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## THE AWFUL STORY

NEARLY SIXTEEN HUNDRED PEOPLE WENT DOWN IN

## GREATEST SEA TRAGEDY

News Brought by Carpathia, Which Reached New York Thursday Night With 739 Rescued Aboard, and is Greeted by Solemn Silence by Thousands Awaiting Her.

The steamship Carpathia arrived at New York Thursday night with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of New Foundland early Monday. The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls.

To this awful death list six persons were added. One died in the life boat when it put off from the liner's side and five subsequently succumbed on the rescue ship Carpathia. The list of prominent men missing stands as previously reported and the total death list as brought to New York by the Carpathia is 1,601.

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship as she went down. As to the scene on board when the liner struck, accounts disagree widely. Some maintain that a comparative calm prevailed; others say that wild disorder broke out, and that there was a maniacal struggle for the life boats. That the liner struck an iceberg, as reported by wireless, was confirmed by all.

Ripped from stem to engine room by the great mass of ice, she struck, the Titanic's side was laid open as if by a gigantic can opener. She quickly listed to starboard, and a shower of ice fell onto the forecastle deck. Shortly before she sank, she broke in two amid the engines and as she disappeared beneath the water compression of air caused two explosions which were plainly heard by the survivors drifting. A moment more and the Titanic had gone to her doom with the vast hundreds grouped on the atoll deck. To the survivors they were visible to the last and their cries and moans were pitiable.

**Statement of the Survivors.**  
The following statement issued by a committee of the surviving passengers was given to the press on the arrival of the Carpathia:  
"We, the undersigned surviving passengers from the steamer Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true."

"On Sunday, April 14, 1912, at about 11:40 p. m., on a cold starlight night, in a smooth sea, and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them."

"The English board of trade passenger certificate, on board the Titanic, allowed for a total of approximately 3,500. The same certificate called for life-boat accommodations for approximately 950 in the following boats:  
"Fourteen large life-boats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient numbers for all on board.

"The approximate number of passengers carried at the time of the collision: First, 330; second class, 320; third class, 750; total, 1,400. Officers and crew, 940. Total, 2,340.

"Of the foregoing, about the following were rescued by steamship Carpathia: First class, 310; second class, 125; third class, 300; officers, 4; seamen, 89; stewards, 97; five men, 71. Total, 210 of the crew. The total per cent of the maximum capacity of the life-boats."  
"We tell it our duty to call the attention of the public to what we consider the inadequate supply of life-saving appliances provided for on modern steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection.

"The insufficiency of life boats, rafts, etc.; lack of trained seamen to maintain same (stokers, stewards, etc.); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats; absence of searchlights.

## DETAILS OF WRECK

OBTAINED FROM SURVIVORS ON THE CARPATHIA.

## TELLS OF HEROIC ACTS

Staff Correspondent of New York Newspaper, Passenger on Rescue Ship, Gives Graphic Description of Terrible Scenes Enacted Before Monster of the Sea Disappeared.

How the Titanic sank is told by Charles F. Hurd, a staff correspondent of the New York Evening World, who was a passenger on the Carpathia. He gives the number of lives lost as 1,700. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which equaled, but could not exceed, the account says, that of John Jacob Astor. Henry B. Harris, Jacques Futrelle, and others in the long list of first cabin passengers.

It was the explosion of the boilers, according to Mr. Hurd's account, which finally finished the Titanic's career. The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted icy water, according to Hurd's story, which caused the boilers to explode and these explosions broke the ship in two.

"The crash against the iceberg, which had been sighted at only a quarter mile distance, came almost simultaneously with the click of the levers operated from the bridges, which stopped the engines and closed the water-tight doors. Capt. Smith was on the bridge a moment later, summoned all on board to put on life preservers, and ordered the lifeboats lowered. The first boats had more male passengers, as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the 'women first' rule was rigidly enforced.

"The officers drew revolvers, but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down caused many rumors, one that Capt. Smith had shot himself, another that First Officer Murdoch had ended his life. These rumors, Capt. Smith was last seen on the bridge just before the ship sank, leaping only after the decks had been washed away. What became of the men with the life preservers was a question asked by many since the disaster.

