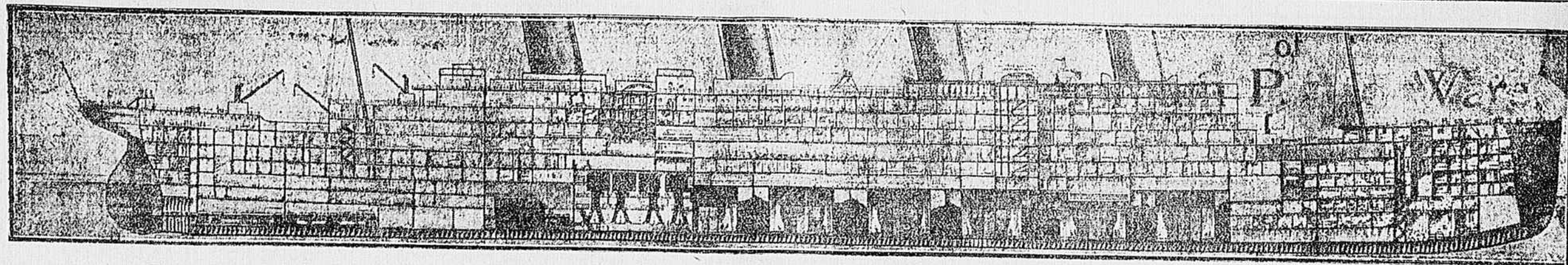


# No News to Mitigate Pity and Horror of Steamship Tragedy

## SECTIONAL VIEW OF THE TITANIC



### WIRELESS RESCUE OF SHIP REPUBLIC

Famous Story of Jack Binn's "C. Q. D." Which Brought Aid.

### BALTIC RUSHED TO HER SIDE

Through the Fog She Groped Her Way to Sister Vessel.

New York, April 16.—Early in the morning of Saturday, January 23, 1903, the White Star liner Baltic, which was ready to lend a hand yesterday to the broken Titanic, was rounding the Narrows lightship, inbound. Fog lay so heavily on the Atlantic that all ships were moving warily, knowing that others were shoulder to shoulder with them in the crowded traffic ways so dangerously near that deadly harm might be done before a helmsman could edge off his ship to escape a blow. A few minutes before 6 o'clock the Baltic wireless man heard something through the fog which made the ship turn about and go off on the errand that she undertook yesterday.

What Jack Tattersall, the wireless operator, heard was that the White Star's steamship Republic, off for a cruise in the Mediterranean, had been struck by the Florida, an Italian ship, and was in danger of sinking. The big Baltic forgot about the fog and went off full tilt in search of her stricken sister.

It was a long chase. The Baltic went to the point on the map which indicated—latitude 40, longitude 70—but the Republic was not there. The air was full of wireless messages. Stateside was trying to reach the Republic, a dozen other ships were trying to reach the Republic, and Jack Binn's, the Republic's operator, was trying to answer. The wireless tangle was complete. But at last Tattersall heard from Binn's that the Baltic was very close—so close, indeed, that she ought to see the Republic's rockets.

But the fog was still heavy, and the Baltic could not make the Republic out. She crept in the direction Binn's suggested, until a warning crackled in Tattersall's ear:

"You are too close to us for safety." The Baltic eased off her speed to mere seaway, sounding her whistle. Captain Seabury, on the bridge of the Republic, heard the screech through the fog and was able to send wireless directions back to Captain Tattersall, of the Baltic. In a little while Tattersall heard Binn's say:

"Steer east-southeast. Listen to our bells." In a minute came other steering orders, faster and more definite: "Steer northeast" and "Steer south-east." At almost the same instant he caught a message from the Cunarder Lucania, which sent chills up and down his back: "Stateside says: 'Hear from Republic. Says to Baltic to hurry. Sinking fast.'"

And then, at 8 o'clock in the evening, twelve hours after she first picked up word that the Republic was in trouble, the Baltic pushed aside the fog that cloaked the Republic and came alongside. Captain Hansen asked Captain Seabury, of the Republic, to come aboard, but the Republic's captain refused. Earlier in the day he had sent his passengers aboard the Florida, and later had also sent his crew across to the Italian ship, in order to be on the right side of safety.

Two hours after Captain Hansen had made out the Republic and the Italian ship which had hurt her, he began to take passengers off the Florida and give them more comfortable quarters on board the Baltic. It was the second transshipment that the Republic's passengers had made that day, and the stories they told when they came safely ashore at New York two days later showed that the strain of two boat trips from ship to ship on the rolling Atlantic was hard to endure. Seventy-six of the Republic's first cabin passengers were women, many off to the Mediterranean to rest. The passengers of the Titanic were more fortunate, for they had to undergo only a single transshipment.

