



TITANIC IN COLLISION



UNIQUE ICEBERG COLUMBIA'S DAMAGED BOW

The upper picture is a combination of photograph of the Titanic and drawing of an iceberg. Photo of the Columbia by American Press Association.

Collision With Icebergs Has Brought Grief to Many Ships

GREAT PRECAUTIONS

The appalling catastrophe which one week ago befel the White Star liner Titanic, when she was sunk in collision with an iceberg off Cape Race, with the loss of more than 1,500 lives, is the greatest of all ocean disasters. The sensational details, the failure of water tight compartments to protect against speedy sinking, the inadequacy of wireless telegraphy against the failure of a ship to keep afloat, are already matters of history.

Of former collisions of steamships with icebergs the last before that of the Niagara, reported about the same time as the Titanic tragedy, was the encounter of an iceberg by the Anchor liner Columbia, from Glasgow, on Aug. 2, 1911. The collision occurred in a dense fog, when the Columbia was 180 miles north and 57 miles east of Cape Race. Huge tons of ice fell upon her forecastle, and her stem was smashed in to the water line. The upper parts of her bow plates were

forced back ten feet. Several members of the crew and one passenger were injured. The Columbia was able to complete her voyage to New York.

On July 8, 1907, the North German Lloyd liner Kronprinz Wilhelm struck an iceberg off the banks in the uncertain light of early morning. Her bow was dented, and her starboard side was scraped badly by the ice, into which she had plowed her way at a speed of sixteen knots an hour. The steamship Voltorno, on her way to New York from Rotterdam, also had a narrow escape from an iceberg in May, 1909, when, off the coast of Newfoundland, she plowed her way into an ice field, which ground deep scars into her sides. Some bergs passed so near her that great chunks of ice fell on her decks, but she escaped without serious damage.

Iceberg Peril Next to Fog.

The giant freighter Naronie of the White Star line, which disappeared from the eastward winter track across the Atlantic some time after Feb. 11, 1893, with seventy-four persons aboard, is also believed to have encountered an iceberg and to have gone down in

collision with it. The facts of this disaster were never ascertained. Her overturned lifeboats were found floating derelicts long afterward 300 miles southeast of Newfoundland.

In August, 1890, the Donaldson liner Concordia, a cattle steamer, outward bound from Montreal, collided with a berg in the Belle Isle strait off the Newfoundland coast and had her bow crushed. To go farther back, there was the disaster to the old Gulon line steamship Arizona on Nov. 7, 1879. She crashed into a berg off the Newfoundland banks and immediately began to sink at the bow. But she was steaming only at the rate of fifteen knots, and her collision bulkhead—the only thing that stood between her 300 passengers and crew and destruction—withstood the shock, and no lives were lost.

Next to fog, icebergs are regarded as the source of gravest peril to vessels navigating the north Atlantic. According to all accounts brought by incoming ocean steamers, this menace has been greater during the last few weeks than in any recent year. The presence of a great number of icebergs in the lane of transatlantic traffic just now does not, however, necessarily indicate any extraordinary conditions in the arctic during the past winter. According to the most reliable estimate of scientists, it requires as a rule from three to four years for an iceberg to drift across the polar basin and reach that region of the Atlantic in which disaster overtook the White Star giantess on her maiden voyage.

How Ice Fields Are Formed.

The greatest precautions are taken on board the big ocean liners to guard against collision with icebergs. Not only are the officers on the bridge and the lookout in the crow's nest impressed with the fact that they must exercise the greatest vigilance when vessels approach the Newfoundland banks, where the danger from icebergs is the greatest at this time of the year, but the temperature of the water is taken frequently, and any striking drop indicated by the thermometer is certain to be accepted as a warning against the presence of icebergs in the vicinity.

This and the lowering of the temperature of the air—if one should happen to pass to the leeward of an iceberg—are about the most reliable of all the danger signals set against the peril. To the eye, indeed, an iceberg is not easily perceptible at night, even though the weather should happen to be clear and the moon, perchance shining. Most of the icebergs have an intense white and bluish hue, which blends with moonlight in a fashion that may confound the most seasoned and vigilant of mariners.

Had the course of the Titanic car-

OTHER GREAT LOSSES OF LIFE.

The following are some of the previous heaviest counts in the toll of death that marine disasters have cost in the last half century:

Year	Ship	Lives lost
1867	Royal Mail steamers Rhone and Wye	1,000
1873	White Star liner Atlantic	547
1880	Turkish frigate Ertogrul	540
1881	Anchor liner Utopia	574
1884	Steamship Norge	600
1888	Steamship Bourgogne	671
1904	Steamboat General Slocum	1,000
1905	Japanese warship Mikasa	539

ried her about a hundred miles to the southward of where the disastrous crash occurred she would in all probability have steered clear of all dangers from ice. According to the most expert mariners, an iceberg is rarely seen at this time of the year—or at any season, indeed—farther south than 40 degrees north latitude. The Titanic's wireless operator gave the position of the steamship when the collision came as 41 degrees 46 minutes north, or 106 miles to the north of the southern boundary of the Atlantic region where the danger from icebergs is an ever present one.