**Dead Bodies on Surface.**  
"Many of these with life preservers were seen to go down despite the preservers, and dead bodies floated on the surface as the boats moved away. Mrs. Isador Straus refused to leave her husband's side and both perished together. Harold Cotton, Marconi operator on the Carpathia, did not go to bed at his usual time Sunday night and, as a result, caught the first message of the Titanic's plight, which was responsible for saving the hundreds of rescued who were landed in New York. It was testified by several survivors that the Titanic was going 23 knots an hour when she crashed into the iceberg.

"That the Titanic's officers knew several hours before the crash of the possible nearness of the iceberg. That the Titanic's speed, nearly 23 knots an hour, was not slackened. That the number of lifeboats on the Titanic was insufficient to accommodate more than one-third of the passengers, to say nothing of the crew. Most members of the crew say there were sixteen lifeboats and two collapsibles; none say there were more than twenty boats in all. The 700 who escaped filled most of the thirteen lifeboats, and the one collapsible which got away, to the limit of their capacity.

"In the crew's nest, or lookout on the bridge, officers and members of the crew were at their places, awaiting relief at midnight from their two hours' watch. At 1:45 came the sudden sound of two guns, a warning of immediate danger. The crash against the iceberg, which had been sighted at only a quarter of a mile, came almost simultaneously with the click of the levers operated by the officers on the bridge, which stopped the engines and closed the water-tight doors.

**Captain at His Post.**  
"Capt. Smith was on the bridge a moment later, giving orders for the summoning of all on deck and for putting on of life preservers and the lowering of the lifeboats. The first boats lowered contained more men and passengers than the latter ones, as the men were on deck first and not enough women were there to fill them.

"When, a moment later, the rush of frightened women and crying children to the deck began, enforcement of the 'women first' rule became rigid. Officers loading some of the boats drew revolvers, but in most cases the men, both passengers and crew, behaved in a way that called for no such restraint.  
"Revolver shots heard by many persons shortly before the end of the Titanic caused many rumors. One that Capt. Smith shot himself; another was that First Officer Murdoch ended his life. Smith, Murdoch and Sixth Officer Moody are known to have been lost. The surviving officers, Lightoller, Pitman, Boothall and Lowe, have made no statement.

**Concrete Homes for Gary.**  
One hundred concrete houses, the kind Edison wishes to have for workmen, will be built at Gary, Ind., this spring. They will cost \$250,000 and will not be used by ordinary workmen. They will be occupied instead by officials and high salaried rollers of the tin plate mills.

**Sister Had Brothers Arrested.**  
Frank Kinsey and William Kinsey of the Sniders section of Colleton County, are in jail at Wallerboro, having been committed by Magistrate R. G. W. Bryan. Frank Kinsey is charged with having committed an assault on his sister, Miss Carolina Kinsey, with intent to kill. William Kinsey is charged with having taken a horse from the same Miss Kinsey, his sister also.

**Forty Persons Drowned.**  
A boat into which the passengers of the British steamer Seang Chun were disembarking, capsized Tuesday and 40 persons, mostly women, were drowned. The Seang Chun had just arrived at Anoy from Singapore.

**Thousands of Negroes Rescued.**  
A dispatch from Tallulah, La., says two thousand negro flood sufferers were rescued in boats from perilous position on levees, the result of the Mississippi river's invasion of that territory.

washed away. It is also related that when a cook later sought to pull him aboard a lifeboat, he exclaimed: "Let me go," and, jerking away, went down.

"What became of men with life preservers is a question asked since the disaster by many persons. The preservers did their work of supporting their wearers in the water until the ship went down. Many of those who went down into the vortex, despite the preservers, did not come up again. Dead bodies floated on the surface as the last boat shoved away.

"To relate that the ship's string band gathered in the saloon, near the end and played 'Nearer, My God to Thee,' sounds like an attempt to give an added solemn color to a scene which was in itself the climax of solemnity. The various passengers and survivors of the crew agree in the declaring that they heard this music. To some of the hearers, with husbands among the dying men, in the water and on the ship's rails, the strain brought in through the words:

"Nearer, My God, to Thee."  
"So by my vows I'll be Nearer My God to Thee."