It had taken about ten minutes for Tattersall on the Baltic to get word from the Republic that she had been struck. The Republic was about 175 miles to the southeast of Nantucket, and was already swinging on the great circle which would take her to the Azores, the first land on her voyage to the Mediterranean. Captain William I. Seabury, who had worked for the White Star Line all his life, had stayed on the bridge all night, and was looking for the first streaks of gray light in the banks of fog.

The first intimation he got that another ship was near at hand was the tolling of a bell. So muffled was it in the fog that he could not tell from what direction it came. He passed the word to his watchman to sound the whistle, one long unbroken screech as a last note of warning. The answer was immediate. The shriek of a ship's whistle came through the fog, and while the sound of it was still hanging in the air Seabury's eye picked out a blur to port. Signals flashed to the engine room that Captain Seabury wanted the Re-

### CAPTAIN BLAMED FOR LOSS OF SHIP

He Should Have Been on the Lookout for Icebergs.

### ACQUAINTED WITH DANGER

Vessels Always Likely to Encounter Floes Drifting Down From Arctic.

[Special to The Times-Dispatch.] Washington, April 16.—Unofficially, it was stated at the hydrographic office of the Navy Department today that Captain Smith, of the ill-fated Titanic, which found a watery grave, probably is responsible for the 1,500 lives lost. As a navigator and one accustomed to sailing the high seas, it is said that he should have been on the lookout and should have known that he probably would encounter mountain-high icebergs just where he met the one that sent his good ship to the bottom.

Information just prepared by this bureau shows that vessels crossing the Atlantic between Europe and the ports of the United States and British America are liable to encounter icebergs or extensive fields of solid compact ice, which are carried southward from the Arctic regions by the ocean currents. It is in the vicinity of the Great Bank of Newfoundland that these masses of ice appear in greatest numbers and drift farthest southward, at least in the transatlantic routes. The months of April, May and June are the ones when the big icebergs may be most readily encountered.

Come Far South. In April, May and June icebergs have been met as far south as the thirty-ninth degree of latitude and as far east as longitude 33:26 west of Greenwich; and although its occurrence is such a great rarity that navigators need not be concerned about it, floating ice may be met with anywhere in the North Atlantic Ocean northward of the fortieth degree of latitude at any season of the year.

On the Great Bank of Newfoundland and bergs often move southward or southeastward. Those that drift westward of Cape Race usually pass between Green and St. Pierre banks. The Virgin Rocks are generally surrounded by ice until the middle of April or the early part of May.

The bergs which annually appear in the North Atlantic have their origin almost exclusively in western Greenland, although a few may have come around Cape Farewell from the Spitzbergen Sea, and some may be derived from Hudson Bay.

A huge ice sheet, formed from compressed snow, covers the whole of the interior of Greenland. The surface of this enormous glacier,

only occasionally interrupted by protruding mountain tops, rises slightly toward the interior, and forms a watershed between the east and west coasts, which is estimated to be from 8,000 to 10,000 feet above the sea. The outskirts of Greenland, as they are called, consist of a fringe of islands, mountains and promontories surrounding the vast ice-covered central portion, and varying in width from a mere border up to eighty miles. Upon the west side, below the parallel of 73 degrees of latitude, it has an average width of about fifty miles, and extends with little interruption from Cape Farewell to Melville Bay, a distance of something over 1,000 miles.

Glaciers Set Adrift. Everywhere this mountainous belt is penetrated by deep furrows, which reach to the inland ice, and are terminated by the perpendicular fronts of huge glaciers, while in some places the ice comes down in broad projections close to the margin of the sea. All of these glaciers are making their way toward the sea, and as their ends are forced out into the water, they are broken off and set adrift as bergs. This process is called "calving." The size of the pieces set adrift varies greatly, but a berg may reach from 200 to 250 feet in height, and whose length may be from 300 to 500 yards, is considered to be of ordinary size in the Arctic.

Once adrift in the Arctic they and their way into the Labrador Current, and begin their journey to the southward. This current passes to the southward along the coast of Baffin Land, and Labrador, and although it occasionally ceases altogether, its usual rate is ten to thirty-six miles a day. Near the coast it is very much influenced by the winds. The general drift of the current is to the southward, although occasions have arisen on which these have been observed to travel northward without any apparent reason.

The proximity of ice is indicated by the following described signs: Before being seen from the deck of a ship ice blink will often indicate its presence. This is readily understood when it is known that it is caused by the reflection of the rays of light from the sun or moon. On a clear day over the ice on the horizon the sky will be much paler or lighter in color, and is easily distinguishable from that overhead, so that a sharp lookout should be kept and changes in the color of the sky noted.