The hydrographic office of the navy department from time to time has sent out much detailed and reliable information regarding the formation and travels of the icebergs and ice fields in the north Atlantic.

Until within a comparatively recent period it had been presumed that the icebergs that infested the Atlantic during the spring and early summer months had broken off from the border of the great arctic ice fields. This, according to the light of later research, is an erroneous theory. The iceberg that drifted directly in the path of the Titanic, it is almost certain, was a small fragment of a huge glacier that years ago and disengaged itself from the interior ice cap of western Greenland, sliding with irresistible and devastating momentum toward the coast and finally plunging into the deep sea.

It is when the edge of such a huge glacier reaches a steep coast that from time to time fragments are broken off by their own weight, caught up by the ocean currents and carried on.

The size of these fragments varies greatly, but according to the reports of the hydrographic office an iceberg from 60 to 100 feet to the top of its walls, with pinnacles and spires reaching from 200 to 250 feet in height, are not unusual in the arctic sea. These measurements apply only to the mass of ice above the surface of the water. This constitutes from one-eighth to one-ninth of the whole mass. It would be futile to seek to render an estimate of the depth of an iceberg below the surface of the sea because this depth varies with the weight of that part which is above the water. A few years ago an iceberg which had a pinnacle of about 100 feet in height did not ground until it reached sixteen fathoms of water in the Belle Isle strait, near St. John's, N. F.

Carried South by Labrador Current.

Thousands of such fragments drop off every year. As they reach the water they are caught up by the polar currents. Nansen, during his expedition with the Fram; and Amundsen, during the arctic trip he undertook in 1901, and the Duke of Orleans in 1905, made a study of polar sea physics. The course of the currents is pretty well known from the published results of their observations.

Along the northern part of the West Greenland coast, where most of the icebergs are created, there is a current setting off shore and toward the pole. This current carries the icebergs some distance northward until a junction is made with what is known as the Labrador current. This sets in in a due southerly direction along the coast of Baffin bay and Labrador. While at times it ceases entirely, and while its speed varies greatly, being greatest near the coast, after winds from the northward, it has been estimated by scientists that usually an iceberg is carried south by this current at a rate of from ten to thirty miles in twenty-four hours.

It is not by any means smooth sailing. All along the Labrador coast are rugged promontories and numberless islands and cliffs surrounded by reef and shallow water. Some of the icebergs are crushed against the rock bound coast, others are caught in the deep fords of Greenland before they reach the open sea at all. Others again are aground in the shallow waters along portions of the coast until only a small percentage of a year's output of icebergs ever reaches far enough south to bring misfortune to transatlantic shipping. According to the reports issued by the hydrographic office at Washington, the ice in such bergs is of extraordinary brittleness. There is sufficient information showing that a blow with an ax, the concussion of a gun shot or the heavy blast of a steamship's whistle has had the effect of splitting the huge mountain of drifting ice. They are more readily broken in warm weather. On the coast of Labrador dur-

ing the short summer that prevails there, when it is packed with icebergs there is a constant and almost deafening crash as icebergs collapse in collision with the coast or with other bergs.

Modern Safety Devices.

In these days of progress in marine architecture, when the up to date liner is a floating hotel, with every device for the safety, comfort and amusement of the passengers, the loss of such a vessel as the Titanic comes as a shock to steamship men, and especially to those who have been figuring on how to build "the largest vessel in the world." The Titanic, with her fifteen automatic self closing bulkhead doors, was considered unsinkable, not only by the officials of the White Star line, but by those who had made a study of modern shipbuilding.

Up to date vessels are all equipped with these water tight compartments, which in time of danger are of prime importance. The captain on the bridge, standing at the central control of the bulkhead doors, can by the simple pressing of a single electric button close every door the length of the vessel and transform her in a few seconds into a craft which the modern shipbuilders have claimed would float with many of her water tight compartments flooded.

If the electric signal indicated a minor accident in a particular part of the ship by pressing buttons on the bridge skipper could close the compartments in that section.

Submarine Bell Device.

Another device for marine safety by the submarine bell signal, with which every vessel is fitted. These bells are also mounted on reefs and points of land. Their action is by wireless or hand ringing, and they come into play whenever two vessels approach within range or when a ship nears the land station to which they belong. This notification usually comes to the skipper or man in command of the bridge in time for him to change his course or check his headway. The range of notification is several miles. This device enables vessels swallowed up in the dense fogs off the banks or in mid-ocean to learn of each other's proximity long before any fog siren or sounding bell would be audible. It is also, of course, much more efficient than the most powerful searchlight.

