

# "Horrible Loss of Life" Is Admitted by White Star Co.

## DID NOT BELIEVE LINER WOULD SINK

Steamship Experts Thought Titanic Could Stay Afloat Several Days.

## EVERY DEVICE FOR SAFETY

Described as Combination of Floating Hotel and Private Residence.

(Special to The Times-Dispatch.)

New York, April 15.—When the first news of the accident to the Titanic was reported containing the statement that she was sinking, men acquainted with the construction of modern steamships were not greatly concerned, for they felt quite satisfied that the great vessel would live up to her reputation of being practically unsinkable. Even though she had received an irreparable blow, they believed she would be likely to float as long as she would be required as a haven for passengers and crew, for such is the construction of the great modern ships that they can be cut almost in two, or they can have one side almost torn away and they will still float for some time.

One who has looked into modern methods for safeguarding a vessel of the Titanic type can hardly imagine an accident that could have caused her to founder. No collision such as has been the fate of any ship in recent years could have sent her down. The reason for all this is found in the modern arrangement of watertight steel compartments, into which all ships now are divided, and of which the Titanic had fifteen, so disposed that half of them, including the largest, could have been flooded without impairing the safety of the vessel. Probably it was the working of these bulkheads and the watertight doors between, and they are supposed to work, that saved the Titanic from foundering at once when she struck the iceberg.

These bulkheads were of heavy steel, and started at the very bottom of the ship and extended right up to the top. The openings in the bulkheads were just about the size of the ordinary doorway, but the doors did not swing in a house, but fitted into watertight grooves above the opening.

**Healed by Friction Clutch.**  
In the Titanic, as in other great modern ships, these doors were held in place above the openings by friction clutches. On the bridge was a switch which connected with an electric magnet at the side of the bulkhead opening. The turning of this switch would cause the magnet to draw down a heavy weight, which instantly would release the friction clutch, and the door would fall or slide down to its opening in a second. If, however, through accident, the bridge switch was rendered useless, the doors would close automatically in a few seconds. This was arranged by means of large metal floats at the side of the doorways.

It was said of the Titanic that her compartments could be flooded as far back, or as far forward as the engine room and she would float, though she might take on a heavy list, or settle considerably at one end. To provide against such an accident as she sank, it is said to have encountered and set back a good distance from the bows an extra heavy cross partition, known as the collision bulkhead, which would prevent water getting in amidships even though a good part of her bow should be torn away.

What a ship can stand and still float was shown a few years ago when the *Suevic*, of the White Star Line, went on the rocks on the British coast. The wreckers could not move the forward part of her, and separated her into two sections by the use of dynamite, and after putting in a temporary bulkhead floated off the after-half of the ship, put it in dry-dock and built a new forward part for her. More recently the battleship *Maine*, or what was left of her, was floated out to sea, kept on top of the water only by her water-tight compartments. Probably if the two ships last mentioned had been equipped with modern bulkheads in the manner in which modern ships are built, they never would have been sunk.

**Devices of Safety.**  
In the building of the Titanic, many other devices were provided for the safety of passengers and crew. There was, for instance, the double bottom. On the outside of the ship was a layer of mild steel plating, one and one-half inches thick, which, while no match for icebergs, was calculated to withstand almost any other strain that could be put on it. Within this shell was another layer of plating not so thick, but of sufficient strength to withstand great stress, should the outer plating be torn away.

Then there were submarine signals to tell of nearby vessels or shores. This signal arrangement included a small tank on either side of the vessel just below the waterline. Within each was a microphone with wires leading to the bridge. If the vessel neared any other, or approached a

## Effective Home Remedy for Tuberculosis

It is a serious matter when the lungs are affected. A trip away or to a sanatorium is not only tremendously expensive, but it involves separation from home and friends. Some are benefited, but none can safely return. Eckman's Alternative is effective—no leaving home necessary. For example: 231 S. Atlantic Ave., Haddonfield, N. J. "Gentlemen: I am 46 years of age, contracted a very severe cold, which settled on my lungs. At last I began to cough, and my physician then told me I must go to California immediately. At this time I was advised to take Eckman's Alternative. I stayed at home and commenced taking it the last week in October. I began to improve, and the first week in January, 1908, I resumed my regular occupation, having gained 25 pounds, fully restored to health. It is now five years since my cure has been effected, and I cannot praise Eckman's Alternative too highly. I have recommended it with excellent results."

