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DESTRUCTION OF A GREAT SHIP

The following, taken from the columns of the Christian Advocate, was written by the editor of that Journal after reading closely over one hundred columns of reports and interviewing one of the most intelligent passengers. It is a clear account of one of the most remarkable disasters and equally remarkable deliverances recorded since men have sailed the seas.

The Republic was 15,000 tons displacement. She was a single funnel ship, 570 ft. long, 68 ft. wide, and 24 ft. deep. She had twelve water-tight compartments and a double skin. The Florida is new ship, 381 ft. in length, 48 ft. in breadth, and 26 ft. in depth.

The Republic, with 238 first-class passengers and 211 seerage passengers as well as supplies for United States battleship fleet in the Mediterranean left New York Harbor at three o'clock on Friday afternoon Jan. 22nd.

The objective point was Alexandria, Egypt. About 5:30 o'clock on Saturday morning, when the Republic was 175 miles east of the Ambrose Lightship, which is at the entrance of New York Harbor, at a point twenty-six miles southeast of the Nantucket Lightship, which guards the Nantucket shoals, she was struck a series of glancing blows by the steamship Florida, of Lloyd's Italian line, bound from Italy to New York.

The Florida is only about half the size of the Republic. The officers on the Republic's bridge say the other vessel, looming in the mist ahead, bore down upon them, and the next moment they were struck amidships on the starboard side. The Republic's side plates were torn asunder by the sharp prow of the Florida; iron and wood were rent apart and the steel-clad bow bored its way into the Republic's engine room. Immediately it backed out again and staggered off out of sight into the fog. Instantly many thousand gallons of water plunged through the hole, extinguishing the fires. The engine-room force, driven out, hurried up the ladders to the decks. In three minutes the electric lights were out, the screw stopped, and the fog whistle—which had been blowing all night—was silenced.

Instantly, from the bridge, the crew were called to quarters and the collision bulkheads closed. The Nantucket Lightship previously mentioned is fifty miles from shore, so that the vessel was then more than seventy miles from the nearest land, and there was already water enough in the hold to sink the steamer unless the bulkheads held. The only hope of securing aid in that condition was by means of wireless telegraphy. The operator was engaged in sending a message when the collision occurred, and soon from the masthead of the Republic a message went out telling every electric ear within 200 miles, as "concentric circles of little waves spread from a spot in the water" in which a stone is dropped, that the Republic needed aid.

When the crash came the passengers hurried on deck. The captain told them to prepare for the boats if necessary, but at the same assured them of his belief that the watertight compartments would hold and prevent the Republic from sinking. Five steamships and various craft took up the messages, and it was not many

hours before it was known that the Baltic of the White Star Line, which had reached Montauk Point, at the eastern end of Long Island, on her voyage from Liverpool to this city, had turned about and was making for the Republic at full speed. And the Lorraine, of the French line, seventy-five miles away from Ambrose Channel, which was going at full speed through the fog, also turned about.

The Lucania, of the Cunard Line answered that she would come to the aid of the Republic.

The revenue cutter service had recently made Woods Hole, not far away, a cutter station and almost immediately the cutter Acushnet got out and steamed away in the fog. The revenue cutter Mohawk, which was off the coast on a derelict search, caught the message and hastened to the spot. Besides those mentioned, the Cushing, a torpedo boat, received the message at Newport and started for the scene, as did the Gresham revenue cutter, in Provincetown harbor, the farthest away. But before the other help arrived, the Florida, which had drawn off to discover the extent of her injuries, reappeared, with her bow-plates terribly smashed in, and announced herself able and willing to take the Republic's passengers, and the transfer was begun. The sea was placid, the boats of both vessels were used, and in two hours 800 Italian emigrants and 40 cabin passengers, were added more than 400 from the Republic.

