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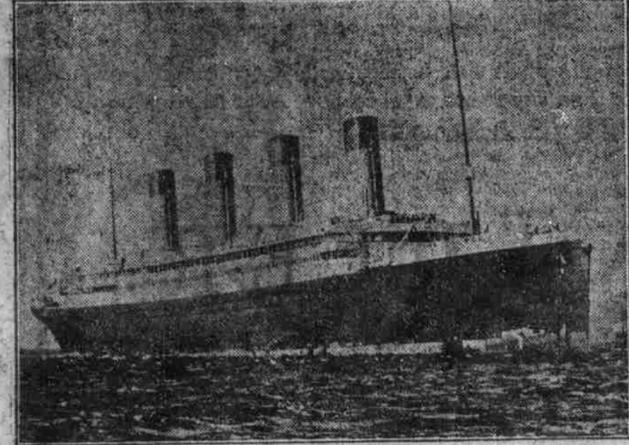
ICEBERG TORE TITANIC'S SIDE

Sank as Band Played "Nearer, My God, to Thee," Carrying to the Bottom of the Atlantic 1595 Souls

745 SURVIVORS ENTER PORT

New York.—After 4 days of agonizing suspense the Carpathia arrived at this port bearing all that remains mortal of the thousands of souls who sailed upon the Titanic.

Still dazed and half stunned from the shock of that appalling night, amid all their grief the survivors in sentences interrupted by sobs and ejacula-



THE LOST TITANIC.

tions told of brief moments of their experience that had to be pieced together to make a coherent narrative. Titanic was running at full speed. The ocean was calm as a mill-pond when the Titanic crashed into the iceberg. It was a quarter of an hour before midnight. Most of the passengers were in their cabins.

Then came the shock of collision—not so violent a crash as had been depicted, for there were many who were not even awakened by it—but enough to disquiet all who felt it. There was a general and orderly exodus to the decks.

Sailors were scurrying hither and thither crying:

"NOTHING TO BE AFRAID OF! THERE'S NO DANGER!"

Some of the passengers even returned to their rooms and prepared to retire. But gradually the cessation of the engines' vibration caused uneasiness and the groups on the decks grew greater and greater. Still the sailors announced that there was nothing to be feared.

Then, with perceptible suddenness, the ship began to list.

"All passengers on deck with life belts," was shouted. Then for the first time the gravity of the situation dawned upon the passengers.

The sailors, working silently and without excitement, yet fast as their hands could move, removed the tarpaulins from the lifeboats and—terse, without excitement—came the order, repeated upon every side:

"Women and children in the lifeboats!"

The sailors helped the nearest women and children into the boats. And—it was the beginning of excitement—other sailors began to lower the boats.

Men Laughed as Boats Filled.

Thus far the men, standing idly by, failing entirely to grasp the significance of the moment, had helped the sailors. Many of the passengers report that the men were laughing.

"We'll be safer here on the ship than in that cockle-shell!" one man cried to his wife as she was helped over the rail.

But the Titanic settled deeper in the ocean and it was difficult for the men to remain on their feet. Then it was that the appalling nature of it dawned upon those men. And then, alas, was that the officers of the ship, with their revolvers.

"Stand back!" they cried, women and children go into the boats. Some of the men leaped.

Some looked down over the side of the ship.

Some looked down over the side of the ship.

Some looked down over the side of the ship.

sent from the berg with which it had collided. Of the scene in the bow, where over a hundred and fifty feet of the ship's length had been crushed in, there were no witnesses until an hour afterward, when the lifeboats were all in the water.

Heroism Asserts Itself.

The ship had now listed to a terrible angle. Men, in the throes of panic, attempted to reach the boats and were pushed back. And in that moment of the heroism of hundreds asserted itself. It was the passengers who pushed back these panic-stricken few and not the sailors. Of the individual deeds of heroism only a few have yet been told. But those few are the fore-runners of thousands.

Soon most of the boats had been lowered and still a full realization of the extent of the disaster had not dawned upon all that mass of men.