(Signed) W. M. TATEM.  
Eckman's Alternative is effective in Bronchitis, Asthma, Hay Fever, Throat and Lung Troubles, and in upbuilding the system. Does not contain poisons, opiates or habit-forming drugs. For sale by Owens & Minor Drug Co. and other leading druggists. Ask for booklet of cured cases and write to Eckman Laboratory, Philadelphia, Pa., for additional evidence.

shore the sounds conveyed through the water from the distant object were heard through the receiver of the microphone. These arrangements are called the ship's ears, and whether the sounds came from one side of the vessel or the other, the officers could tell the location of the shore or ship away by. If both ears record, the object is ahead.

Steamship companies, realizing that even despite their precautions, their ships may founder, have gone so far as to provide against loss of passengers and crew even in this event, especially interesting were the Titanic's small boats and boat-davits, which as well as forming attractive decorations to the big vessel seem to have proved their usefulness. Most of the boats were kept ordinarily on the boat deck, always ready for use. On the Titanic there were about twenty boats and rafts, the boats thirty feet long and each capable of holding about sixty people. These boats are provided with sufficient fresh water and biscuits to last for several days.

Some of the worst calamities in past steamship accidents have happened from the inability of the crews to handle the boats nicely between the deck and the water. On the Titanic there was no chance to bungle matters, for the davits were worked electrically and swung out in such a manner as to drop the small boat clear of the ship's side. With these new davits it is possible to embark the passengers in the small boats while the boats are still aboard the vessel.

**Hotel and Residence.**  
There are but few of the details that went to make up the \$10,000,000 cost of the Titanic. Some of the modern steamships have been described as floating hotels, but the owners of this vessel, the White Star Line, describe her as a combination of floating hotel and private residence, for more than any other vessel, even her sister ship, the Olympic, she was built to accommodate any demand for accommodation that might be put on her. It was possible on the Titanic to have an apartment as complete in detail as the finest city home, even to the matter of fireplaces.

