

THE LAKELAND EVENING TELEGRAM

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WHILE BAND PLAYED AND DOOMED SANG, SHIP WENT DOWN

Graphic Account of the Greatest Maritime Disaster of Modern Times

PASSENGERS AND CREW DIED AS HEROES SHOULD

NUMBER SHADOWS OF MIGHTY TRAGEDY ILLUMINED BY STORIES OF BRAVERY, SELF-SACRIFICE AND DEVOTION TO LOVE AND DUTY.

New York, April 19.—The Titanic disaster, as written into history today by many of the 745 survivors, details the loss of 1,589 persons at sea off the New Foundland coast early Monday morning, and the subsequent deaths of persons who had been rescued, making the total number of lives lost 1,595. The official figures magnify great estimates which had come by wireless and make certain that the disaster is the greatest ocean travel has known.

There is hardly any hope that a single survivor yet lives floating on a raft or clinging to a life preserver picked up by a fishing vessel.

Men of world-wide prominence among the victims.

Women Died With Husbands.
Practically the only women not saved were those who chose to die with their husbands' arms.

Nearly all the survivors saw the ship go down with the band playing "Nearer My God to Thee." And many of those whom the sea had claimed as the vessel went down, two thousand fathoms of water.

Ripped Ship Open.
The iceberg struck an iceberg, which ripped her in two, and made the watertight compartments useless, and, while the ship was sinking, the icy water forced the boilers, which caused the ship to sink.

Who Went Down.
Hundreds on deck were seen; Major Archibald, President Taft; Benjamin Franklin; Jacques Furell; and others almost as well known.

Major Butt a Hero.
Major Butt is reported as one of the survivors. With an iron bar he is reported to have stood before the steering wheel and defended the passengers and children from the mad crew.

And, after met his fate bravely, taking his young bride in a lifeboat and stepping aside while other passengers passed out.

J. Bruce Ismay, managing director of the White Star Line, is said by some to have been one of the first to reach the lifeboats, but this is denied by Ismay himself.

The survivors, still suffering from the exposure, were landed by the Carpathia in New York last night.

It is the unanimous verdict that the ship could not have survived the great ship could go down.

Rating to Make Record.
The Titanic had been making good speed on her maiden voyage, in the hope of making a record. That very day it was known that ice was in the way but speed was not slackened. It might have been dodged.

When the Crash Came.
When the crash came there was no excitement and passengers who inquired were little perturbed when they learned the ship had struck some ice.

At first it appeared nothing serious had happened. A group of passengers continued their cards.

The ship was never finished.

The escape of the engines was delayed more than the impact with

the berg. The passengers thought nothing until the call rang through the ship. "All passengers on deck, with life belts on."

Capt. Smith took charge of the situation in a manner which the passengers praise and was calm and resolute to the last.

Boats were lowered and women and children were placed aboard. Many, however, refused to leave their loved ones. As fast as the boats were filled with women they were lowered and rowed away, with those left behind cheering on the deck of the giant steamer.

"Nearer My God to Thee."
Those in the boats heard the band playing "Nearer My God to Thee," and many lifted up their voices and sang.

Suddenly, and with a mighty roar, the ship, already half submerged, buckled and broke in two, and with stern hoisted in air, she sank.

With the last hope of seeing their loved ones again, many of the women in the lifeboats seemed indifferent whether they were saved or not. Two thousand miles from shore, they did not know the Carpathia was speeding to them, and their sixteen boats formed into a forlorn procession, which entered upon terrible hours of suspense.

Carpathia Arrival.
At dawn a steamer was seen coming to the rescue. The ship proved to be the Carpathia, which had picked up wireless signals of distress. By 7 o'clock all the boats had been picked up. The Carpathia passengers worked to relieve the suffering of the rescued; then the four days' trip to New York was begun.

NO MONEY REDRESS.
For Loss of Life in Sea Disasters, Says Greenfield.

Chicago, April 19.—Relatives of the 1,232 passengers who lost their lives in the wreck of the Titanic will be unable to collect a single dollar in damages, according to Charles W. Greenfield, of Kremer & Greenfield, admiralty attorneys.