But, finally, all the boats had been lowered. Then, the sailors, seeing women standing and running about, cried:

"All women to the lower deck!"

There began a rush to the lower deck, and there it was that the nearest semblance to a panic began. Some of

367 shot, a semi-hysterical band of men, 745.

All the figures that had drifted in through the air were wrong, and the truth came it was merely to witness the terrible roll to 1695.

The scenes that were enacted on the Titanic, and outside as the survivors were being hurried away to the hotels, will live a lifetime in the memory of those who witnessed them.

In hysterics, women fainting, children almost crushed in the arms of those welcoming them, were the rule, not the exception. Men fell down to kiss the knees of their returning womenfolk. Women shrieked, wept, dashed in madness from one group of friends to another, and finally collapsed in the arms of those who had come to meet them.

The Scenes Repeated.

Outside, as they were led or carried to waiting automobiles, the same scenes were repeated. The sight of a street seemed to fill some of the returned ones with awe, to others it was a cause for emotional joy that could only find relief in extravagant ecstasy. The precautions taken for the protection of the survivors proved entirely adequate, and, fortunately, all the ambulances and relief corps that had been gathered at the pier were not necessary.

The number of badly injured on the Carpathia was not nearly as large as had been imagined, and cases requiring hospital relief were mercifully few.

It was a joyous occasion for many—a terrible day for some. To the last there had been hope in many breasts that their loved ones would be aboard—and at the last those hopes were blasted with the icy breath of the news the living brought.

How the Titanic sank, what happened when she sank, was told in as many different ways as there were people to tell it. But they agreed on one thing—that Capt. Smith and his officers showed the greatest bravery throughout the terrible ordeal, and that, except in isolated cases, the men aboard, from the saloon to the steerage, showed a heroism worthy of the sea.

When the Ship Went Down.

Men were playing cards in the smoking room when the great ship struck the iceberg whose proximity was well known to all aboard, for a bulletin of it had been posted in the saloon, and when the ship went down, most accounts agree, the band was playing "Nearer, My God, to Thee," while the lifeboats were pulling away.

But it was difficult to get a connected story from any survivor.

Mrs. John Jacob Astor, outwardly none the worse for her awful experience, was among the first to be whisked away to her home. Her stepson, Vincent Astor, and Craig Biddle had come to meet her and the greeting between them was affecting. She went direct to the home of her father, William H. Force, but stayed there only a few moments.

THRILLING ACCOUNTS OF HEROISM AND SACRIFICE BY TITANIC SURVIVORS.

Tales of horror were told by the survivors of the Titanic wreck when they landed from the steamship Carpathia.

Men and women related in detail how the big ship had crushed against the iceberg, but how the jar was so slight that no one was excited until the ship's officers and crew began lowering the lifeboats and rafts and ordering passengers into them.

The Titanic's boilers exploded when water rushed in upon them, and it was the opinion of some of the survivors

ed by the shock of the collision, and went on deck. There was no great excitement, and persons were coming out of their rooms and asking what had happened.

Wouldn't Leave Brother.

"Suddenly from the bridge or from some of the officers came the cry, 'Ladies first.' This was the first inkling that we had that the ship was in danger. We went back to the staterooms and dressed. Then came the horrifying order that women must leave their husbands and brothers and that no man was to go in the lifeboats.

"I refused to leave my brother, and remained on deck until the next to the last boat was leaving. They looked around and saw that I was the only woman. I told them that I would not go without my brother and then they took him also. Thus I saved my brother.

"We left the ship about twenty-five minutes before it sank. She sank at about 1:50 o'clock Monday morning. At 6 o'clock the same morning the Carpathia put in an appearance and we were picked up. We were probably one mile away from the ship when she went down, and the steward that had given me the first warning that the ship might sink went down with all the others.

Lights Burning, Band Playing.

"As we left the ship it was the most remarkable and brilliant sight I had ever witnessed on the water. All the lights were burning and the band was playing as if at a concert."