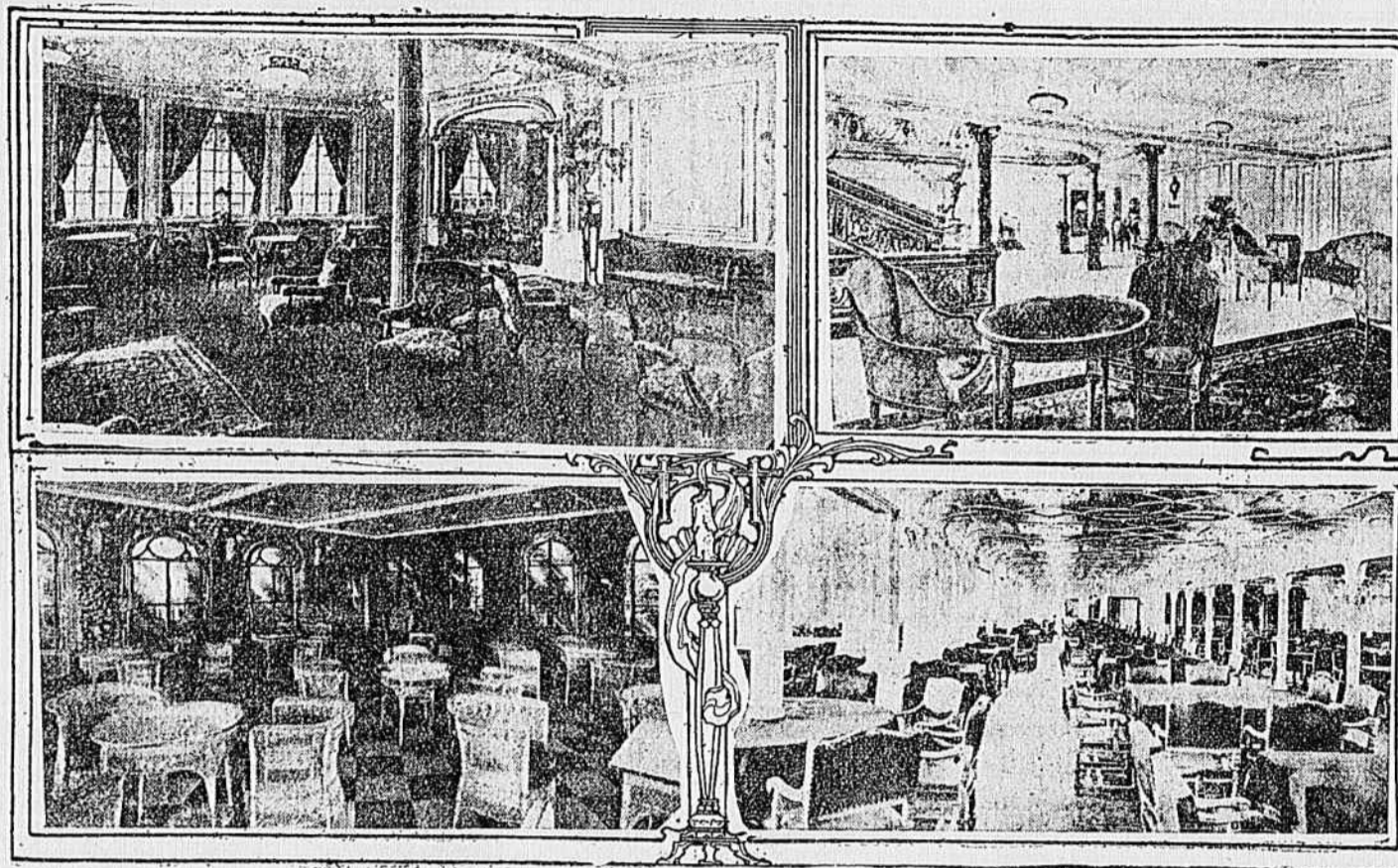
This was the first attempt of the Titanic to cross the Atlantic, for she came from the yards of Harland & Wolff, Ltd., her builders, at Queen's Island, Belfast, only a month or so ago, after having been launched on the last day of May, 1911. In every thing but speed she represented the modern ideas in shipbuilding. In various ways she was just a little larger than her sister ship, the Olympic, the biggest ship that has entered this port. Her length is 352 feet six inches and width of ninety-two feet would just nicely fill the space between the Fifth Avenue and her depth was 54 feet.

Inside of the great steel hull there were eight steel decks, known as the boat, promenade, bridge, shelter, saloon, rest, middle and lower. At the ends there were other known as Orlop, but not listed as real decks. Nobody has yet taken the trouble to figure how many tons of steel there were in the vessel herself, but her owners have put the stamp of the largest vessel afloat on her by their statement that she was of 45,328 gross tons, or a few hundred more than the Olympic. As she rested in the water she displaced 50,000 tons of water. It was only through her construction that shipbuilders learned what this meant, for now they find that the displacing of such a volume of water by a moving ship causes a dangerous suction. It was recalled that this suction was sufficient to cause the Titanic to leave Liverpool last week, to cause the hawsear on the steamship *New York* to snap as the ship went by, and the smaller one was drawn from her berth almost into collision.

