on September 2, 1914, on Lake Michigan under very unusual conditions. The boat was carrying a long train of automobiles and had a distance of a little more than two miles. The lake was without a ripple and the ferryboat had arrived within twenty-nine miles of the Wisconsin side when it struck a rock. Scantland had just informed Milwaukee by wireless that they were approaching the rock and had been ordered into the water and to be towed back to the shore. Scantland was constantly picked up by several boats in the vicinity of the wreck.

PHILIPS OF THE TITANIC

The death of John Phillips on the Titanic on April 15, 1912, is of course a familiar name. Phillips remained at his post until the last moment and was largely due to his coolness and skill that many were saved.

On the night of the disaster Phillips was tried up after a long start in the Titanic. Phillips remained at his post until the last moment and was largely due to his coolness and skill that many were saved.

When Phillips finally left his instrument the boat of the lifeboats had gone. It is feared that he remained on board until the final sinking. He was later rescued from the icy waters by one of the crowded life rafts. Throughout the night the water continually washed over him and when dawn broke he was found dead. It was found that he had died during the night from exposure.

coaches could scarcely realize their danger. Never was a shipwreck announced under such peculiar circumstances as those which reached through the cars summoning all hands to report on decks. When the passengers stepped from the coaches they found the water already washing over the roof.

Throughout the excitement Scanzpank remained in the wireless booth sending out the call for help over and over again in the hope that some nearby ship might be found. Later it was recalled by many of the passengers that he passed through the train stopping at every seat to assure the passengers that help was being rushed to them. When he had done all in his power to assist the passengers and help them into the boats Scanzpank returned to the wireless room.

The boats were lowered and sent away in good order. They remained on the ferryboat only four men, three officers and the Marconi man. The water ship carrying under forward straight arrived soon after. The lifeboats with all on board were safe, but the ferryboat with the four men who remained aboard had disappeared.

The wreck in which George Eckles lost his life on August 26, 1914, made a similar demand upon the courage of the wireless man. The ship, the Ohio, was on her regular trip between Washington and Astoria, Oregon, carrying 200 passengers. While passing a particularly bleak and lonely shore she struck a reef and sank in thirty minutes. It was known from the first that the ship would be lost, and from that moment the wireless man's duty was to get the passengers into the lifeboats. Eckles, in this regard, demonstrated his courage and the call for help, but with little hope of success.

The call was picked up by the steamer Alaskan, which was on her regular trip from Seattle to Astoria. Although the Alaskan's position was high up among the snow-covered mountains and could not lend direct assistance, the passengers were encouraged by the news that they were in touch with the land. The half hour which was left to the Ohio was nearly used when the Alaskan started on her regular trip. Eckles had picked up two vessels near by the hour and the Empress City, which were then headed for the Ohio.

The sea ran high and the Ohio's wireless man, who was on the bridge at the time of the disaster, was in a position to send out the call for help. Eckles remained at his post until the last moment and was largely due to his coolness and skill that many were saved.

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carried a large passenger list, was bound from Portland to San Francisco. She had been laboring in heavy seas and was greatly weakened by the pounding of the waves when the cargo suddenly shifted, giving her a permanent list. The sea broke over her and a hatch was wrenched open through which the water poured in great volume. Several boats were launched, but foundered as soon as they struck the water.

The wireless men remained at the instrument until it was disabled. With the seas passing completely over the wireless both they succeeded, however, in communicating with a nearby ship and gave the necessary directions for reaching them. Fleming would probably have been saved but for his heroism in giving his chance of life to one of the women passengers.

He was floating at some distance from the ship holding on to a piece of wreckage when he saw a woman struggling in the water without support. The spar he was clinging to was not large enough to support two. Fleming deliberately gave up his place to the woman and was not again seen.

Blow-causes Wanderlust. Lad of 3 Has Run Away From Home. Philadelphia Inquirer. For the fifth time in the last two years, five-year-old William J. Caruso, of 1238 Reed street, whose father claims distant relationship to the world-famous tenor of the same name, wandered from his home at 10 o'clock yesterday morning, thus giving additional evidence of a peculiarity which he developed almost immediately after an injury to his head in September, 1912.

At 8:30 o'clock last night the lad was picked up by the police of the Fourth street and Jackson street station, at Second and Jackson streets, about three miles from his home. Meanwhile the police of the whole city had been notified and had started a search for the youngster who for the fifth time had wandered to his peculiar wanderlust.

Little William was struck on the head and severely injured on September 19, 1912, when a telegraph pole at Twelfth and Reed streets fell, killing one person and severely injuring five others. Physicians say that an operation probably will be necessary to relieve the brain pressure which at intervals leads the tiny wanderer to start off on one of his aimless pilgrimages.

A tragic feature of his disappearance yesterday was that his mother was very ill and her condition rapidly was becoming critical as the day advanced and for this reason the lad was forthcoming. Physicians attending her said the relief that followed the knowledge that the lad was safe came just in time to prevent a crisis that that might have resulted fatally.

SIENKIEWICZ PLAINS FOR STRICKEN ISLAND. 15,000,000 on Verge of Starvation. Novelist Says. Paris Cable to New York Times. Two appeals for aid for suffering Poland are made in tonight's press. The first appears in La Liberté in a letter from Henry Sienkiewicz, the author of "Quo Vadis," at Vevy, who says that Poland's situation is worse than Belgium's, because while the country is equally devastated, the horror of it is increased by the fact that the Poles are fighting against one another, the Red Cross frequently finding wounded and dead Poles wearing the Austrian and German uniforms on the same battlefield.

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