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WITH HER BROAD SIDE GORED DEEP THE MONROE PLUNGES INTO THE SEA

Marine Disaster Which in Its Dramatic Intensity Is Second Only to the Sinking of the Titanic. Acts of Heroism in the Crisis.

PLUNGED BENEATH ICY WAVES; THE HUMAN FREIGHT AFLOAT

Creeping Along, Enveloped in a Murderous Fog, the Nantucket Stuck Her Sharp Prow Into the Vitals of the Unsuspecting Steamer. Sleeping Passengers Sank Under the Waves, With but a Moment for Terrorized Prayers.

Norfolk, Va., Jan. 30.—The Old Dominion liner Monroe, which has weathered many a fierce gale in her 11 years of commissioned life, is at the bottom of the sea just off Hog Island.

Lost—Passengers, 19; crew, 22; total, 41.
Saved—Passengers, 39; crew, 60; total, 99.

(By Associated Press.)
Norfolk, Va., Jan. 30.—The story of how 43 souls went down to death in the chilly waters of the Atlantic when the liner Nantucket ramméd and sank the steamer Monroe early Friday was brought to port tonight by 94 survivors of the sunken ship's passengers, rescued and brought to shore by the Nantucket. It was a story of awful and sudden death, sweeping out of the dark fog and taking unawares the doomed half-hundred with the heaviness of sleep still upon them.

It told how the stricken Monroe, with her side gored deep by the knife-like prow of the Nantucket, filled rapidly, rolling over on her side, and in a few minutes turned completely over and plunged into the bottom, carrying with her the ill-fated passengers and members of the crew who had failed to get clear of the wreck.

Tonight the revised lists prepared by Capt. Johnson, who survived the sunken vessel, showed:

CREEPING ALONG.
Under the thick bank of fog that hid the heavily running sea both big ships were making their way slowly and with difficulty in the early morning. The Monroe, with Capt. Johnson on the bridge and a double lookout peering into the fog ahead, was edging under half speed to the northward, having left Norfolk for New York last evening with a nerve-racking fog-bound voyage in prospect. The Nantucket, heavily laden with freight, and with but two passengers aboard, was nosing her way southward, bound from Boston to Norfolk. Urged through the dripping fog, the two vessels slowly were drawn toward each other.

The crash came about 1:40 o'clock, without warning. Out of the gray-black fog that shut out even the waves from view, the gleam of the Nantucket's searchlight scarcely touched the dripping side of the Monroe before the high steel prow of the southward-bound vessel cut into her side with a ripping and crashing of plates that threw the stricken ship aback. The Nantucket, with her bow crushed in, backed out of sight into the fog, as Capt. Johnson, seeing that his vessel was fatally stricken, shouted an order for the lifeboats.

PASSENGERS ASLEEP.
When the crash came those aboard the Monroe were in bed and asleep. Only Capt. Johnson and the watch on deck were up and about. But the shivering of the stricken vessel, as the water poured through the gash in her side, awakened the passengers and sent them clambering toward the deck. Warned by the officers, they hurriedly adjusted life-preservers and made for the tilted deck. But the time was all too brief. Those rescued agreed that from the time the Monroe was struck until she settled beneath the waves not more than a short ten minutes elapsed.

Baggage, clothing, valuable, all were forgotten in the flight. Pajamas, nightgowns and bathrobes and blankets were the common apparel of those who reached the deck. And most of them wore that garb when they left the limping Nantucket at her dock late here today.

As the half-clad, excited throng of passengers reached the deck they were herded toward the lifeboats by officers and crew. Three of the lifeboats were gotten away, heavily freighted with frightened humanity, mostly women. By the time these were away the Monroe was rolling over on her side, and it was impossible to launch the other boats.