**Planned an Ocean Ferry.**  
Two main ideas were carried out in the Titanic. One was comfort and the other stability. The vessel was planned to be an ocean ferry. She was to have only a speed of twenty-one knots, far below that of some other vessels, but she was planned to make that speed, low high or low low, so that if she left one side of the ocean at a given time she could be relied on to reach the other side at almost a certain minute of a certain hour. So she was equipped with a combined type of Neap, generating 48,000 horsepower, which would drive her through any weather.

Practically all of the space on the

## Pictures Showing Luxuriously Appointed Interior of Titanic



Reading and Writing Room, Veranda Cafe and Palm Court.

Restaurant Reception Room Dining Room on Board

Lounge, first class.

Titanic below the upper deck was occupied by steam generating plant, coal bunkers and propelling machinery. Eight of the fifteen watertight compartments contained the mechanical parts of the vessel. There were, for instance, twenty-four double-ended and five single-ended boilers, each sixteen feet nine inches in diameter, the larger twenty feet long and the smaller eleven feet nine inches long. The upper boilers had six fires under each of them and the small three furnaces. Coal was stored in bunker space along the side of the ship between the lower and middle decks, and was first shipped from there into bunkers running all the way across the vessel in the lowest part. From there the stokers hauled it into the furnaces.

The engine room was divided into two sections, one given to the reciprocating engines, and the other to the turbines. One of the most interesting features of the vessel was the refrigerating plant, which comprised a huge ice-making and refrigerating machine and a number of provision rooms on the upper part of the lower and orlop decks. There were separate cold rooms for beef, mutton, poultry, game, fish, vegetables, fruit, butter, bacon, cheese and flowers, mineral water, wine, spirits and champagne all maintained at different temperatures most suitable to each. Perishable freight had a compartment of its own also chilled by the plant.

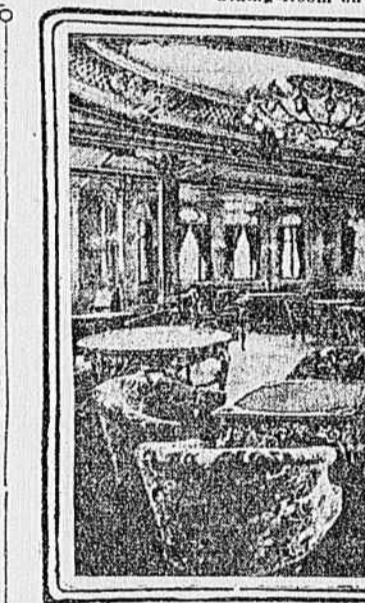
## Lacked No Luxury.

The Titanic was built to carry 2,435 passengers and a crew of 882. Room for the first-class 235 passengers was provided amidships and extended over five decks. For passengers of this class a sumptuousness of furnishings and furniture was provided which is not excelled in the finest hotels. There was, for instance, two grand staircases, while for those who did not care to wait, from one deck to another, three electric elevators saved the steps. To keep in physical trim while crossing the sea, one had but to patronize the gymnasium, the squash

courts, the Turkish and electric baths and the swimming bath. The dining room, reception room, rest, lounge, reading and writing rooms, veranda, cafes, palm courts were the principal public rooms and in style and equipment were more elaborate than even the finest rooms of some leading hotels. The ship went even to the extent of having a dark room, where photographers might develop their films, a circulating library and a special dining room for maid servants and valets. Most of the principal rooms were elaborate reproductions of well known rooms in English castles, where the art of furniture making and tapestry weaving is best represented. In some of the first-class cabins were shown the very last thing in the cabinet maker's art. Of course, when one figures to pay \$1,250 for a suite for six days there must be something more than ordinary about it. So the owners of the vessel provided suites with a sitting room, two bedrooms and a bath, with private promenades attached.

In the second-class cabins, which were aft and spread over seven decks, accommodations were to be had which ten years ago would have seemed luxurious. Even the third-class compartments were better equipped than were first-class cabins that make this port. Not the least interesting feature of the ship was her great kitchen on the saloon deck, 100 feet long and the width of the vessel. There were two ranges on it, each ninety-six feet long and containing nineteen ovens, probably the largest cook stoves in use. The Titanic carried 10,000 pieces of silver and gold plate in her dinner service.