"Near the loading of the boat, the restrictions of sex were not made, and it seemed to the men who fled in beside the women that there would be boats enough for all. But the ship's officers knew better than this, and as the spreading fear caused an earnest advance towards the suspended raft, the orders 'women first' were heard and the men were pushed aside.

"To the scene of the next two hours on those decks and in the waters below such adjectives 'dramatic' and 'tragic' do but poor justice. With the knowledge of deadly peril gaining greater power each moment over those men and women, the nobility of the greater part, both among cabin passengers, officers, crew and steersman, asserted itself.

"Isador Straus, supporting his wife on her way to a lifeboat, was held back by an inexorable guard. Another officer strode to help her to a seat of safety, but she brushed away his arm and clung to her husband, crying, 'I will not go without you.'  
"Another woman took her place and her form, clinging to her husband, became part of a picture now drawn indelibly in many minds. Neither wife nor husband, so far as any one knows, reached a place of safety.

"Col. Astor, holding his young wife's arm, stood decorously aside as the officers spoke to him, and Mrs. Astor and her maid were ushered to seats. Mrs. Henry B. Harris parted in like manner from her husband, saw him last on the rail beside Col. Astor.  
"Walter M. Clark, of Los Angeles, nephew of the Montana Senator, joined the line of men as his young wife, sobbing, was placed in one of the crafts. 'Let him come, there is room,' cried Mrs. Emil Tausig, as the men of the White Star Line motioned to her husband to leave her.

**No Tiding of These.**  
"Of Major Archie Butt, a favorite with his fellow tourists, of Chas. M. Hays, president of the Grand Trunk; of Benjamin Guggenheim and of Wm. T. Stead, no one seems to know whether they tarried too long in their staterooms or whether they forebore to approach the fast filling boats. None of them was in the throng, which, weary, hours afterward reached the Carpathia.

"Simultaneously those in the boats saw that those on the decks could not see—that the Titanic was listing rapidly to starboard and that her stern was rising at a portentous angle. A rush of steersmen toward the boats was checked by officers with revolvers.  
"Some of the boats, crowded, drifted for a time. None had provisions or water, there was lack of covering from the ice and aid and the only lights were the still undimmed arcs and incandescents of the settling ship, safe for one of the boats. The survivors, who explained to the passengers that he had been shipwrecked before, appeared carrying three oranges and a green light. That green light, many of the survivors say, was to the shipwrecked hundreds as the pillar of fire by night. Long after the ship had disappeared and while confusing false lights danced about the boats, the green lantern kept them together.

"As the end of the Titanic became manifestly but a matter of moments, the oarsmen pulled their boats away and the chattering waters began to echo splash after splash, as passengers and sailors in life preservers leaped over and started swimming away to escape the expected suction. Only the hardest of the men could endure more than a few minutes of such a numb bath. Such a vigorous stroke gave away to heart-breaking cries of 'Helo! Help!' and swiftest forms were seen floating, the faces relaxed in death.

**Major Butt is Lost.**  
Maj. Archibald Butt, well known throughout the country as President Taft's and former President Roosevelt's military aide, was among those lost on the Titanic. He was from Augusta, Ga., and had gone abroad for his health.

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## HOW SHE WENT DOWN

GRAPHIC DESCRIPTION OF THE SINKING OF THE SHIP AND MANY PEOPLE

Survivor Tells of the Disaster, How the Passengers Acted, the Loading of the Life Boats, the Plunge of the Great Ship Into the Sea and Other Details.

Mr. Beasley, of London, one of the survivors of the disaster, tells of the sinking of the Titanic. He says: "The voyage from Queenstown had been quite eventful; very fine weather was experienced and the sea was quite calm. The wind had been very cold. I had been in my berth for about 10 minutes, when, at about 11:15 p. m., I felt a slight jar and then soon after a second one. The engines stopped immediately afterwards. I went up on the top (boat) deck and found only a few people there who had come similarly to inquire why we had stopped. We saw through the smoking room window a game of cards going on.

