

DETAILS OF TRAGEDY.

SINKING OF STEAMER MONROE MARKED BY HARROWING SCENES.

Passengers and Crew Had Little Time to Save Themselves—Officers of Ship Did Their Full Duty in the Emergency and Several Men Gave up Their Chance of Life to Save Women.

Norfolk, Va., Jan. 30.—The story of how 41 people went down to death in the chill water of the Atlantic when the liner Nantucket rammed and sank the steamer Monroe early today was brought to port tonight by 55 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 and 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 steel prow of the Nantucket, filled rapidly, rolled over on her side and in a few minutes turned completely over and plunged to 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:

Lost: Passengers 19, crew 22, total 41.

Saved: Passengers 39, crew 60, total 99.

Under the thick 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 in the fog, as Capt. Johnson, seeing that his vessel was fatally stricken, shouted an order for the lifeboats.

When the crash came those aboard the Monroe were safely in bed and asleep. Only Capt. Johnson and the watch on deck were up and about. But the shivering of the stricken vessel and her listing motion, as the water poured through the gash in her side awakened the sleeping 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, valuables were all forgotten in the flight from the staterooms of the sinking ship. Pajamas, night gowns and bathrobes and blankets were the common apparel of those who made the slippery deck before the water trapped them below. And most of them were that garb at the dock here this afternoon.

As the half-clad, excited throng of passengers reached the dock, they were herded towards the lifeboats by officers and crew. Three of the lifeboats from one side of the crippled vessel were got away from the side freighted with frightened humanity, mostly women, shivering in the wet and cold in their flimsy night clothing. By the time these were away the Monroe was rolling over on her side and it was impossible to launch the other boats.

With a sudden lurch the liner, now fast filling, rolled over on her side, throwing up her uninjured side, submerging cabins and saloons.

With a chorus of shrieks the unfortunates left on the sinking vessel turned, and crawling like rats, made their way over the superstructure, through port holes, windows and companionways, until they rested, just out of reach of the waves on the upper side of the half-capsized vessel. But even this slippery security was not long available. With a rumbling sound the big vessel plunged beneath the waves, leaving her human freight afloat on the icy bosom of the ocean. Meantime the Nantucket, herself badly damaged, was standing by, and Capt. Berry had aroused his sleeping crew. As the ineffectual 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 struggling survivors afloat in the icy sea, crying frantically for help. Many of those picked up were utterly exhausted and unable to help themselves. Several had to be hauled over the side of the Nantucket with ropes. 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. P. 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.

E. J. J. Newby, United States navy, chief petty officer, who was on ten days' leave, intending to spend it in New York, was among the survivors. Newby gave the Associated Press an interesting description of the accident.

"Judging from my watch, which stopped after I went into the water, the accident happened at 1.43. My watch stopped at 1.58 and I judge that it was not more than ten minutes from the time the boats struck until I was in the water.

"I was in bed when the crash came and immediately grabbed my trousers, coat and cap and what little money I had. Almost immediately the vessel listed strongly and in going up on deck, I had to crawl like a monkey. "The officers of the vessel acted with promptness and efficiency. In an incredibly short time all of the officers were at their posts and the members of the crew not caught in their bunks were in their proper places.

"There was no panic in the ordinary sense of the word, as used in describing accidents at sea. There was excitement, of course, but the passengers and crew all conducted themselves, as far as I could see, in a proper manner. Efforts were made to launch boats and rafts, but with very little success. There was hardly time for anything.

"The engine room was evidently flooded almost immediately, as in a few minutes the lights went out and undoubtedly this caused a greater loss of life among the passengers than would otherwise have occurred. Many unfamiliar with the ship evidently lost their way in their efforts to get on deck and were swept down in the whirlpool.

"Many of the passengers and crew who lost their lives were evidently killed in their bunks or pinioned there so that they could not escape. The vessel was struck on the starboard side just forward of amidships and so quickly did she go to pieces, that as I was leaving, I noticed the paint on the bulkheads was crumbling and scaling off."

