

## SURVIVOR TELLS THRILLING STORY

Passenger On Ill-Fated Volturmo Gives Graphic Description of Tragedy.

ALL HAD LIFE BELTS ON  
Fierce Struggle For Boats When They Were First Launched.

London, October 13.—Forty of the 136 persons lost from the Volturmo in mid-Atlantic were in the boats which succeeded in getting away from the burning vessel and which without doubt were swamped. The majority of the other persons who lost their lives were in four other boats which were smashed against the steamer's sides in attempts to launch them.

All this occurred before the arrival of the Carmania and the other liners summoned by wireless calls for help. The Carmania with one lone survivor of the Volturmo abandoned found it too rough to stop at Queenstown and is proceeding direct to Fishguard. From that survivor, however, comes a thrilling story of the burning of the vessel, of the terror, the struggle for the boats, the death of those who went over the sides and his own desperate fight for life.

Arthur Spurgeon, a passenger on the Carmania, in a wireless despatch, gives a vivid description of the race of the Carmania and supplements his story with that of the survivor, Walter Trintepohl, a German, who swam to the Carmania and was rescued in an exhausted condition.

Since being taken aboard the Carmania Trintepohl has been in the ship's hospital threatened with pneumonia. He told his story to Mr. Spurgeon before he became seriously ill, but owing to his exhausted state and his broken English his account of the disaster was somewhat incoherent.

Trintepohl had been employed at Barcelona and took third class passage on the Volturmo to secure a position offered him in New York.

"All went well," said Trintepohl, "until 6 o'clock Thursday morning, when the fire alarm sounded. We were aroused and told to go on deck, as fire had broken out in the hold. On assembling life belts were handed around and much time was occupied in fastening them. We were told that the fire soon might be quenched but the captain thought it wise for all to have belts as a precaution.

"The fire frightened the children, who cried bitterly. There were many babies in arms. The fire grew worse. We saw things blazing down below. About 10 o'clock there was a cry to lower the boats.

"The captain behaved splendidly. So did the officers, who were English. I am sorry to say that the crew, who were Germans and Belgians, behaved very badly. The people rushed about wildly and the crew seemed to think they ought to have first lace, and instead of assisting the passengers they made the panic worse.

"The first officer took charge of the first boat, but, although he wanted the women and children saved first, a majority of those who entered the boat were members of the crew.

"This boat was smashed ship's side. Just as it reached the water it broke in two and all in it were drowned.

"Meanwhile attempts were made to lower the second boat. I cannot say who was in charge of this, but I do know that after the chief steward had thrown provisions in he jumped in himself. There were more men than women and children in this boat, which did not go down, for it was broken against the ship and all were drowned.

"These two boats were amidships. Three other boats were put out aft. The fourth officer was in one of them, but I cannot say which one. All was confusion. The ropes broke and the occupants were thrown into the water and drowned or killed.

"When the captain saw what had happened he cut the tackle of the other boats so that they could not be launched.

"We were glad when we saw the Carmania come for we said: 'Now we shall all be saved.'

"The firemen rushed up from below and refused to go back. The captain drew his revolver and drove them below but soon after as the fire was spreading, they were obliged to abandon the engines.

"As soon as the Carmania was sighted the captain made all the women and children go to one side and the men to the other side. He had been compelled to leave the bridge and go aft because it was too hot. Women wept, shrieked, laughed and became hysterical.

"We had not thought of food but in the afternoon we considered it better to get something and went to the kitchen, which we found deserted, made coffee and helped ourselves to biscuit and beef. But most of the passengers refused to eat.

"We saw rafts sent from the Carmania, but nobody told us to jump in.

## THE NEW CASINO TO BE READY SOON

Building At Glenburnie Park Is Among The Best In The State.

PUBLIC'S COMMENT FAVORABLE  
Rapidly Nearing Completion—Many Inspect The Structure.

The Casino which is being erected at Glenburnie Park is rapidly nearing completion and within the next few days the workmen will have completed their operations and turned the finished structure over to the owners.