"The card players apparently felt more of the jar and looking through the window they had seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it and the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced below by part of the submerged iceberg. The game went on without any thought of disaster, and I retired to my cabin. I never saw any of the players or the onlookers again.

**Anxious Inquiries.**  
"A little later, hearing people going up-stairs, I went out again and found everyone wanting to know why the engines had stopped. No doubt many were awakened from sleep by the sudden stopping of vibration, to which they had become accustomed during the four days we had been on board.

"On going on deck again I saw that there was an undoubted list downwards from stern to bows, but knowing of what had happened, I concluded some of the front compartments had filled and weighed her down. I went down again to put on warmer clothing and as I dressed heard an order shouted:

"All passengers on deck with life belts on!"  
"We walked slowly up with them tied on over our clothing, but even then we did not realize the danger. There was a total absence of any panic or any expressions of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any controversy. The ship was absolutely still and except for a gentle tilt downward at the time, no signs of the approaching disaster were visible. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

"All Men Stand Back."  
"We then began to realize it was more serious than had been supposed. Presently we heard the order: 'All men stand back away from the boats and all ladies retire to next deck below!'—the smoking room deck, or B deck. The men all stood away and remained in absolute silence, leaning against the railing of the deck or pacing slowly up and down. The boats were swung out and lowered a deck. When they were to the level of the B deck, where all the ladies were collected, the ladies got in quietly, with the exception of some who refused to leave their husbands; in some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats from aft already in the water, slipping quietly away into darkness and presently the boats near to me were lowered and with much creaking, as the new ropes slipped through the pulley blocks along the seventy-five feet, which separated them from the water. An officer in uniform came up as one boat went down and shouted: 'When you are afloat, row about the companion ladder and stand by with the other boats for orders.'

"'Aye, aye,' came up the reply, but I don't think any boat was able to obey the order. When they were about the sailors saw they could do nothing but row from the sinking ship.  
No Disorder.

"All this time there was no trace of any disorder; panic or rush to the boats and no scenes of women sobbing hysterically. Every one seemed to realize slowly that there was imminent danger. When it was realized that we might all be presently in the sea, with nothing but our life belts to support us until we were picked up by passing steamers, it was extraordinary how calm everyone was and how completely self-controlled.

"One by one the boats were filled with women and children, lowered and rowed away into the night.  
"Presently the word went round among the men, 'the men are to be put in boats on the starboard side.'  
"I remained on the port side and presently heard the call:  
"Any ladies on your deck, sir?"  
"No," I replied, and looking down, saw boat No. 13.  
"Then you had better jump."  
"I dropped in and fell into the bottom as they cried: 'Lower away!' As the boat began to descend, two ladies were pushed hurriedly through

the crowd on B deck and heaved over into the boat and a baby of ten months passed down after them. Down we went until we were some 12m feet from the water. Here occurred the only anxious moment of our experience.

"Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side above the water line. It was planned we ought to be smart way from this not to be swamped by it when we touched water. We had no officer aboard nor petty officer nor member of the crew to take charge. Soon after the stokers shouted:  
"Some one find the pin which releases the boat from the ropes and pull it up!" No one knew where it was.

"Down we went and presently floated with our ropes still holding us directly under Boat No. 14, which had filled rapidly with men and was coming down on us in a way that threatened to submerge our boat.  
"Stop lowering 14," the crew shouted and the crew of No. 14, now only 20 feet above, shouted the same. But down she came—fifteen feet, ten feet, five feet and a stoker, and I reached up and touched her swinging above our heads. Just before she dropped another stoker sprang to the ropes with his knife. His knife cut through the pulled ropes and the next moment the exhaust streams then carried us clear, while Boat 14 dropped into the water, into the space we had the moment before occupied.

"We drifted away easily and headed directly away from the ship. The crew seemed to me to be mostly cooks in white jackets, two to an oar, with a stoker at the tiller. The stoker who was steering was chosen captain. He set to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise, so that when the searching boats came in the morning to look for us there would be more chance for all to be rescued.  
"It was now about 1 a. m., a beautiful starlight night, with no moon, and so not very light. The sea was as calm as a pond.