Electricity on the vessel was generated from four 400-kilowatt engines and dynamos in separate water-tight compartments. Their chief work was to generate power for 10,000 incandescent lamps of from 16 to 100-candlepower, and for the wireless, which was the usual Marconi, one and a half



kilowatt standard shipset. There were two complete sets of apparatus, one for sending and the other for receiving, housed on the boat deck.

## Examine Pharmacol Advantages.

One of the largest classes in the history of the State Board of Pharmacy will be examined to-day for license. The applicants will assemble at the Medical College of Virginia, and will use a lecture room and the laboratory. Several days will be consumed in grading the papers. Officers will be elected for the year before the board adjourns.

**OF ALL ON BOARD ONLY 675 KNOWN TO HAVE ESCAPED DEATH IN OCEAN**

(Continued From First Page.)

was not in a sinking condition, and that all her passengers had been safely taken off. The messages were mostly of this nature, and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within 400 miles of which the liner had struck the iceberg, word that at 2:10 o'clock Monday morning, three hours and fifty-five minutes after receiving her death blow, the Titanic had sunk. The news came by the White Star liner *Olympic*, and said that by the time the *Carpathia*, outward bound from New York and racing for the Titanic on a wireless call, reached the scene the doomed vessel had sunk.

## Bits of Wreckage Left.

Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from the meagre reports received up to a late hour, were some 675 survivors of the disaster. These, according to the advices, the *Carpathia* picked up, and is now on her way with them for New York. For the rest the scene when the *Carpathia* came up was one of desolation.

All that remained of the \$10,000,000 floating palace, on which nearly 1,400 passengers had been voyaging luxuriously to this side of the Atlantic, were some bits of wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appeared, hundreds of human lives.

A significant line in the Cape Race dispatch was the announcement that of those saved by the *Carpathia* nearly all were women and children. Should it prove no other vessel picked up any passengers of the sinking liner, this might mean that few of the men on board had been saved, as the proportion of women and children among the passengers was large. The same facts would likewise spell the doom of practically the entire crew of 800, the company.

In the cabins were 230 women and children, but it is not known how many there were among the 740 third-class passengers.

**Their Fate in Doubt.**  
Notable persons, travelers on the Titanic, whose fate was in doubt in the

## UNEXPECTED HELP RECEIVED AT LAST

Results Accomplished in Case of R. L. Waller Have Been Wonderful.

Mr. R. L. Waller, a well-known printer, who resides at 113 South Belvidere Street, made the following statement recently in connection with "Tona Vita," the remarkable new tonic that is now being introduced in Richmond.

"I have been a sufferer from dyspepsia and extreme nervousness for the last ten years. There were times when I could eat nothing but liquid foods, soft boiled eggs, toast and the like, and even this would cause a bloating of the stomach and misery beyond endurance. I suffered from sour stomach, bad taste in the mouth, especially in the morning. There were times when I felt it was impossible to do my work, and in fact, I was generally very badly run down."

"I had tried all kinds of medicine, and had about lost hope when a friend suggested 'Tona Vita.' This new medicine seems to soothe my stomach and acts as a tonic for my system. It has built me up in every way, and I feel better than I have for years. I can now eat anything and do a hard day's work without being tired out. I don't believe there is another medicine like it on earth."

Such a statement as the foregoing should prove of unusual interest to those suffering with similar troubles. The specialists who are introducing "Tona Vita" state that members of any family in Richmond are likely to be found suffering with the same nervous, debilitated condition of the body, as it is an all too common complaint in the large towns, where nature's laws are more apt to be disregarded.

"All of this nervous, debilitated trouble," said one of the specialists, "is due principally to imperfect digestion, which is superinduced by the strain of modern city life. There is too much hastily eaten food."