Mrs. Schabert was asked in regard to a rumor that Major Butt, military aide to President Taft, had shot eight men to keep them from upsetting lifeboats by crowding into them.

Mrs. Schabert answered that she was unable to either confirm or deny this. She said she had seen no such thing, but that the confusion was such she might not have seen it, even if it had happened.

Col. Astor Died a Brave Man.

Dramatic stories of the death of Colonel Astor were told on the pier by survivors.

"Mrs. Astor was sent away in the tenth boat," said John Kuhle, of Nebraska. "Just as she was about to be placed within the boat, Colonel Astor embraced her.

Helped to Force Wife into Boat.

"Astor then freed himself from his wife's embrace and, after helping to force her into the boat, turned away and stood upon the deck."

Colonel Archibald Gracie, U. S. A., declared Colonel Astor's conduct was deserving of the highest praise. Colonel Astor, said Gracie, devoted all his energies to saving his young bride, who was in delicate health.

"Colonel Astor helped us in our efforts to get her in the boat," said Colonel Gracie. "I lifted her into the boat. Colonel Astor then inquired the number of the boat which was being lowered and turned to the work of clearing the other boats and in reassuring the frightened and nervous women."

Col. Astor Joined Mr. and Mrs. Straus.

"John Jacob Astor escorted his wife to one of the lifeboats, kissed her quietly and then went up to deck B and joined Mr. and Mrs. Isador Straus," said Robert W. Daniel, of Philadelphia. "I was almost alongside of them, but not close enough to distinguish anything they said to each other. When the water reached deck B, I jumped into the sea. Neither Colonel Astor nor Mr. and Mrs. Straus made any effort to save themselves. They seemed to realize that it was hopeless. I am convinced that Colonel Astor could have saved himself had he jumped into the water."

"None of us were worried after the crash. Many of the passengers, my-

ISMAY GRILLED BY SENATORS

Warned of Ice, White Star Line Head Said: "We Will Go Faster"

ARROGANTLY DEFIED DANGER

Unwarranted Belief That Ship Was Unsinkable, Reckless Navigation and Wonderful Calm After Im- pact Brought Out at Hearing.

New York, April 20.—Without wasting a minute the sub-committee of the U. S. Senate Committee on Commerce got down to business in its investigation into the Titanic disaster. President over by Senator William Alden Smith, a lawyer of note of Michigan, the inquiry began at the Waldorf-Astoria.

The remarkable and unwarranted faith of Captain E. J. Smith and his junior officers in the unsinkable character of the Titanic, the recklessness of navigating the Titanic at full speed in view of the advices that there were icebergs in the vicinity and the wonderful calm which prevailed among passengers and officers after the collision—these were the salient facts brought out.

J. Bruce Ismay, William Marconi and Second Officer Lightoller of the Titanic were witnesses before the Senate committee investigating the disaster. From Ismay and Lightoller was drawn, reluctantly the admission that the Titanic was going at almost her maximum speed when she hit the iceberg, that Captain Smith had been warned of the presence of bergs, but that the speed was not slackened in the least.

J. Bruce Ismay was the first witness called, and was not fortunate in the impression he made on the committee and others present. That Mr. Ismay had been concerned chiefly with his own safety seemed to be generally suspected.

Ismay seemed to feel the antagonistic atmosphere. He sat in the extreme corner surrounded by his business associates. With him were two private detectives, who have been assigned as his bodyguard since the Carpathia got in and who are never away from his side.

Mr. Ismay's manner on the stand was constrained. He was plainly ill at ease. Whatever good may have been in the impression he made seemed to be wiped out by the damaging statement made later by Lightoller that the first man he saw on the boat deck three minutes after the Titanic struck was Ismay standing alone.

Major A. G. Peuchen said that J. Bruce Ismay, managing director of the line, had laughingly told a woman passenger that the ice warning, so far from keeping the Titanic back, would only cause her increase her speed, so as to get more quickly out of the ice field.