LINER ON HER SIDE.
With a sudden lurch the liner rolled over on her side. With a chorus of shrieks the unfortunates left on the sinking vessel turned, and, crawling like rats, made their way over the superstructure, through portholes, windows and companionways, until they rested, just out of reach of the waves on the upper side of the half-capsized vessel. Even this slippery security was not long available. With a rumbling sound the ship plunged beneath the waves, leaving her human freight afloat in the icy ocean.

Meantime the Nantucket, herself badly damaged, had stood by, and Capt. Berry had aroused his sleeping crew. As the rays of the searchlight failed to pierce the blanket of fog, Capt. Berry ordered out his lifeboats, and one by one they slipped away into the fog to search for the Monroe. They found only the straggling survivors afloat in the icy water, crying frantically for help.

Many of those picked up were utterly exhausted and unable to help themselves. Thomas R. Harrington kept his wife afloat by swimming with her hair in his teeth, only to have her die a few minutes after she was hauled aboard the Nantucket. Lieut. L. B. Curtis, U. S. A., was rescued, but died after reaching the Nantucket.

Capt. Johnson of the Monroe and all of his officers got away from the sinking vessel and were rescued. All of the officers and the crew of both the Monroe and the Nantucket were held here tonight to await an investigation of the catastrophe, which will be begun immediately by the federal steamboat inspection service.

LIST OF THE MONROE'S DEAD.

- New Norfolk, Va., Jan. 30.—Revised list of steamer Monroe's missing passengers:
- Mrs. W. L. Bolton, Newark, N. J.
 - First Lieut. LeGrand E. Curtis, Second Coast Artillery, Watervliet Arsenal, New York (died after rescue).
 - F. C. Davis, Brooklyn.
 - Mrs. D. Gibson, New York.
 - J. Haskell, Cortland, N. Y.
 - Miss Haviland, Macaria Theatrical Company.
 - W. H. Ingram, Sumter, S. C.
 - Mr. Jolley, Macaria Theatrical Company.
 - Mr. Thomas R. Harrington, Bridgeport, Conn. (died on steamer Nantucket).
 - Mr. Lewis, Macaria Theatrical Company.
 - J. Okamoto, Japanese.
 - Mrs. C. W. Poole and child of Gray, Sussex County, Va.
 - J. F. Ray, New York.
 - Miss Saville, Macaria Theatrical Company.
 - G. Williamson, Steerage Passengers.
 - J. Gilbert.
 - M. Bolen, New York.
 - C. Roper, New York.
 - I. Wilson, New York.
 - Crew:
 - Boatswain N. Nelson.
 - Quartermaster Gules.
 - Boy Lookout A. Soylin.
 - Deck Watchman T. Javich.
 - Saloon Watchman L. Ward.
 - First Wireless Operator Ferdinand J. Kuch.
 - Third Assistant Engineer Braxton Haskins.
 - White Stewardess Mrs. Gourney.
 - Colored Stewardess Fatsy Wallace.
 - Second Cook I. White.
 - Third Cook Joe Bradroll.
 - Head Waiter P. Davis.
 - Waiters J. Deik, J. Martin, A. Praddey, D. Proverbs, W. A. Gardner.
- Among the unaccounted for of the crew were several deckhands and coal pushers who have not yet been checked up by the company.

LITTLE HOPE NOW FOR LEAGUE BALL

Anderson Failed to Avail Herself of the Georgia-Carolina Opportunity.

"Replying to a telegram from Augusta yesterday, I wired that as far as I could see interest in league baseball in Anderson is dead, and that this city did not seem to want a berth in the proposed Georgia-Carolina baseball league," said Mr. J. H. Godfrey last night. "I inquired of Judge Nicholson before making answer if he had heard any talk of going in the league, and he said that the negro who had applied to him for the job of keeping the grounds some time ago had not even renewed his application for the job. This negro is the only person who has mentioned the subject of baseball to the judge since the formation of the league has been agitated."

Mr. T. F. Hill of the traction company was approached to ascertain if the suburban folks are interested in having baseball in Anderson, and he said that they are interested, but he does not know how much they are interested. Mr. Lee and Mr. Taylor, the proper authorities to consider the matter, are in Canada, and no word could be received from them.