"Most people, however, are not seriously affected by imperfect digestion," continued he. "They are just lousy and nervous and easily tired. They feel worn out after a little exertion and are moody and depressed. These are sure symptoms of an overworked stomach that needs toning and regulating. 'Tona Vita' will positively accomplish this, toning up and restoring the organs to their healthy, normal condition. Our preparation will prove satisfactory or we will not take the money for it."

The "Tona Vita" specialists will be at the Polk Miller Drug Company, No. 834 East Main Street, between the hours of 9 A. M. and 8 P. M. daily to meet the public and explain the nature of that modern plague, nervous debility, and demonstrate the value of their remarkable remedy.

Lack of definite advices as to the identity of the survivors, were Mr. and Mrs. John Jacob Astor, Major Archibald Butt, aide to President Taft; Charles M. Hays, president of the Grand Trunk Pacific, of Canada; his wife and daughter; W. T. Stead, Benjamin Guggenheim, F. D. Millet, the artist, and J. G. Widener, of Philadelphia; Mr. and Mrs. Isador Straus, J. B. Thayer, vice-president of the Pennsylvania; J. Bruce Ismay, Henry Harris, the theatrical manager, and Mrs. Harris, and Colonel Washington Roebling, builder of the Brooklyn bridge.

A ray of hope appeared shortly before 11 o'clock last night in a message from the night operator at the Marconi wireless station at Sable Island near the scene of the disaster.

Answering an inquiry regarding the delivery of wireless messages to the passengers of the Titanic, the operator reported that it was difficult to deliver them, as the "passengers are believed to be dispersed among several vessels."

Even this faint indication that other vessels than the *Carpathia* had picked up survivors of the Titanic was eagerly seized by the thousands of relatives and friends of those who had set sail on their first voyage to this country.

## Four of Its Members Ill.

The Council Committee on Light failed of a quorum last night on account of the illness of four of its members. The committee was called for to-night at 5 o'clock, when it is hoped that a majority can be obtained.

## Returns With Motley.

Detective Sergeant Ryan returned to New York yesterday with N. J. Motley, alias Professor Scott, who is wanted in that city for the murder of two Chinamen. Motley was caught here last Saturday, after eluding arrest for two years.