At 7 o'clock Saturday evening the Baltic came groping her way through the fog to the relief of the limping and overburdened emigrant ship—a joyful sight to her two thousand souls. After a conference of the captains it was decided that the Florida could not be trusted to reach New York with a cargo of human beings so far beyond its normal capacity; whereas the Baltic, light and loaded, was competent to carry, besides its own passengers of both the Florida and the Republic.

The fog which had prevailed through the previous night held throughout Saturday, and in that dense mist the transfer of passengers from the Florida was made. The work began at 11 o'clock on Saturday night, with ten boats, each capable of carrying ten passengers in addition to the crews doing the work. The vessels lay 400 yards apart, and over the intervening water the searchlights of the Baltic made the scene still more weird. There was a sea running at the time and the boats tossed and pitched until their gunwales were almost under, but they went back for more passengers with the lightness of feathers. The work was kept up all night and until ten o'clock Sunday morning.

In the excitement the Republic had been lost to sight, and was at the mercy of the winds and waves, drifting hither and thither in the fog which rendered boats invisible when only a few yards away. The Baltic, however, soon found the Republic, but could not have done so had not the fog suddenly lifted. This revealed the fact that a fleet of salvage tugs had arrived, and that the New York had taken a position near the Florida, while the Furnessia was lying by to offer assistance. The Lorraine,

which had started for the Republic when two hundred miles away, did not succeed in locating it, but received messages to follow the Florida, which it attempted to do.

The sinking of the Republic was as follows: It was in the hands of the Gresham and the Furnessia. The revenue cutter had made lines fast to the bow of the vessel, and the Furnessia had hawsers stretched from her own bow to the stern of the Republic. The Gresham hauled and the Furnessia steered the wreck ahead by bending her weight upon the hawsers. They could move only a knot or two an hour. It was finally agreed by the officers of the Gresham and Furnessia and Captain Sealby of the Republic, that the latter could not keep afloat much longer, and the question was whether she could find shoal water and a soft resting-place so that she might be salvaged and something saved from the wreckage. In deep water the Republic would be lost if she should sink. The derelict-destroyer Seneca came up and joined in the work of towing. But the Republic had her death wound. Early Sunday evening the floating palace, whose bow had been slowly pointing upward, went down in forty fathoms of water, leaving the two heroic officers adrift among the wreckage from which the cutter's boats soon rescued them. All the crew except Captain Sealby and his chief officer had left the doomed vessel, and had found refuge on the Gresham.

That night there was "a darkness that could be felt and those on board the Republic heard a sound of any kind from the Republic. It was only when the Gresham reported the Republic sunk and searchlights were flashed around that one could believe she had disappeared.

The heartrending task of Captain Sealby was performed in this dispatch sent to New York: "Republic sunk. All hands saved. Making Gay Head on the Gresham."

Bryan in Auto Wreck.

Tampa, Fla., Feb. 6.—While returning from Sutherland College, where he delivered his lecture "The Prince of Peace" this afternoon, William J. Bryan came near losing his life. A big machine in which he was riding threw a tire on a bridge near Tarpon Springs and plunged into the trestle work throwing the occupants out.

Mr. Bryan was on the side next to that which struck the woodwork and was jammed against a rail and suffered considerable injury. At first it was thought that his leg had been broken, but when he arrived at Tampa an examination revealed that the leg was only badly bruised.

Mr. Bryan is scheduled to appear at St. Louis soon and at Springfield, O., on February 12th Lincoln's birthday, where he makes the principal address and it may be that he will have to cancel these dates. He is in his rooms at the Tampa Bay Hotel and is suffering much pain.

Notice To Odd Fellows.

There will be a meeting of the 14th Dist. N. C. Odd Fellows held at Winston-Salem commencing Feb. 17th 1909 at 7:30 o'clock P. M.

Lodges are requested to send full delegations as a large attendance is desired by Order.

J. S. Turner, Pres.
John R. Woltz, Sec.

ITCH cured in 30 minutes by Woolford's Sanitary Lotion. Never fails. Sold by Ashcraft Drug Co.