"As we rowed away from the Titanic, we looked back from time to time to watch her. In the distance she looked an enormous length, her great bulk outlined in black against the starry sky, every port hole and saloon blazing with light. It was impossible to think anything could be wrong with such a leviathan, were it not for that ominous tilt downwards in the bows, where the water was now up to the lowest row of port holes. Presently, about 2 a. m., as near as I can remember, we heard her settling very rapidly. She slowly tilted straight on end and with the stern vertically upwards, and as she did so, the lights in the cabins and saloons, which had not flickered for a moment before we left, died out, came on again for a single flash and finally went out altogether. At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles. But this was not yet quite the end.

"To our amazement, she remained in the upright position some minutes and we watched at least 150 feet of the Titanic towering up above the level of the sea and looming black against the sky. Then, with a quiet, slanting dive, she disappeared beneath the water and our eyes had looked for the last time on the gigantic vessel. And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable condition of dress and undress.

"And then thereon the ear the most appalling noise that human being ever listened to—the cries of hundreds of our fellow beings struggling in the icy cold water, crying for help with a cry that we knew could not be answered.  
"We tried to sing to keep the women from hearing the cries and rowed hard to get away from the scene of the wreck, but I think those sounds will be one thing the rescued will find it difficult to efface from memory.

"I kept a lookout for lights and about 2 a. m. saw faint lights showing in the sky, which turned out to be the only northern lights.  
"Presently low down on the horizon we saw a double light. They proved to be the masthead light and a deck light below of a rescuing steamer. We swung around and headed for her. The steersman shouted: 'Now boys sing,' and for the first time the boat broke into song with 'Row for the Shore, Boys,' and for the first time tears came to the eyes of us all, as we realized that safety was at hand. The song was sung, but it was a very poor imitation of the real thing, for quiet evening voices make poor songs. A cheer was given next, and that was better."

**NONE RESCUED BY THEM.**  
None of Titanic Passengers on Parisian or Virginian.

A dispatch from Montreal says the definite statement that neither the steamer Parisian nor the Virginian succeeded in rescuing any of the Titanic's passengers was made Tuesday night by George Hannah, general passenger agent of the Allen Line. It is believed, Mr. Hannah said, that the Titanic sank more rapidly than those on board, and that the work of loading the boats and getting the passengers over the side had not been completed when the final plunge occurred.

**Loose Found the Leak.**  
Hunting for a gas leak, Enoch Loose, of Cayhoga, Falls, O., lighted a match in the bathroom of the home. There was an explosion which blew out a wall of the house, and severely burned Loose, his wife and daughter, and Frank P. Schaffer, a boarder.

## WAS SAVED ON RAFT

TELL GRAPHIC STORIES OF THE AWFUL DISASTER.

## A THRILLING DESCRIPTION

Col. Graice, Rescued After Going Down With the Titanic, and Other Survivors, Tell Graphic Tales of the Sinking of the Great Liner and Great Loss of Life.

Some of the survivors from the Titanic wreck tell graphic stories of the terrible disaster, by which nearly sixteen hundred people lost their lives. E. Z. Taylor of Philadelphia, one of the survivors, jumped into the sea just three minutes before the boat sank. He told a graphic story as he came from the Carpathia, when she arrived in New York Thursday night.

"I was awakened when she struck the iceberg," he said. "There was an awful shock that made the boat tremble from stem to stern. I did not realize for some time what had happened. No one seemed to know the extent of the accident. We were told that an iceberg had been struck by the ship. I felt the boat rise and it seemed to me that she was riding over the ice. I ran out on deck and then I could see ice. It was a veritable sea of ice, and the boat was rocking over it.

"I should say that parts of the iceberg were 80 feet high, but it had been broken into section, probably by our ship. I jumped into the ocean and was picked up by one of the boats. I never expected to see land again. I waited on board the boat until the lights were out. It seemed to me that the discipline on board was wonderful."