Since their installation on the modern ocean liners many collisions have been averted by their use, it is said, and experts have declared that many a disaster of ships running on rocks or into collision could have been averted if these submarine bells had been in use.

One Test of the Bell.

As an example of the efficiency of the submarine signal bell, the tug Eugene F. Moran was piloted from a point three miles out in the open sea to the Ambrose channel lightship by a man blindfolded. He followed the course by the guiding sound of the bell ringing some thirty feet below the surface of the sea. This took place on Feb. 31, 1900.

The Moran went down the lower bay to Ambrose lightship and ran alongside to request that the submarine bell on board be kept ringing. In a short time the man who had the telephone headpiece connected with the microphone receivers at the bow of the tug reported that the bell was ringing. Three miles beyond the Hook Assistant Engineer Fay was blindfolded, and the tug was put out of her course to confuse him. With the receivers at his ears, however, he corrected the course and brought the tug without much difficulty back to the Ambrose lightship.

Within a few months, with a new type of wireless equipment, which is Marconi's latest invention, steamships caught in a dense fog need have no more fear of it than they have now of the starlight or the morning's sunshine. This new device is known as the wireless compass. Marconi said in a recent interview that the dread of the fog is the last remaining anxiety of seafarers. By means of special wireless waves he proposes to inform the commanders of vessels the exact direction from which each message comes.

Mr. R. F. Swann, of Ruffin township, was a caller Thursday. He said he wanted to square accounts with his favorite paper, and he did so and felt the conscientiousness of a noble deed performed.

GOV. GLENN SPOKE

Delivered an Educational Address at Wentworth.

To the Seventy-Seven Young People Who Successfully Passed the Examinations and Are Ready to Enter the County High Schools.

Ex-Governor Glenn was greeted by a fine audience Friday at Wentworth when he made an educational address to the 77 young people who had successfully completed the elementary course in the county schools. The court house was filled and there was scarcely any room left in the gallery. Notwithstanding the busy times with framers several hundred were in the audience. Ex-Governor Glenn took the place of ex-Governor Aycock on the program. He handled his subject in a mastery manner, and discussed the development of the child's mind and body in a most entertaining manner, giving many fine illustrations to show the importance of proper training of the children.

Some of the older citizens who had heard the ex-Governor on many former occasions, declared that his speech of Friday seemed better than any he had made before.

Prof. Hickerson, county superintendent of public instruction, gracefully introduced ex-Governor Glenn to his audience, referring to him as a citizen of whom the entire county feels proud, and also as a distinguished citizen of the United States.

The judges of the declamation contest were Messrs. William Cummings, Prof. O. V. Hicks, of Ruffin and Mr. I. O. Schaub. Those contesting were John Martin, of the Thompsonville school; Floyd Gentry, of the Gold Hill school; Fla C. Turner, of the Reid's school; Ernest McCollum, of the Mt. Oak school; Sam Williams, of the Dan Valley school; Charlie Roberts, of the Mt. Oak school; Sam Scott, of the Wentworth school; William Neal, of the Ellsboro school. The judges awarded the medal to William Neal, and Mr. A. W. Dunn made the presentation speech.

The judges of the girls' contest were Rev. P. H. Gwynn, Prof. T. Wingate Andrews and Rev. C. J. D. Parker. Those contesting were Misses Edna Caruthers, of the Vaughn school; Louise Shreve, of the Sharon school; Willie Bennett, of the Gold Hill school; Annie Lewellyn, of the Dan Valley school; Ollie McCollum, of the Mt. Oak school; Luda Comer, of the Pleasantville school; Lizzie Goolsby, of the Sylvania school; Alisia Bailey, of the New Hope school; Louise Alcorn, of the Ruffin school; Lucy Sharp, of the Ellsboro school. The judges decided in favor of Miss Louise Alcorn, and the medal was presented by Prof. T. Wingate Andrews.

Miss Louise Shreve was presented with a medal by County Superintendent Hickerson for scholarship and deportment. The medal was offered by an old student of the Sharon school, Mr. Wilburn Carter, who is now a member of the regular army.

The speech of welcome was made by Mr. Roy Waynick, of Melver, a member of the class, and he did the honors very gracefully.

There were about 50 members of the county's corn club present and these were addressed by Mr. I. O. Schaub, of the department of agriculture.

The 77 young people who had passed an examination on eight subjects, completing the elementary course in the county's public schools were given their certificates by Superintendent

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A CONFIDENTIAL TIP

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