It is believed here that the people of Anderson could be aroused to join a league composed of Spartanburg, Greenville, Anderson, and Greenwood, but it is not believed that the folks here would like to go into a league which is comprised of cities like Columbia and Augusta.

Captain of Monroe Is Much Depressed

Norfolk, Va., Jan. 30.—Capt. E. E. Johnson, who commanded the Monroe, came from the Nantucket much depressed. He said he felt in no condition to talk about the disaster at this time and would have to defer any statement that he might make to an official report to the officers of the company.

"I have been up for two days and a night," said Capt. Johnson, "and you can well understand how I hardly feel like talking about this matter right now. I will do so later, but for the present can have nothing to say for publication."

Nantucket Arrives Very Much Injured

Norfolk, Va., Jan. 30.—The Merchant and Miners' steamer Nantucket, after remaining for some time on the scene of the accident, was joined by the Old Dominion steamer Hamilton, bound from New York to Norfolk, and by the Hamilton was conveyed to Norfolk. The Nantucket has a terrible hole in her bow and will have to undergo extensive repairs. The Nantucket was bound from Boston to Norfolk and New York.

Thousands of people crowded the river front to witness the Nantucket's arrival at Norfolk this afternoon, nearly twelve hours after the disaster. The Nantucket's decks were crowded with survivors wrapped in blankets. Doctors had been sent below on tugs to meet her, and there were also aboard United States local steamboat inspectors as well as law-yeers representing both steamship companies. The Nantucket had gone on tugs and reached the Nantucket as she came near Hampton Roads.

LITTLE NEGRO IS RELEASED ON BOND

Fourteen-Year-Old Slayer of Nine-Year-Old Girl Is Out on Bond.

T. Frank Watkins of the local bar appeared before Judge George E. Price yesterday and made application for bail for a nine-year-old negro boy, who has been held in the Anderson county jail on the charge of murder. K. V. Smith, also of the local bar, represented the solicitor.

It will be remembered that the negro boy shot and killed a 9-year-old negro girl, Gladys Simmons by name, last Saturday. The shooting took place several miles from Anderson, and the boy was not brought to this city until Sunday.

After hearing a statement of the facts in the case Judge Price set the sum of bond at \$500 and the boy's relatives succeeded in raising the amount. He was liberated and returned to his home yesterday.

TO ENTERTAIN SECRETARIES

Will Be Guests at Most Elaborate Banquet on Feb- ruary 14.

Atlanta, Jan. 30.—The most elaborate banquet which has ever been given in Atlanta, and Atlanta has had some banquets, will be held at the Capital City Club on St. Valentine's day, February 14th, to entertain the three members of the regional bank organization committee, who are coming to Atlanta to consider this city's qualifications for a regional bank.

Secretary McAdoo and Houston and Comptroller Williams have accepted the invitation. But they will not be Atlanta's only guests on this brilliant occasion. Atlanta's competitors will also be entertained at the brilliant board. The claims of Birmingham, Columbia, Jacksonville, Savannah and Charleston, will be heard in Atlanta at the same time. Those of this city are put forward, and several of the leaders of the delegations from each of these cities will be invited to the banquet.

The regional bank situation is taking on more favorable aspect each day in the estimation of leading Atlanta financiers. They declare that there is practically no doubt that the argument will prevail that the south-east should have a regional bank of its own, and in the light of that fact it is felt that Atlanta will necessarily be the logical point.

ONE OF THE LOST.

Mr. W. H. Ingram Was a Relative of Judge Wilson.

Mr. W. H. Ingram of Sumter, who was one of the passengers on the ill-fated Monroe, is a near relative of Judge John S. Wilson, who held court here last week. Mr. Ingram was for a long time a successful timber and lumber man and at the time of his death he was state agent of the Georgia Carolina Investment company, with offices in Columbia. His widow and an adopted daughter survive.