BEE'S LAXATIVE COUGH SYRUP RELIEVES COUGHS AND COLDS

Bare Japs From Schools.

Sacramento, Cal., Feb. 4.—Grove L. Johnson's bill compelling Japanese to attend separate public schools passed the assembly to-day by a vote of 48 to 26.

Mr. Johnson's other bills prohibiting aliens from being members of boards of directors and restricting them in residence districts at the option of boards of supervisors, were defeated, the former by a vote of 54 to 15. The latter measure failed of passage because of a tie vote, the friends of the bill being unable to muster the required 41 votes. Roll call finally stood 37 to 37, after a call of the House and several changes from aye to no, and vice versa.

The principal debate was upon the residential segregation bill. Many who voted against the land and corporation measures announced that they favored segregation of undesirable aliens because that was effective anti-Japanese legislation.

Shortly after the disposal of the Johnson bills, Mr. Drew moved that the vote by which his land bill was defeated yesterday be reconsidered. He offered to amend the measure by striking out a section which, it had been declared, violated the treaty rights of several nations. He declared that as the school bill had just been passed and that was the one against which the President objected most strenuously two years ago, the Assembly should go a step further and pass the land bill also.

The motion was lost, the vote being 36 ayes and 38 noes. This showed a gain of ten votes for the opponents of the bill.

Roosevelt Enters Protest.

Sacramento, Cal., Feb. 4.—Governor Gillett this afternoon received the following telegram from President Roosevelt:

"Washington, Feb. 4th. 1909. "J. N. Gillett, Governor of California:

"Your kind letter just received. What is the rumor that the California Legislature has passed a bill excluding the Japanese children from the public schools? This is the most offensive bill of all, and in my judgement is clearly unconstitutional and we should at once have to test it in the courts. Can it be stopped in the Legislature or by veto?"

"THEODORE ROOSEVELT."

The Governor at once sent a reply, the nature of which declines at this time to make public, and he requested from the President an immediate answer.

The bill passed places the Japanese in the same classification with other Asiatics and inserts the "Japanese" in the present State statute providing for the segregation in separate schools of "Mongolian" children.

By this action the lower house of the California Legislature has taken the step which the board of education of San Francisco intended to take two years ago, which was abandoned after the board and former Mayor Eugene E. Schmitz were called to Washington and had several conferences with President Roosevelt.

'Twas A Glorious Victory.

There's rejoicing in Fedora, Tenn. A man's life has been saved, and now Dr. King's New Discovery is the talk of the town for curing C. V. Pepper of deadly lung hemorrhages. "I could not work nor get about," he writes, "and the doctor did me no good, but after using Dr. King's New Discovery three weeks, I feel like a new man, and can do good work again." For weak sore or diseased lungs, coughs and colds, hemorrhages, Hay Fever, LaGrippe, Asthma or any Bronchial affection it stands unrivaled. Price 50c. and \$1.00. Trial Bottle free. Sold and guaranteed by The Ashcraft Drug Co.

Tramps Transform Box Car into A Palace.

Atlanta Journal. One week ago, Col. S. R. Jones, chief quartermaster of the department of the gulf, ordered his household goods to be shipped here from Vancouver Barracks, which is in Washington state, towards the northwest end of the continent. After the car had been packed, but before it had been locked, three tramps who felt the nip of the nip of the north, peeped in through the crack of the door, then crawled in cautiously. When the car began its long trip southward, they were ensconced snugly inside.

The first day on the road they unpacked Colonel Jones' white iron bed and set it up in one corner, then they equipped it with warm blankets and a fringed counterpane, and one drove a nail into the side of the car and hung up a copy after Titian. Next they hit upon a bundle of Cuban cigars, and unpacked a box containing the cream of Colonel Jones' library. One seemed to take a liking to a rare copy of Omar Khayyam, another selected Buton's "Anatomy of Melancholy," and the third turned his attention to Bernard Shaw.