This casino is one of the largest as well as the best in the State. It is located on a beautiful knoll and can be seen from a great distance. Travellers along the Oaks Road are afforded a good view of the top part of the structure and this is very imposing. A closer view is naturally much better.

In designing the structure the owners of Glenburnie Park looked forward to giving the citizens of New Bern a place worthy of their patronage and they have succeeded in doing this. The casino will of course be most patronized during the summer months. It overlooks Neuse river and at all times will get the benefit of the refreshing breeze coming up the river.

One of the most attractive features of Glenburnie Park will be the numerous walks which are to be laid out. The spot in itself is a natural park and with the addition of the improvements being made, it cannot be excelled in the whole State.

While the Glenburnie Transportation Company, who are to operate a line of motor vehicles between the city and the park, who are to operate a line of motor vehicles between the city and the park, have not gotten their cars in operation up to the present time, there are many visitors at the park each Sunday.

Last Sunday fully five hundred people visited the park and inspected the improvements being made. Considering that this number visited the place when there were no amusements and the resort had not been opened to the public, it can easily be foreseen that there will be hundreds of patrons once it is opened to the public.

EDWARD CLARK INSTALLS SILVER SUNDAY CUPS.

Always on the lookout for any new innovation which will benefit his customers Edward Clark, owner and proprietor of Clark's cigar store in the Elks building, has installed at his fountain solid silver sundae cups. These cups are not only costly and beautiful but are also absolutely sanitary, and are proving very popular with the patrons of the fountain.

EARLY MORNING BLAZE.

An alarm of fire turned in at 2:20 yesterday morning called the fire companies to a building occupied by a Syrian on West street. The damage done was comparatively small but this was due to the efforts of the fire companies.

In fact, we knew not what they were there for. About 6 o'clock the decks aft began to get very warm, then hotter and hotter, but we did not seem to feel the heat."

"When shown his boat with the sole half burned though Trintepohl said, 'I don't remember this, but it was awful when the flames burst out. Some of the men and women tore their hair but others were quite still.'

"After the explosion I thought it better to jump, for I am a good swimmer, and an English passenger and one of the crew said they would accompany me. I jumped first; they followed. But I never saw them again.

"I made for the German ship but they did not hear me. Then I came towards the Carmania and shouted: 'Help! Help and was saved by the aid of the searchlight. I was about an hour in the sea and became half unconscious. I know not how I was got out.

"During the day five sailors and one steward fell into the fire and burned to death.

"I know nothing more. I came away because it was too hot to stay any longer and I feared the whole ship would blow up."

"When Trintepohl was told that, according to the captain's wireless, six boats had been launched and two got away, he said: 'It is not so; I was there all the time and saw everything. No boat got away.'

"Mr. Spurgeon in his own account tells of the attempts to get life boats alongside the Volturmo.

"Nothing," he said, "was seen of the two boats launched with about 20 passengers each after they left the Volturmo's side. Four others were smashed against the ship's side and the occupants either killed or drowned.

## TRAIN AND TROLLEY CRASH; ONE KILLED

Small Car Thrown From Track into Nearby Field Many Passengers Seriously Injured But Only One Killed Outright

Middletown, Conn., Oct. 13.—In a collision between a trolley car containing twenty passengers and a passenger train at 6:45 last night on a grade crossing at Westfield, two miles east of here, one of the trolley passengers was killed, three were mortally injured and nine seriously hurt.

The trolley car which was running on the Meriden and Berlin trolley line, part of the Connecticut Company's system, which is owned by the New York, New Haven and Hartford Railroad, was bound from Meriden to Middletown. The train, a locomotive and two passenger coaches, was running on the Berlin and Middletown branch of the Shore line division of the New Haven.

The Westfield grade crossing has been considered dangerous for years. Having left Meriden on schedule time the trolley car was going fast. The train, also running toward Middletown, was making speed, although the locomotive was pushing the cars.

If the motorman stopped before the trolley car reached the railroad tracks to afford the conductor opportunity to alight and give the "go ahead" signal, as is required by law, the fact could not be learned by J. Frances Calef, medical examiner, who makes his headquarters in Middletown.