To the Associated Press Capt. P. Nelson of the old Dominion steamship Hamilton, which conveyed the Nantucket from the scene of the wreck into Norfolk harbor, said:

"We were able to do very little, as the work was all over before we could get on the scene. Our wireless picked up S O S at about 2.30 this morning, when we were in a very heavy fog and running quite slowly. We were only 30 miles away, but, on account of the fog, were forced to proceed very slowly, so that it was 4 o'clock when we came within signaling distance of the Nantucket.

"At that time the Nantucket showed a badly broken nose and the crew were engaged in putting her in as good shape as possible. We stood alongside to render whatever aid was necessary, with lifeboats and ladders in readiness and in the meantime on the lookout for anything that could be picked up.

"We found only one lifeboat and that was empty. The Monroe had gone down like a rock within ten minutes after she was struck and nothing was to be found."

It was as if they had come from the dead when eight of the Monroe's passengers whom wireless reports had put in the list of the lost walked or were borne from the steamer Nantucket when the latter landed the rescued at Norfolk this afternoon.

Those were: George M. Marlow of New York, Mrs. John M. Ray of New York, E. P. Lyons of New York, late of Richmond, Va., and Savannah, Ga.; B. B. Vernon of New York, W. C. Clausen of Milwaukee, Ed Gorman of Philadelphia, W. Albert Snyder of East Orange, N. J., and C. W. Pool of Gray, Va.

Mrs. Ray's husband was lost and she was tonight in Norfolk without friends or means. The Old Dominion company, through its assistant general manager, E. E. Palen, did every thing possible, however, for the comfort of all survivors, and Mrs. Ray, being cared for at a local hotel until she can communicate with her friends and determine when she will proceed to New York. The case of Mrs. Ray, a beautiful girl of not over

20 years, is one of the very saddest of the disaster. She was rescued in her night robe, and said:

"My husband and all were lost. I know not what to do."

Mrs. Thomas R. Harrington of Bridgeport, Conn., and Lieut. LeGrand B. Curtis, U. S. A., died on the steamer Nantucket after their rescue. Lieut. Curtis was taken from the water unconscious and badly injured.

There were notable deeds of heroism by Assistant Engineer Oscar Perkins and First Wireless Operator Ferdinand J. Kuehn. Perkins, when the influx of water put out the main dynamo and left the Monroe in complete darkness, rushed below and put to work an emergency dynamo. He is among the rescued.

Wireless Operator Kuehn gave the first S O S call and after adjusting a life preserver, which would doubtless have saved his own life, removed this from his body and put it on a girl. Kuehn was lost.

C. W. Poole, en route from Gray with his wife and child, had his wife and child washed from his arms.

Ed Gorman of New York told of harrowing scenes of women screaming for help in the cabin of the Monroe. Walking upon the side of the careened sinking ship, Gorman met a girl whom he begged to jump with him into the sea. The girl refused and perished. Gorman was at once picked up by a passing lifeboat.

J. Gateley, second officer of the Monroe, gave his life preserver up to a lady who had none, and after being washed into the water saved himself by grabbing a floating ladder.

C. H. Davis told how a frenzied negro standing upon the sinking Monroe asked another negro for a pocket knife with which he proceeded to cut his own throat from ear to ear and then fell into the sea.

Though some of the negroes lost their heads, in the end there has been notable commendation of their conduct generally and there are none who have anything but praise for the general demeanor of the negroes aboard the Monroe in the great excitement following the collision.

Ralph Falannagan, 82 Hull street, Brooklyn, went to the hospital temporarily. He is not seriously hurt. One of the most thrilling stories told by the 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 survived. Miss McCombs owes her life to the bravery of Charles Sutton, a native of Hertford, N. C., and a member of the Monroe's crew who leaped overboard from the foundering ship and kept her afloat in the icy water until they reached one of the Nantucket's lifeboats.

Miss Hilda Haviland, leading lady of her company, with whom Miss McCombs was rooming, appears seriously affected by the experience.