## BROADWAY ACTRESS CONQUERS WRINKLES

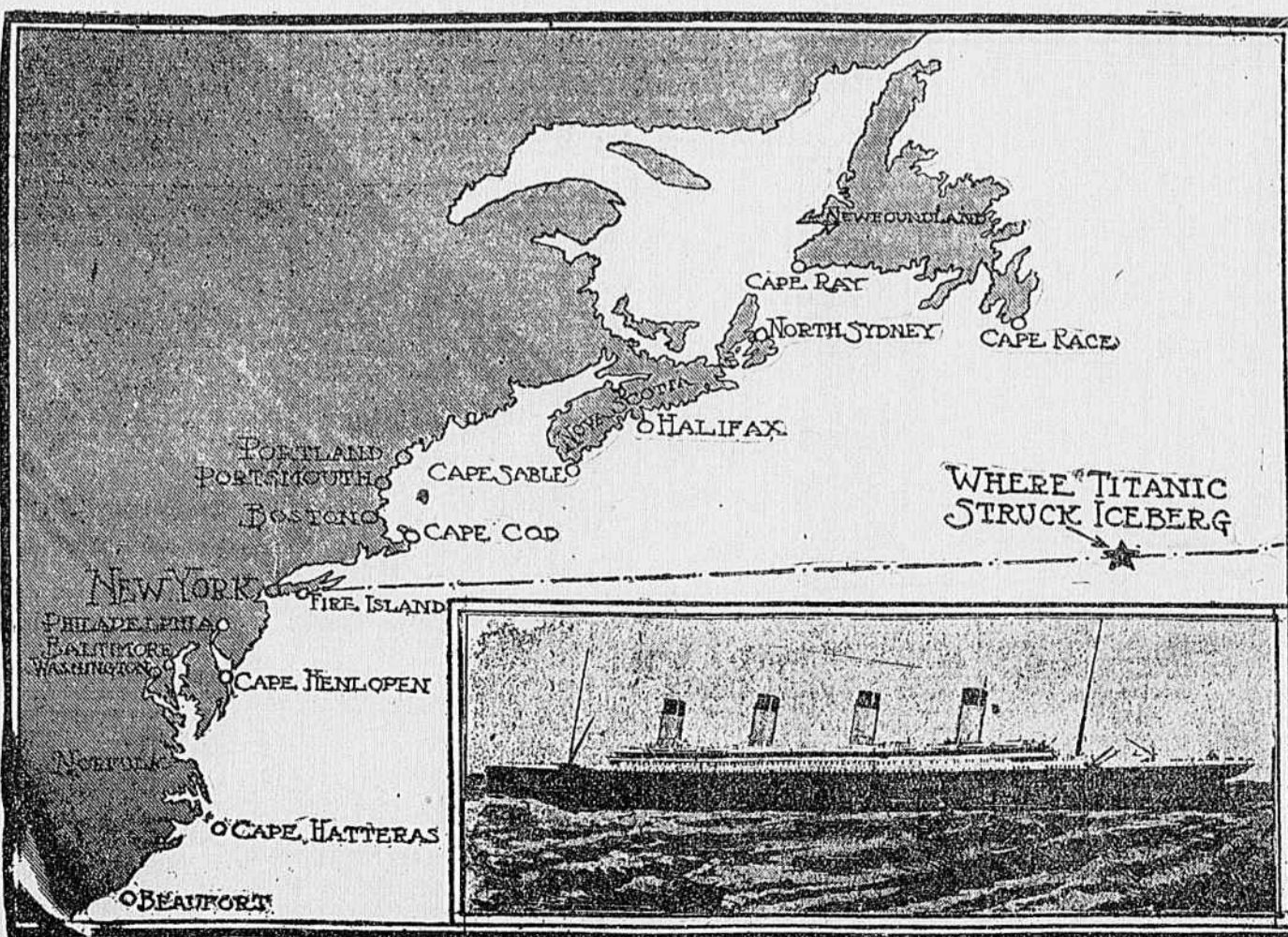
Green Rooms and the Boudoirs of Fashionable Society Women Hum With Gossip About Amazing New Wrinkle Remover.

Society women and actresses all over the United States are deeply interested in the marvelous new wrinkle remover which has but recently been introduced into the United States by the Princess Yoo Tokio Company of Denver, Colo. The new process of stimulating wrinkles, crow's feet, seamed skins and blemishes of the complexion is said to have created a veritable sensation. Women who have experimented with the numerous nostrums on the market and disliked the process will be interested to know that the new treatment is said to do so with cupping, plasters, greasy creams, steaming, subcutaneous injection and all the old methods which have been used for ages.

One of the best known actresses in the United States, who is no longer in the first flush of youth, is said to have been the member of the profession to introduce the new discovery to staidland. She appeared one day on Broadway, goes the story, with a skin like a child's and all signs of the ravages of time completely obliterated. She was literally besieged by her friends and finally told the secret of having learned the secret of the Princess Yoo Tokio. She is said to have written for particulars and her face tells of the success of the experiment. Every New York train going West that day is said to have had letters to Princess Yoo Tokio from theatrical people on it. Most of them, it is said, wrote under assumed names, but they all wrote, and it is declared the Rialto never looked more youthful than it does this spring. The least of the theatrical beauties was soon followed by Eastern society women, and the success of the treatment is now the most discussed thing in fashionable circles.

Much mystery attaches to the personality of the Princess Yoo Tokio and to the treatment itself, but its results speak loud enough for any one who needs such remedies, and so the Denver post-office is said to be flooded with mail for the mysterious Oriental.

## Where the Liner Titanic Struck Iceberg



The Titanic foundered in latitude 41°16' north and longitude 69°14' west. The cross on the map shows the approximate position.