LATEST NEWS

Anti-Trust Bills.

Washington, Jan. 30.—President Wilson is insistent on enactment of anti-trust legislation before an adjournment, even to give members an early start in the congressional campaign. This was made clear to congress today by administration leaders.

Will Investigate.

Washington, Jan. 30.—A thorough investigation of the circumstances resulting in the collision between the Nantucket and the Monroe today was ordered by the department of commerce.

Obstruct Mails.

New York, Jan. 30.—Eleven of the fifteen chauffeurs employed by the contractor who handles the United States mails here in motor trucks today were found guilty by the federal court of conspiring to obstruct the movement of the mails. The other four were acquitted. The men were indicted after a recent strike during which mail automobile trucks were disabled.

Side-Swiped.

Charlotte, N. C., Jan. 30.—Several people were injured when Seaboard Air Line passenger train No. 14 from Washington to Charlotte today collided with Atlantic Coast Line local passenger train No. 79, running from Fayetteville, N. C., to Florence, S. C., at a right angle crossing of the two roads at Fumbroke, N. C. None was killed. A dense fog prevented the engineer on the Seaboard train seeing the Coast Line train standing on the crossing, until too late to stop the train.

22 Dead in Mine.

Dortmund, Germany, Jan. 30.—Twenty-two persons are known to have been killed and seventeen injured in an explosion of firedamp in the Archenbach Colliery today. The management believes the number of killed and injured, thus far accounted for represent all casualties.

Deserves The Jail.

San Francisco, Jan. 30.—A warrant charging an offense against a young girl was issued here tonight against Maury I. Diggs, former State architect, whose recent trial and conviction under the Mann act caused nationwide comment because of its political complications.

CIVILIZER WARFARE SAYS GEN. F. VILLA.

Juarez, Mex., Jan. 30.—Gen. Francisco Villa today announced that civilized warfare, particularly with reference to the treatment of prisoners, would be adopted by the rebels. He procured a book from United States army officials dealing with "the ethics of international warfare," which he said would be put into practice in the rebel army and he added that henceforth no federal officers would be executed unless they previously had been captured and on being released had broken faith not to fight again.

MARINES LANDED.

Battleship South Carolina Is on the Job.

Washington, Jan. 30.—All the marines from the United States battleship South Carolina, were landed today at Fort Aransas to reinforce bluejackets from the Montana guarding American interests there. Capt. Russell's dispatch to navy department said several candidates for the Hattiesburg presidency were preparing to march on Port au Prince tomorrow.

Will Investigate Into the Disaster

Norfolk, Jan. 30.—The coroner of Norfolk will go into an inquiry hearing on the death of Mrs. Harrington and Lieut. Curtis. The local United States steamboat inspectors will proceed with an early inquiry as to the disaster generally. The date for this more important inquiry has not yet been fixed and may not be determined until United States Supervising Inspector of Steam Vessels John W. Oast of the Third district returns from Washington, where he is now in attendance upon an annual meeting of the supervising inspectors.

BAPIST REPRIVED.

Columbia, Jan. 30.—Buck Hill, a negro sentenced to die on Jan. 30, for raping a white woman in Richland, was reprieved Friday for 10 days by the governor.

First Loss of Life By the Old Dominion

New York, Jan. 30.—The presence of mind of crew and passengers alike was responsible for the saving of so many lives from the Old Dominion liner Monroe, according to a statement issued here tonight by H. B. Wauker, president and general manager.

In his statement Mr. Wauker says Capt. E. E. Johnson, master of the Monroe, launched lifeboat No. 7 with the aid of eight volunteers and then picked up 27 persons who had jumped into the water just before the liner went under, making the total saved by this boat 35. Equally good work was done by First Officer Guy Horsley, who, after launching boat No. 3 with ten passengers, rescued 24 persons who had jumped from the deck

of the steamer. Lifeboat No. 1 was smashed as she landed in the water, and No. 2 capsized.