**Col. Graice a Hero.**  
Col. Archibald Graice, U. S. A., the last man saved, went down with the vessel, but was picked up. Col. Graice told a remarkable story of personal hardship and denied emphatically the reports that there had been any panic on board. He praised in the highest terms the behavior of both the passengers and crew and paid a high tribute to the heroism of the women passengers.

"Mrs. Isador Straus," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat, she steadfastly refused and was in the ship when it settled at the head and the two were engulfed by the wave that swept her." Col. Graice told of how he was driven to the topmast deck where the ship settled, and was the sole survivor after the wave that swept her just before her final plunge had passed.

"I jumped with the wave," he said, "just as I often have jumped with the breakers at the seashore. By great good fortune, I managed to grasp the brass railing on the deck above and I hung on by might and main. When the ship plunged down, I was forced to let go, and I was swirled around and round for what seemed to be an interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"Luckily I was unhurt, and casting about managed to seize a wooden grating floating nearby. When I had recovered my breath I discovered a large canvas and cork life raft which had floated up. A man, whose name I did not learn, was struggling toward it from some wreckage to which he had clung. I cast off and helped him to get on to the raft, and we then began the work of rescuing those who had jumped into the sea and were foundering in the water.

**Saw Wretched Men Die.**  
"When dawn broke there were 30 of us on the raft, standing knee deep in the icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half-dead, besought us to save them, and one or two made an effort to reach us, but we had to warn them away. Had we made any effort to save them, we all might have perished. The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible that I ever spent.

"Practically without any sensation of feeling because of icy water, we were almost dropping from fatigue. We were afraid to turn around to look to see whether we were seen by pass-craft, and when some one who was facing astern passed the word that something that looked like a steamer was coming up, one of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point." Col. Graice denied with emphasis that any men were fired upon, and declared that only once was a revolver discharged.

"This was to intimidate some steersman passenger," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air and when the officers were told that the next would be directed at them they promptly returned to the deck. There was no confusion and no panic."

Col. Graice was in his berth when the vessel smashed into the berg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2:22 a. m. for his watch stopped at that hour.  
"Before I retired," said Col. Graice, "I had a long talk with Chas. H. Hayes, president of the Grand Trunk railroad. One of the last things Mr. Hayes said was this: 'The White Star, the Cunard and the Hamburg-American lines are devoting their attention and energy in vying with the other to obtain superiority in luxurious ships and making speed records. The time will soon come when this will be checked by some appalling disaster.'  
"Poor fellow, a few hours later he was dead."  
"The conduct of Col. John Jacob Astor was deserving of the highest praise," Col. Graice declared. "The millionaire New Yorker," he said, "devoted all his energy to saving his young bride, nee Miss Force of New York, who is in delicate health."  
"Col. Astor helped us in our efforts to get her in the boat," said Col. Graice. "I lifted her into the boat, and as she took her place Col. Astor requested permission of the second officer to go with her for her own protection."  
"No, sir," replied the officer, "not a man shall go on a boat until the women are all off." Col. Astor then inquired the number of the boat which was being lowered away and turned to the work of clearing the other boats and in reassuring the frightened and nervous women.  
"By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered every one to rush to starboard. This we did, and we found the crew trying to get a boat off in that quarter. Here I saw the last of J. B. Thayer and George B. Widenor."  
At High Speed.  
Col. Graice said that despite warnings of icebergs, no slowing down of speed was ordered by the commander of the Titanic. There were other warnings too, he said.  
"In the 24 hours' run ending 14th," he said, "the ship's run was 546 miles, and we were told that the next 24 hours would see even a better record posted. No diminution of speed was indicated in the run. The officers, I am credibly informed, had been advised by wireless from other ships of icebergs and dangers on our coast in that vicinity. The sea was as smooth as glass and the weather clear, so that it seems there was no occasion for fear."  
"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. There was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion. On the port side a glance over the side failed to show any evidence of damage and the vessel seemed to be on an even keel. James Clach Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."  
One of the last women seen by Col. Graice, he said, was Miss Evans of New York, who virtually refused to be rescued because, according to the army officer, "she had been told by a fortune teller in London that she would meet her death on the water."

premise in luxurious ships and making speed records. The time will soon come when this will be checked by some appalling disaster."