The forward coach of the train hurtled into a field. Some of the passengers fell out of the open windows and escaped serious hurt. Others were pinned down in the wreckage.

While passengers in the two coaches were shaken by the collision, none was hurt much. The train came to a quick stop and its passengers ran back to aid the persons scattered about the field or held under the wrecked trolley.

Under the wreckage Blydenburg was found crushed to death.

The unconscious and bleeding passengers were carried to the coaches and all speed was made into Middletown, where they were taken to the Middtown Hospital. Blydenburg's body was taken charge of by a local undertaker.

Until the arrival of the train no one here knew there had been a wreck at the grade crossing. The medical examiner at once began an investigation. So excited were the trolley passengers that no accurate account of what had happened could be got from them.

The medical examiner will hold an inquest at the scene of the wreck tomorrow morning at 10 o'clock.

At the hospital no hope was held out for the recovery of Miss Florien and little for Glass or St. Arnold.

## OIL CALMED THE SEA NEAR THE VOLTURNO

Timely Aid Of Steamer Narragansett Saved Lives On Burning Vessel. Waves Were Subdued As Though By Magic. Passenger Describes Scene

Fishguard, Oct. 14.—The Carmania, first to the aid of the doomed steamer Volturmo, arrived here shortly after 2 o'clock this morning. Captain Barr positively refused to say a word about the Volturmo until he had delivered his report to the company at Liverpool.

He referred would-be interviewers to the ship's bulletin for an accurate account of the tragedy. The greater part of the contents of this already has become history.

The fire on the Volturmo appears to have originated in her cargo hold. When it became evident that the flames had gained the mastery Captain Francis Inch devoted all his energy to the salvation of his passengers.

Balked in his attempts to establish communication between the Carmania and the Volturmo, Captain Barr sent out broadcast wireless signals which brought to the vicinity an international fleet to the succor of the doomed ship.

At about 7 o'clock in the evening Captain Inch succeeded in lowering a boat with a crew of four men with the intention of taking a line to the Grosser Kurferst.

The small boat, after a desperate struggle, reached the German liner's side, only to be dashed to pieces. About half past nine at night, Captain Inch sent a last despairing appeal and 20 minutes later there occurred a terrific explosion, which it seemed would seal the doom of those on the stricken ship.

After the rescue of Walter Trintepohl, the only survivor taken on board the Carmania, hope of saving any more of those on the Volturmo had been almost abandoned when the sea suddenly

moderated and the rescuing ships were able to get away a number of life-boats and take off the survivors.

Y. T. Watson, of Philadelphia, a passenger on the Carmania, said that the chief credit for saving those on the Volturmo was undoubtedly due to the oil ship Narragansett. "Only a few good swimmers," he declared, "would have survived from the ill-fated ship had not the Narragansett made free use of oil to calm the terrible waves."

"When the Carmania arrived, Captain Barr, with a daring amounting, seemingly, to foolhardiness, instructed First Officer Gardiner to lower a small boat. This, after terrible buffeting, regained the Carmania with only three oars intact. After this miraculous escape Captain Varr did not again attempt to launch a single boat. Hence, our ship saved only one passenger, who swam to her.

"Captain Barr stood off and directed operations, acting in effect as commander of the fleet gathered about the Volturmo. The Carmania tried both fore and aft oil sprays, but without effect. The captain sent out wireless calls in all directions for an oil ship, and his efforts were rewarded by an answer from the Narragansett.

"As soon as the Narragansett began to spray oil about the doomed ship the waves subsided as by magic. Soon, the small boats were enabled to run alongside the liner and take the clinging people from the ladders. The rescue work was over in a very short time. Eleven liners formed the boundary around the film of oil and the survivors were hoisted aboard the various steamers without trouble."

## NEW SCHEDULE FOR STREET CARS

NEW BERN GHENT STREET RAILWAY COMPANY TO IMPROVE SERVICE.