Other criticisms of Mr. Ismay by passengers on the Carpathia who observed his conduct after he was rescued, and by landsmen, were numerous. It was learned that he occupied the doctor's cabin on board the Carpathia, denied himself to all inquirers and caused the report to be spread that a sick woman was in the cabin on whose door appeared the notice: "Don't knock."

Major Arthur Peuchen, of the Queen's Rifles of Toronto, Canada, made this statement at the Waldorf-Astoria:

"J. Bruce Ismay knew of the presence of icebergs, but arrogantly disregarded the danger of them.

"And when the Titanic was every instant facing the possibility of running into an ice mountain, Mr. Ismay was dining with Captain Smith—both of them in evening clothes—in a lower saloon, when the Captain, at least, should have been at his post of duty on the bridge."

Lightoller, second officer of Titanic, admitted that he knew of the ship receiving a message on Sunday warning Captain Smith of ice.

Marconi talked of the work of wireless and intimated that only economical reasons prevented all passenger vessels having an operator constantly "on duty."

Captain Rostron and Wireless Operator Cottam of the Carpathia denied receiving a message from President Taft.

CAPT. ROSTRON TELLS OF RESCUE

Carpathia's Commander Gives a Thrilling Narrative.

PROUD OF CREW, HE SAYS

Rostron Took Precaution in Going to Rescue of Survivors—Carpathia's Captain Talks of Work of Rescue— No Message from Pres. Taft.

New York, April 20.—In striking contrast to that of J. Bruce Ismay was the testimony of Arthur Henry Rostron, captain of the Carpathia, who made a most favorable impression on his hearers, receiving the reiterated commendation of the committee. He gave every evidence of being modest, courageous and alert, thoughtful to the last detail of the safety and comfort of both the survivors of the Titanic and his own crew, no detail having escaped him in the preparation he made for the rescue, and his thoughtfulness culminating in the religious service of thanksgiving which he asked an Episcopal clergyman to conduct immediately after the rescue, obviously as much because of a realization of the sedative and comforting effect it would have on the nerves of the sufferers as because of his religious convictions.

Narrative of Capt. Rostron.

Capt. Rostron gave his residence as Woodville, Victoria road, Crosby, Liverpool. He has been following the sea for twenty-seven years, filling all posts from cadet on the taining ship Conway, in the Mersey, to commander. He has been with the Cunard Line since 1895 and was commander of the Pannonia before he took charge of the Carpathia in January.

"We left New York April 11," said Capt. Rostron, "and up to Sunday midnight had fine, clear weather. At 1:35 o'clock a. m. Monday I was informed by my wireless operator of urgent distress signals from the Titanic. The operator told the first junior officer and he and the operator put their heads in my doorway and told me. I had just turned in. The message that had come from the Titanic gave her position as latitude 41 degrees 45 minutes north, longitude 50 degrees 14 minutes west. I cannot give at the moment our exact location.

"The New York time of the receipt of the distress signal was exactly 10:45 p. m. Sunday. This accounts for the apparent discrepancy between the times reported by wireless for the sinking of the Titanic and that reported by the passengers.

"I immediately gave orders to turn the ship," resumed Capt. Rostron. "I asked our operator twice if he was absolutely certain as to the origin of the distress message, and upon receiving assurances picked up a point on our course and set a course to north 52 degree west, true fifty-eight miles from my position.

"Then I sent for the chief engineer and ordered him to call another watch of stokers and make all speed possible to reach the Titanic.

"We made the fifty-eight miles in three and a half hours. It was at 2:30 that we made out a flare about a point on the port bow, which I took to be the Titanic itself. The Titanic must still be afloat. A little after that we made out a berg on our port bow. Between 3 and 4 we were passing between the side of us. At 4:10 the Titanic was alongside and I saw her before getting to it I saw her ahead and had to start.

Twenty Bergs Around.

"The first boat was in charge of an operator who was not in control of the ship. I had to manoeuvre the boat alongside. By the time the lot on board was lowered and then I saw the boats. The boats were about 150 to 200 feet from the Titanic.

"I received a message from President Taft. Stand the ship on the Titanic.



Magnificent Grand

Fated Titanic.