James O'Connell of Washington escaped injury. He was in the water for some time but is only slightly indisposed from his experience.

A. G. Brown of Brooklyn was among those who were forced to walk along on the side of the Monroe as she careened just before sinking. Finally all were washed into the sea. The Monroe went down easily, however, and there was but little suction.

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 makes until he has time to take an official report to the officers of his 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."

The Merchants 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 had a great hole in her bow and will have to undergo extensive repairs. The Nantucket was bound from Boston to Norfolk and Baltimore.

Thousands of people crowded the river front to watch the Nantucket's arrival at Norfolk this afternoon, nearly 12 hours after the disaster. The Nantucket's decks were crowded with survivors. Doctors had been sent on tugs to meet her and there were also aboard United States local steamboat inspectors as well as lawyers representing both steamship companies. These had gone on tugs and boarded the Nantucket as she came into Hampton Roads.

The coroner of Norfolk will go into an inquiry bearing on the death of Mrs. Harrington and Lieut. Curtis.

Assistant General Manager E. E. Palen of the Old Dominion Steamship company tonight gave the Associated Press the following statement: "The Monroe left Norfolk at 7.40 and ran into a light fog when outside

of the capes, and was proceeding cautiously on her route to New York, blowing a fog whistle every minute by an automatic time clock.

"When about half way between Cape Charles lightship and the Winter Quarter lightship, the lookout heard the fog whistle of the Nantucket off her starboard bow. She stopped and blew two whistles, which were responded to by the Nantucket. She again blew two whistles, which were not responded to, and immediately thereafter the crash came.

"The Nantucket was not visible except immediately before the collision, the fog being heavy near the water, but light above that.

"The Monroe was struck on the starboard side, about one-third the distance from her bow, the Nantucket penetrated the Monroe something like one-third of her width, making the sinking of the Monroe inevitable.

"Capt. Johnson, who had been in the pilot house for several hours, immediately gave notice to the steward to awaken all the passengers, though the passengers were at that time rushing out of their staterooms. They were told to come at once to the boat deck. The dynamo, which was then running, gave out in a few minutes and the vessel was encompassed in darkness until Third Engineer Oscar Perkins rushed below and started the second dynamo, which ran for two or three minutes. The Monroe immediately listed to the starboard, and in the course of three or four minutes the starboard side of the Monroe was awash and the port side was high in the air."

The list of the missing follows: Mrs. W. L. Bolton, Newark, N. J. First Lieut. Legrand B. Curtis, Second Coast artillery, Waterville arsenal, New York. (Died after rescue.) J. Edward, U. S. N. Mrs. D. Gibson, New York. J. Haskell, Cortlandt, N. Y. W. H. Ingram, Sumter, S. C. Chas. N. Jelleff, New York, Macaria theatrical company.

Mrs. Thomas R. Harrington, Bridgeport, Conn. (Died on steamer Nantucket.) George Lewis, New York, Macaria theatrical company. J. Okakamoto, Japanese. Mrs. C. W. Poole and child of Gray, Sussex county, Va. J. F. Rray, New York.

Miss Rena Seville, Macaria Theatrical company. C. Wagner, United States marine corps.

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, which sank off Hog Island early today, according to a statement issued here tonight by H. B. Walker, president and general manager of the Old Dominion steamship line, through James Leyland, superintendent of the main line division.

In his statement Mr. Walker 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 75. 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.

Fourteen persons were saved by two boats from the Nantucket. One of the life rafts on the Monroe proved the means of saving the lives of six, while another saved four persons.

J. E. Gateley, second officer, went below immediately after the collision to ascertain the extent of the damage done. He found some of the passengers on the promenade deck. He tried to get them on the boat deck, but did not succeed. When the Monroe went down he floated off a ladder and later was picked up.

The law of the sea, that women and children must be saved first, cost the chief wireless operator of the Monroe his life. He was standing by boat No. 3 when he saw a woman without a life belt and promptly gave her his. Mr. Walker's statement counts him among the dead. The woman was saved. One of the passengers, a mining engineer, followed the example of the chief wireless operator. What became of him has not been learned.