Effective today at 6:30 a. m. the new schedule inaugurated by the New Bern Ghent Street Ry. Co. goes into operation.

C. J. McCarthy, the manager of the system, has arranged the service so that people who travel via the car route will have the opportunity to realize what they have longed looked for—quicker service to all points in the city.

Should one desire to go to Riverside he may take any car down town and will be transferred to the Riverside car at Metcalf street, which only runs between the junction and Riverside. Also any car leaving Riverside will transfer you to either Ghent or the depot, likewise will the car leaving Ghent, transfer you to Riverside or direct to the depot. And car down town will take you to Ghent or Riverside.

The schedule of the three cars will be published in full, but as a short synopsis they run thus: Riverside car leaves on the hour, 20 minutes after, and twenty minutes to the hour, thereby giving three cars at this point each hour both ways—arriving and leaving. At the depot and Ghent the same schedule is observed, on the hour 20 minutes after, 20 minutes to the hour.

This is a service that will enable the laboring man to ride home to his meals and be back to his business in an hour's time, also he will be able to reach his work by 7 o'clock in the morning.

WILL HOLD CHRYSANTHEMUM SHOW NEXT WEEK.

The Flower Committee of the second division of the City Beautiful Club, will hold a chrysanthemum show in the club rooms on the afternoon of Wednesday, October 22, for the purpose of awarding prizes offered for the best collection of chrysanthemums. All growers of these flowers are urged to have an exhibit at this show.

## REVOLVER FIGURES IN ALTERCATION

WALTER JONES, COLORED, TAKES A SHOT AT UNKNOWN ADVERSARY.

Becoming engaged in an altercation with a negro who is unknown to the police on account of the fact that he managed to make his escape, Walter Jones, colored, drew a revolver and fired at his opponent on George street near the Trent river bridge last night. Policeman A. A. Spock arrived on the scene in time to apprehend Jones and he is now in the county jail awaiting a preliminary hearing.

Jones has a very unsavory reputation with the local police. There is at present a warrant out against him for disorderly conduct and the officers have for several days been searching for him. The affair in which he was implicated last night caused considerable excitement in that section and there were rumors on the street that several people had been killed. Fortunately these proved to be incorrect.

## ERNEST M. GREEN THE FAVORITE

LOCAL MAN WILL PROBABLY BE ASSISTANT DISTRICT ATTORNEY.

Washington, Oct. 13.—Though Senator Simmons has stated that he will not make a recommendation for assistant district attorney in Eastern Northern Carolina, until after he returns from a visit to the State, it is believed he will probably recommend Ernest Green, of New Bern for the place.

A. M. McLean is another formidable candidate, but indications are now that he will be taken care of in Washington if the local appointment goes to Green. Both Senator Simmons and Representative Goodwin think well of him. Mr. Godwin having urged the senator to give him the district attorneyship. The place he is most likely to get is an attorneyship in the department of the interior at a salary of \$2,500 a year, which is better than the North Carolina job.

A very capable and earnest person, this companion of Underwood in framing the tariff bill. He thinks it is a good tariff, that it will reduce the cost of living, and that everything will be placed on a substantial basis of prosperity.

Children Cry FOR FLETCHER'S CASTORIA

The best castaloupe is as hard to select as the best automobile.

## THE NEWSPAPERS PRAISE SIMMONS

Many Complimentary Remarks About Distinguished New Bern Citizen.

KNOWN FROM OCEAN TO OCEAN  
New York Daily Carried Interesting Article On Finance Leader.

While the newspapers of the State have always paid glowing tributes to Senator F. M. Simmons of New Bern, Chairman of the Finance Committee of the Senate, the passage of the tariff bill has made him famous and from the Atlantic to the Pacific the press is praising our townsman. The following article, which appeared in the New York American last Sunday will be of especial interest to the people in this section:

"All Washington is casting respectfully admiring eyes in the direction of one Senator Furnifold McLendell Simmons of North Carolina and wondering why such a paragon of industry and persistent work should have lived so long in its midst and have gone unnoticed. Perhaps if he hadn't been connected with Representative Oscar Underwood in framing the new tariff law, Washington even now would not be so respectful, and Senator Simmons, still a paragon, but unrecognized, would be going about his work as he has done all his years in Washington—quietly and unobtrusively.