On a clear day icebergs can be seen at a long distance, owing to their brightness, and at night to their reflection. During foggy weather they are seen through the fog by their apparent blackness, if such a term can be applied.

P. H. McGOWAN.

### ALL SEAMEN FEAR DANGEROUS CAPE

It Has Proved Graveyard Where Bones of Many Vessels Lie.

### PERILS INNUMERABLE

Fogs, Icebergs, Currents and Submerged Rocks Some of the Dangers.

In the April number of Harper's Magazine, George Harding describes Cape Race, its people and its dangers, based on actual observation and accounts given him by inhabitants of the vicinity. Permission has been given by Harper & Bros. to reprint parts of this article, as follows:

Every great trade route of the world has, in season, some peculiar danger to navigation which brings disaster to vessels plying its lanes. In the North Atlantic for ships bound east and west over the busy northern route, there is an extraordinary conjunction of perils. Fogs, icebergs, submerged rocks, northeasterly gales, a sheer shore and a singularly treacherous current create a large possibility of catastrophe.

Cape Race is a bluff, jagged bit of coast scarcely provided with strand, and a multitude of submerged rocks are scattered from the breaking water at the foot of the cliffs as far to sea as the Virgin Rocks, which outlie ninety miles. The polar current, which runs like a river past the gray cape, is so variable in the direction of its flow that it may race southwest at one time and flow northeast at another. In the spring and early summer—and often as late as the fall of the year—icebergs come down with the current, and lie sluggishly off the coast, hidden from the sharpest eyes of the ships' lookouts in the dense accumulations of fog.

Fog Almost Always Present. It is the fog—almost continuously raised by contact of the polar current with the warm waters of the Gulf Stream—which for centuries has made a menace of this cape of evil name. There is little relief from it—it is so continuously present, indeed, that the cape foghorn is frequently blown for hundreds of hours at a stretch. . . .

The routes of the transatlantic lines from American ports run past a hundred miles to sea, and it is the vessel that go astray in the fogs, off the beaten track, which come to grief and give the coast its gruesome name. In a single month an Atlantic liner, crowded with passengers, and four tramp steamers were totally wrecked within twenty miles of one another. And once ashore, a craft has small chance; the stupendous cliffs, with deep water to their jagged edges, and exposed to the swells of the open

ocean, have allowed but one vessel of the seventy that have been wrecked there in the past twenty years to be refloated.

The craft, on the rocks is furiously pounded to pieces by the first heavy sea. . . . The Regulus, a tramp steamer of near 2,000 tons, utterly vanished with the whole ship's company between dark and dawn, leaving her propeller fixed in the cliffs twenty feet above sea level, where it remains to this day.

Steamers have come so close to the cliffs in the fog that the fishermen on the heads, unable to even discern an outline of the blind craft, have clearly heard that name on the bridge when the captain reversed the engine room signals, and in the same breath ordered the lifeboats manned.

There is no way for a bewildered captain to take observations except by attempting to locate the cape fog whistle. Upon approach to the Bell Isle Station the ship's wireless picks up the operator ashore, and is able to tell how close inshore the craft has run by the shore operator's reports, as to the distinctness with which the ship's whistle is heard. The light, of course, is indistinguishable in a heavy fog.

A Coast to Beware Of. It is a coast to beware of. The better it is known, the more it is feared. The skipper of a New York-St. John's liner, for a moment at a loss for a reckoning in the fog, took no chances, but instantly turned tail and headed for the open sea, where he lay for six days waiting for the fog to lift.

It is no wonder that the deep-sea skipper shudders in his sea-boots when the fog captures him in a treacherous current off that coast. Some of the rusted hulls of his forerunners in predicament serve as landmarks for offshore fishermen, and on the wind-swept barren of the heads, in graves marked by crosses raised by kindly hands and snugly stowed away for good and all in the little graveyards of the settlements, lie the bones of hundreds of men who have been cast up by the sea.

Mr. Harding describes the inhabitants of Cape Race and vicinity as a remarkably courageous and often foolhardy people. Their shanties are for the most part constructed of cast-up wreckage, and a great deal of their livelihood comes from the salvaging of wrecks in the business of which they risk their lives time and time again without thinking about it.

It is not to be supposed, he says, "that the folk wish evil to the vessels which go by their coast, but here, as elsewhere in bleak places they joyfully 'take what the gods provide.' There is probably no coast in the world where wrecked seamen are rescued with so great a disregard of danger to the rescuers, more hospitably received, more generously pitied and more heartily sped on their way."

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