Nineteen passengers of the Monroe so far have not been accounted for, the statement says. To the list of those saved have been added, the statement says, the names of Mrs. J. M. Ray, E. P. Lyons and B. B. Vernon. Due to the fact that they were unconscious from shock when picked up, the names of these passengers could not be learned earlier.

The members of the crew known to have been drowned are: Third assistant engineer, chief wireless operator, a quartermaster, two deck watchmen and two bow lookouts.

When the presence of another vessel was suspected by the officers of

the Monroe, the statement added, the vessel stopped immediately and the whistle was blown once. The signal was answered by the Nantucket with two whistles. In reply to this the Monroe whistled twice, being answered in the same manner by the Nantucket. The Monroe then kept her whistle going, but received no further signals, it is declared. A few seconds later the vessel was rammed by the Nantucket abaft No. 1 port on the starboard side.

A dramatic incident in connection with the sinking of the Monroe occurred late today at the office here of Capt. James Leyland, superintendent of the Old Dominion Steamship line. Mrs. J. E. Gateley, wife of the second officer of the Monroe, 23, accompanied by Gateley's sister, stepped up to Capt. Leyland's desk with blanched face, unable to utter a word. She turned appealing eyes to her companion, who was on the verge of breaking down, but found no comfort.

"Don't tell me he's gone," she finally managed to gasp. "It is more than we can stand. We have been near your office for several hours, but have been afraid to inquire what became of him."

Capt. Leyland could do no more than say that he hoped that her husband had been saved by some passing steamer. Sadly the two women turned away. They had hardly boarded a trolley car, however, when word was received in the office that the name of Gateley had been placed among the saved.

Two clerks were immediately sent after the women to tell the good news.

SUNDAY SCHOOL ASSOCIATION.

Programme Arranged for Three Day Session at Anderson on February 11-13.

The program for the State Sunday School Convention at Anderson, February 11-13, is unusually attractive. The music of the convention will be one of the most interesting features. Mr. Harold C. Lowden, of Philadelphia, will conduct a choir of more than one hundred voices. Mr. Lowden is a fine conductor, and a composer of note. This is the first time he has been to a convention in this State, and his coming is a great event. Mr. Alvin W. Roper, of Winona Lake, Ind., will be the pianist. So marvelous is Mr. Roper's skill that he has been called the wizard of the piano. He has played at several of the International Conventions and at the World's Convention held in Washington. His playing at these conventions was so remarkable that he has won a great reputation the world around. Music lovers are looking forward with great eagerness to hearing Mr. Roper.

The most spectacular feature of the convention will be the men's Bible class parade, at 7.30 o'clock, Friday evening, when 1,500 men—carrying transparencies—will march through the streets of the city of Anderson. At the head of this magnificent parade will march Ex-Gov. Ansel, of Greenville, several mayors of the towns near Anderson, and Rev. J. W. Speake, the chairman of the parade committee. This splendid line of men will march to the convention church, where they will be addressed by Dr. L. N. Caley of Philadelphia, Dr. William J. Williamson, of St. Louis, and Mr. J. Shreve Durham, of Chicago.

The Sunday School superintendents at the convention will be tendered a banquet in the dining room of St. John's Methodist Church, on Friday afternoon, February 11. Preceding this banquet, there will be a conference for the superintendents led by Mr. D. W. Sims, General Secretary of the Georgia Sunday School Association, Atlanta.

Anderson is making splendid preparations for the great number of Sunday school people who are planning to go there next week.

LINCOLN BEACHY INJURED.

Biplane Fouls Tree in Race With Automobile.

Los Angeles, Jan. 31.—Lincoln Beachy late today was severely injured when his aeroplane fouled a tree in a race with an automobile. The aeroplane was smashed.

The propeller of Beachy's biplane flew to pieces while the aviator was at an altitude of about 350 feet. He started to volplane, but fouled on its rudder. This broke the fall and probably saved Beachy's life. He emerged from the wreckage with a cut face and severely bruised about the legs and body, but was able to walk.