"When the new tariff bill passed, and the newspaper men affixed to it the title 'The Underwood-Simmons Tariff,' people began to look up the Senator from North Carolina. What they found was that here was a man who has achieved fame, having his name attached to a great tariff measure, because of obstinate, persistent and unrelenting work. The net result was not achieved through exceptional brilliancy, or diplomacy, or any unusual flights. He has worked hard all his time, and now is coming into his due need of renown.

Wife Buys His Clothes.

"They found that the Senator from North Carolina has no recreations, that he does not golf or play billiards, or motor, or ride, or do any of the things usually ascribed to those who are mighty. They found a modest, plain, quiet man.

"The Senator is a man without a strain of frivolity. His wife buys his clothes for him so little does the matter enter his mind. And what she buys is plain and simple.

"It is even alleged that when he entered the Senate he blossomed out in a frock coat, but gave it later to the hired man. The story runs, too, that in his earlier days he purchased a silk hat, but was so little impressed by its splendor that when a hefty stranger sat upon it he did not replace it.

"The Senator uses tobacco, although moderately, in the form that would be expected of a plain man from North Carolina. He carries always a plug in a small case, biting off a hunk occasionally.

"And he never makes a speech unless he has something to say, so that he can not be classed as an orator of pyrotechnic qualities. But he will fight at any occasion, fearing the size of no antagonist, and counting no handicap. At that, he is a rather small man, with a bare five feet and six inches to his credit.

Cares Nothing For Society.

"Senator and Mrs. Simmons are not likely ever to be figures in Washington society. They care nothing for the gay life of the Capitol, enjoying rather their own home and the simple life of their own North Carolina mountains. Last campaign Mrs. Simmons accompanied her husband through the mountains, taking pot-luck with him.

"When it became known what manner of man the Senator is, all Washington gazed the guess, the correct guess, too, that he was a farmer's son. He was born on a small farm in North Carolina, and went through the common schools and Trinity College. When he graduated in law he went to work with the industry that still is his. He opened offices in three cities and worked as a lawyer until his Democratic people called him to lead a forlorn hope in a Republican district. The hope was not so forlorn as they thought, or Simmons was more powerful than they thought, for he went to Congress. He was defeated for re-election and retired from politics until the people of his State called him to free North Carolina from negro domination. Then they sent him to the Senate. He is 59 years old.

"A very capable and earnest person, this companion of Underwood in framing the tariff bill. He thinks it is a good tariff, that it will reduce the cost of living, and that everything will be placed on a substantial basis of prosperity.

THIRTEEN CONVICTS ADDED TO THE CHAIN GANG.

Thirteen convicts who were sentenced to serve terms on the Craven county roads at last week's term of Superior Court, have been taken out and are now being given instructions in the manipulation of a pick and shovel in the road force is now quite formidable and the County Commissioners are planning to do much building of public highways during the next few months.

HOG WITH SIX LEGS TO BE ON EXHIBIT.

H. S. Waters of this city will have a natural curiosity on exhibit at the approaching Eastern Carolina Fair which will doubtless be seen by all persons interested in the growth of live stock. This will be a hog with six legs. The animal is owned by a gentleman in Baltimore, Md., and will be sent to Mr. Waters for exhibition purposes.

Algette Incident Typical.

"Typical of the simple nature of the man is his defense of a clause which will tend to prohibit the importation of algettes for the hats of women.

"He declares he does not believe Congress intended that customs inspectors should snatch algettes from the hats of women entering this country. He believes the anti-algette provision is intended merely to prevent their importation as merchandise.

"Mr. Simmons was much interested in the reports from New York that women had been subjected to this trial at the Custom House.

"I think such a course is beyond all reason," he said. "There is nothing in the law to justify it, and the framers of the bill never intended that such action should be taken.

Thinks Law Misconstrued.