"The conduct of Col. John Jacob Astor was deserving of the highest praise," Col. Graice declared. "The millionaire New Yorker," he said, "devoted all his energy to saving his young bride, nee Miss Force of New York, who is in delicate health."

"Col. Astor helped us in our efforts to get her in the boat," said Col. Graice. "I lifted her into the boat, and as she took her place Col. Astor requested permission of the second officer to go with her for her own protection."  
"No, sir," replied the officer, "not a man shall go on a boat until the women are all off." Col. Astor then inquired the number of the boat which was being lowered away and turned to the work of clearing the other boats and in reassuring the frightened and nervous women.

"By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered every one to rush to starboard. This we did, and we found the crew trying to get a boat off in that quarter. Here I saw the last of J. B. Thayer and George B. Widenor."  
At High Speed.  
Col. Graice said that despite warnings of icebergs, no slowing down of speed was ordered by the commander of the Titanic. There were other warnings too, he said.

"In the 24 hours' run ending 14th," he said, "the ship's run was 546 miles, and we were told that the next 24 hours would see even a better record posted. No diminution of speed was indicated in the run. The officers, I am credibly informed, had been advised by wireless from other ships of icebergs and dangers on our coast in that vicinity. The sea was as smooth as glass and the weather clear, so that it seems there was no occasion for fear."

"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. There was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones, who offered them as mementoes of the occasion. On the port side a glance over the side failed to show any evidence of damage and the vessel seemed to be on an even keel. James Clach Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the last women seen by Col. Graice, he said, was Miss Evans of New York, who virtually refused to be rescued because, according to the army officer, "she had been told by a fortune teller in London that she would meet her death on the water."

**Fifth Officer Efficient.**  
A young English woman who requested that her name be omitted, told a thrilling story of her experience in one of the collapsible boats which had been manned by eight of the crew from the Titanic. The boat was in command of the fifth officer, H. Lowe, whose actions she described as saving many lives. Before the life boat was launched he passed along the port deck of the steamer commanding the people not to jump into the boats and otherwise restraining them from swamping the craft. When the collapsible was launched Officer Lowe succeeded in putting up a mast and a small sail. He collected the other boats together; in some cases the boats were short of adequate crews and he directed an exchange by which each was adequately manned. He threw lines connecting the boats two by two and all thus moved together. Later on he went back to the wreck with the crew of one of the boats and succeeded in picking up some of those who had jumped overboard and were swimming about. On his way back to the Carpathia he passed one of the collapsible boats which was on the point of sinking with 30 passengers aboard, most of them in scant night clothing. They were rescued just in the nick of time."

**MEET IN CHARLESTON NEXT.**  
Col. E. J. Watson Elected a Vice-President of Body.

Resolutions urging the appropriation by congress of \$10,000 annually until the completion of the Panama canal and \$5,000,000 annually thereafter for land reclamation and other purposes, and calling for an immediate conference in Washington of the executive committee and officers of the National Drainage congress, were unanimously adopted at New Orleans Friday night by the delegates of the thirty-three States and four foreign countries attending the adjourned Friday night. The congress elected former Gov. David R. Francis of Missouri as president; Edmund T. Perkins, Illinois, first vice-president; E. J. Watson of South Carolina, Col. W. C. Gorgas, U. S. A., Bernard Baker, Maryland, and Edward Wisner of Louisiana, vice presidents. Charleston was selected as the place of the next meeting, January, 1913.

**Three People Die in Fire.**  
Mrs. Amanda Dunn, aged fifty-five, Cleveland Dunn, her son, aged twenty-three, and Mildred Dunn, aged two, daughter of Cleveland Dunn, lost their lives shortly after midnight Thursday night in a fire which destroyed the home of Milton M. Dunn, treasurer of Lee County, a few miles south of Opelika. Cleveland Dunn lost his own life and that of his baby in an heroic effort to save his mother.