TO HEAD UNIVERSITY.

Prof. Goodenough Slated for Johns Hopkins.

Baltimore, Jan. 31.—Prof. George Alfred Goodenough of the University of Illinois will be the next president of Johns Hopkins University, according to a report that today reached Baltimore. Dr. Goodenough is in China, where he is doing scientific work.

WINTRY STORMS COMING.

First Part of the Week Expected to Be Fair.

Washington, Feb. 1.—Two wintry storms are expected to cross the country from the west this week.

"The first part of the week," said the weather bureau's bulletin tonight, "will be fair over the Eastern, Central and Southern portions of the country, with moderate temperatures as a rule, although there will be light frosts Monday morning in Northern Florida. A disturbance now over Montana will extend eastward and southeastward, preceded and accompanied by increasing cloudiness and rising temperatures. During Tuesday night and Wednesday, the rains and snows will extend to the Middle Atlantic States.

"Rising pressure and falling temperatures will follow the Northwestern disturbance and it is probable that another brief period of low temperatures will set in, reaching the Central portion of the country about the middle of the week, and the East a day or so later.

"A second disturbance will appear on the North Pacific coast Tuesday or Wednesday. It will move eastward and southeastward with resulting rains and snows over the Central and Eastern portions of the country during the second half of the week, reaching the Atlantic States by the end of the week.

"In the South, generally fair weather is indicated, although local rains are probable in the Gulf States toward the middle of the week with higher temperatures."

UPHOLDS SOUTH'S CLAIMS.

Representative Byrnes Challenges Opponents to Make Better Showing.

Washington, Jan. 31.—Congressman Byrnes today broke a lance or two and unhorsed several advocates and exponents of the idea that the South is the only part of the country where illiteracy prevails and that altogether the Southern States are rapidly going backward in an educational way. The immigration bill was before the house and Representatives Madden of Illinois, Keating of Massachusetts and Goldfogle of New York thought they would have a little sport with the young South Carolina congressman, and, at the same time, prove his section to be densely ignorant.

Mr. Madden opened up by asking what had been the result of the Wittekend enterprise and why the South is trying to induce immigrants to go there after the failure of that project. Mr. Goldfogle talked about low wages in the South in comparison with other States, and Mr. Keating and others discussed the negro question.

When Mr. Byrnes took the floor he laid them out one by one. He compared the Lawrence (Mass.) mill strikes with peaceful conditions in South Carolina, told some of those who were most talkative regarding present conditions in the Southern States that the people were happy, prosperous and well contented, and said that the reason why there are any illiterates among the whites there now is that many of them are the offspring of poor, ignorant men who went to that section during or immediately after the war and were too poor or lazy to be educated themselves. Hence their children have followed along the same lines.

South Carolina is educating her white citizens, Mr. Byrnes said, and challenges comparison with any other section of the country in progress, enterprise and prosperity. Her people are going ahead, he further claimed, have nothing to hide or to be ashamed of, and are looking to the future with hope and optimism.

Although several members tried to down Mr. Byrnes and to cast aspersions on the Southern States, he held them in check and they made little if anything out of their attempts.

SAWYER FOR GOVERNOR.

Another Dyed in the Wool Blensite to Run—Sims May Withdraw.

Columbia, Jan. 30.—A great deal of interest has been aroused in Columbia by the announcement that Dr. Olin Sawyer of Georgetown will probably be a candidate for governor next summer. Dr. Sawyer's loyalty to the administration has never been questioned. The report of his aspirations has raised the question whether or not Charles Carroll Sims of Barnwell, the administration's announced candidate for governor, will withdraw from the race.

LOCKED BANKERS IN VAULT.

Logansport, La., Jan. 30.—Two masked robbers entered the State Bank of Logansport today, covered the cashier, Smith Price, and his assistant, T. T. Calhoun, with pistols, then robbed the safe of between \$4,000 and \$5,000. The bank officers were then locked in the vault. The bandits made their escape. A posse has been formed.