"I feel that the provisions barring foreign feathers was aimed at the importation of them as merchandise, but that it does not cover individual cases of women wearing algette-plumed hats when they land from abroad.

"Known in his own mind since the days of President Cleveland as a radical Democrat—Senator Simmons had to wait for the passage of the Underwood-Simmons tariff law to let the country at large know that he was not a reactionary.

## REWORKS AT THE COMING FAIR

St. Andrews And Startling Exhibition Two Nights During This Week.

BUILDINGS BEING DECORATED  
Officers And Directors Hard At Work—Big Event Fast Approaching.

Just twelve days remain before the great Eastern North Carolina Fair will be thrown open to the public. The directors, officers and the heads of the various departments of the Fair are now hard at work getting everything in readiness for "the big show."

The work of decorating the exhibit hall and other buildings is now in progress. This is in charge of Fred R. W. Reh of the Washington Decorating Company, of Washington, D. C. This company did the decorating of the city during the Bi-Centennial Celebration and also had charge of the work during the last Fair. They are experts in this line and when the buildings at the Fair ground have been rigged out in gala attire the scene there will be one well worth seeing.

J. Leon Williams, the secretary of the Fair Association Company, has recently returned from a visit to Virginia State Fair which was held at Richmond. While there Mr. Williams made a contract with a company who are putting on a magnificent fireworks display to come to the Eastern Carolina Fair with this exhibition.

This display of fireworks is said to be the largest and best ever originated. Thousands of Virginia people made special trips to the Fair grounds every night to see this feature and they were all pleased. During the exhibition the elements are filled with popping, hissing, bursting, shooting fireworks of all description and for miles around the illumination can be seen.

On Wednesday and Thursday night of the Fair the Norfolk Southern Railway Company will operate special trains on all branches of their line out of New Bern, leaving here about 10:30 o'clock. This is done in order to allow out of town citizens who only wish to spend one day in the city to visit the grounds at night and see this wonderful display of fireworks.

In a few days the exhibits in the various departments will begin to come in. While the majority of the exhibitors have already received instructions, there may be a few who are not thoroughly familiar with all requirements. Secretary Williams can be found at his office over J. M. Mitchell's store and at all times will be glad to give any desired information.

THIRTEEN CONVICTS ADDED TO THE CHAIN GANG.

Thirteen convicts who were sentenced to serve terms on the Craven county roads at last week's term of Superior Court, have been taken out and are now being given instructions in the manipulation of a pick and shovel in the road force is now quite formidable and the County Commissioners are planning to do much building of public highways during the next few months.

HOG WITH SIX LEGS TO BE ON EXHIBIT.

H. S. Waters of this city will have a natural curiosity on exhibit at the approaching Eastern Carolina Fair which will doubtless be seen by all persons interested in the growth of live stock. This will be a hog with six legs. The animal is owned by a gentleman in Baltimore, Md., and will be sent to Mr. Waters for exhibition purposes.

Algette Incident Typical.

"Typical of the simple nature of the man is his defense of a clause which will tend to prohibit the importation of algettes for the hats of women.

"He declares he does not believe Congress intended that customs inspectors should snatch algettes from the hats of women entering this country. He believes the anti-algette provision is intended merely to prevent their importation as merchandise.

"Mr. Simmons was much interested in the reports from New York that women had been subjected to this trial at the Custom House.

"I think such a course is beyond all reason," he said. "There is nothing in the law to justify it, and the framers of the bill never intended that such action should be taken.

Thinks Law Misconstrued.

"I feel that the provisions barring foreign feathers was aimed at the importation of them as merchandise, but that it does not cover individual cases of women wearing algette-plumed hats when they land from abroad.

"Known in his own mind since the days of President Cleveland as a radical Democrat—Senator Simmons had to wait for the passage of the Underwood-Simmons tariff law to let the country at large know that he was not a reactionary.

Children Cry FOR FLETCHER'S CASTORIA

The best castaloupe is as hard to select as the best automobile.

Children Cry FOR FLETCHER'S CASTORIA