Through the day they regaled themselves on pure literature, but towards evening, when the train stopped at a town in the northwest, one slipped from the car with a few of the thickest and more elaborately bound books under his arm, and returned with a round bottle, rye bread and bologna sausage.

Then it was that they discovered a collection of claret and champagne glasses, and other articles had stored away. While the train flew southward, they ate and drank and as each glass was emptied, carefully smashed it.

The tramp who had selected the copy of Omar Khayyam, marked this quotation: "Drink! for you know not whence you came nor why; Drink! for you know not why you go nor where."

Then they appropriated the only two nighties the car boasted, and, since there was not a third, a dress shirt was donned as substitute, and the three snuggled into the white iron bed. They woke with sharp appetite and found that the train had stopped again. More books were sold, more food was got, and the joyous life of the day before was continued. One by one the claret and champagne glasses were smashed, and steadily the books dwindled away. For at each stop more books were sold, and at each draught a glass was smashed. The philosophy of this seemed that use of the same glass twice took the flavor off the liquor.

The second night there appears to have been some dissension over one of the nighties, for it was torn from neck to hem; then another dress shirt was pressed into service.

The train veered southward toward New Orleans, and the careful life of the three men in the boxcar continued. They sold more books, bought more to eat and drink, and lived like true epicureans. One must have had a

touch of the aesthetic, for he unpacked all the pictures and carefully hung each, then tore off the wrappings of chairs and arranged them about the car. The final effect was that of a drawing room or salon.

At New Orleans the last of the books, with the exception of the copy of the "Omar Khayyam" and "Bernard Shaw" and Buton's "Melancholy of of Anatomy," were smashed. Then the three tramps slipped quietly out and disappeared. It was at some station between here and New Orleans that they alighted.

The car arrived in Atlanta and was switched to Fort McPherson, and there Colonel Jones found it as it had been left by its occupants across the continent. The three books lay on the floor; in a little pile were the smashed claret and champagne glasses, and on the bed were the two nighties and the two dress shirts. About the walls hung the pictures.

USED RAZOR TO CUT THROAT.

Told Wife Was Going to Shave.

Asheville, Feb. 7.—Telling his wife that he was going downstairs to shave, James M. Hyatt, a prominent business man this morning shortly after 8 o'clock picked up his razor and other shaving material, went downstairs, locked all the doors and slashed his throat with the razor, dying soon after the act was discovered by Mrs. Hyatt. No cause other than ill health can be assigned for the rash act.

Hyatt was a man 40 years of age, and had been in the country 25 years ago from the country. He engaged in the mercantile business, and at the time of his suicide was a member of the local grand jury of Hyatt & Felmet. He had made money by close attention to business and was well-to-do. A year or more ago his health failed and since that time he had been unable to give personal attention to his business.

When he picked up his razor for a shave this morning, he gave no intimation that he purposed self destruction. After he had been gone several minutes, Mrs. Hyatt had occasion to go downstairs and, trying the door, found it locked. She tried another door to the room and found it also locked. She called to Hyatt, but received no response, and becoming alarmed called her neighbors. The door was forced and Hyatt was found in a pool of blood, with his throat cut from ear to ear. He died before the arrival of a physician.

'Possum Dog Ate His Nose.

Pittsboro, Feb. 6.—In a free-for-all fight at a negro festival two mile out from Pittsboro last night, John Moore, a negro dude, had his nose cut entirely off in the general mix-up, and before any of the crowd was struck with the idea of looking for the missing part it is said a 'possum dog ate it.

The wounded part was skillfully dressed by Dr. Chapin, who thinks that if he had had the missing part he could have sewed it on and saved the negro his nose.

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PLUMS—Abundance
APPLES—Yates

Yates Apple is the great Southern Winter Apple. Keiffer Pears and Abundance Plums the great winter makers. Land must be cleared and will sell at one-half price while they last.

JOHN A. YOUNG,
Greensboro, N. C.