"This is the first time in the history of the Old Dominion Line that the life of a passenger has been lost at sea," said Mr. Wauker. "The line was organized in 1867. Seven steamers have been in operation for several years. The Monroe was the staunchest of the lot. She was put into service in 1903.

"There was life-saving equipment aboard for nearly double the number of souls she carried on this trip. Under the navigation laws we are required to have 100 per cent. equipment at this season of the year. We had fully that. The Monroe carried boatage for over 300, and there were but 133 persons aboard, all told."

Vanderbilt's Yacht Sinking With Crew

New Orleans, Jan. 30.—High winds driving savage breakers over Frederick W. Vanderbilt's yacht, Warrior, which went aground off the Colombian coast Monday, today prevented the United Fruit steamer Almirante and a wrecking tug from Jamaica from throwing a line aboard in an effort to rescue the crew of 48 men,

California Muss Yet "Riles" Japan

Tokio, Jan. 30.—Baron Makino, the foreign minister, today declined to follow the suggestion made in the diet that he divulge the contents of his notes of protest to the United States on the California question. He said such action would be harmful to negotiations between Japan and the United States.

The foreign minister added that the California question was a serious affair, involving the honor of the Japanese people and that the American government understood the importance attached to the question.

BOVINE IS BONE OF CONTENTION

Atlanta Woman Suing for Di- vorce on Account of Pet Cow.

Atlanta, Jan. 30.—A pet cow, instead of the usual darling child, is the bone of contention in the divorce suit between Mrs. Nettie Holtzclaw and E. E. Holtzclaw. Mrs. Holtzclaw sues for temporary alimony, total divorce and the custody of the cow.

She charges that her husband, who is a carpenter, removed all the household goods and otherwise treated her so cruelly that her only joy and support was the family cow whose butter and milk she had been selling to help support herself.

When the cruel husband came and took the cow away from her too, she said that her tribulations became too great for her to bear.

Thrilling Rescue From Icy Waters

Norfolk, Jan. 30.—One of the most thrilling stories told by survivors was that by Miss Sally McCombs, whom a crazed negro caught by the hair in a lifeboat. She was one of the nine members of the Macaria Theatrical company who survive. Miss McCombs owes her life to the bravery of Charley Sutton, a native of Hartford, N. C., and a member of Monroe's crew, who leaped overboard from the foundering ship and kept her afloat in the icy waters until they reached one of the Nantucket's lifeboats.

Miss McCombs, lying upon her bed at a hotel, filled with emotion, tonight told of her rescue. She said as the fog arose she expressed fear to her companions, but was assured there was no danger. When the crash came Miss McCombs rushed out to find passengers running up and down, with women screaming. Miss Hilda Haviland, leading lady of her company, with whom Miss McCombs was rooming, was lost.

Men Behaved Well; Women Saved First

Norfolk, Va., Jan. 30.—E. P. Lyons the former Richmond, Va., and Savannah, Ga., theatrical manager, said tonight:

"The Monroe's crew behaved splendidly. There were not very many women on the ship, but they were allowed to get into the lifeboats first. There was no effort on the part of the men to crowd. While we were in the lifeboat we picked up a man and a woman. He was holding her by the hair in his teeth and was almost exhausted when we pulled him in."

"There were many people who must have been caught in their staterooms. The collision occurred so suddenly and the boat sank so quickly, it's a wonder that many were not drowned. The listing of the steamer made it impossible to lower the lifeboats on one side of the ship, and that added to the difficulty in saving lives."

"The Nantucket stood by us, and those of us who could climbed the rope ladder to get on board. Those who were not able to follow us were lifted aboard the Nantucket by the aid of ropes, which were placed under the lifeboats."

DON'T LEEZ CARNIVALS.

It was reported last night that the protest of the citizens in the eastern part of the city against the holding of carnivals shows on a vacant lot near the railway street school was being approved by the city and the carnival will have to look elsewhere for a show ground.