If the White Star Line follows precedent, it will settle without legal dispute for the loss of property, but, as this was insured, the company will lose nothing on that score.

"There is no law which fixes liability for loss of life on the high seas," said Attorney Greenfield today. "About ten years ago several suits for loss of life on the high seas were filed in the Federal Court here, but they were dismissed because of the lack of any statute fixing liability."

"Suits for loss of property very seldom follow disasters of this kind. The steamship companies are usually covered by insurance, and in the past all have generally settled without going to court."

Mr. Greenfield added that some states and nations have laws fixing liability for loss of life in wrecks, but that they are not applicable to the high seas. The Titanic was on the "high seas" at the time it foundered.

It is estimated that the passengers on the Titanic must have carried in money, bonds, jewels and securities approximately \$5,000,000.

A ton of tea was produced in the South Carolina tea gardens last season. China's trade is as yet in no danger.

MAYOR NAMES CLEAN-UP DAYS

FRIDAY AND SATURDAY, MAY 10 AND 11, TO BE DEVOTED TO A CLEANER CITY.

The Woman's Club, of Lakeland, recently organized for the purpose of bringing about better sanitary measures and beautifying our city, ask the co-operation and help of our city officials and citizens.

And, Whereas, it is deemed advisable and for the welfare of all our people that certain days be set apart for the purpose of cleaning up and beautifying our city, and that during said days all persons remove tin cans, manure, rubbish and all unsightly things from their premises and from the streets and alleys adjacent thereto.

Now, therefore, I, S. L. A. Clonts, mayor of the city of Lakeland, do hereby proclaim and set apart Friday and Saturday, May 10 and 11, as clean-up days, and respectfully request all persons to remove all unsightly things aforesaid on or before said days, and use their every endeavor to make our city clean, healthy and beautiful.

In testimony whereof I have hereunto affixed my official signature this 19th day of April, A. D. 1912.

S. L. A. CLONTS,
Mayor.

PROBABLE ENGINEERS WILL STRIKE

(By Associated Press.)
New York, April 19.—Grand Chief Stone, of the Brotherhood of Locomotive Engineers, notified the Association of Railway General Managers today that the engineers would wait until May 8 for further reply from the railroads to their demand for increased pay. If no reply is forthcoming then, he said, the committee will strike on fifty eastern railroads may be expected any time.

TRIBUTE TO COL. ROQUEMORE.

The editor is in receipt of a letter from Dr. James R. Willford, of Memphis, Tenn., a former resident of Lakeland, who pays the following tribute to the late Col. J. L. Roque-more:

It is with the deepest regret that I read of the death of Col. J. L. Roque-more, who passed over the great river of death.

Soon after moving to Lakeland in the spring of 1910, I met Col. Roque-more, and had him advise me concerning some business matters. My first impressions of him were that of a man whose veracity could not be questioned; a Christian gentleman of the highest type, a man whose character was above reproach, a man who by his gentle and never changing demeanor toward his fellow men was well worth emulation. The longer I knew him the stronger these impressions became. I shall always revere and love the memory of Col. Roque-more.

"I do sincerely sympathize with you and the citizens of Lakeland in the loss of this good man and especially do I offer my sympathy to his bereaved family. He is gone. Why? We should not question, but 'some day, somehow we will understand.'"

SIZE OF ICEBERGS.

New York, April 19.—The drift of ice this spring has been farther south than for years. Vessels have reported ice fields extending far down the southern track, and skippers have told of being shut in by ice as far as they could see on every side of the horizon.

The size of the bergs which have been encountered recently varies greatly, but according to reliable reports bergs reaching from 50 to 100 feet to the top of its walls, with pinacles and spires extending to a height of 250 feet or more, have not been unusual.

Below the water some of these giant bergs extend to a depth of probably 800 or 1,000 feet.

ISMAY EXPLAINS HIS SURVIVAL

DECLARES ALL WOMEN HAD BEEN PLACED ON BOAT BEFORE HE LEFT THE SHIP.

(By Associated Press.)
New York, April 19.—Testifying today before the Senate committee investigating the Titanic disaster, J. Bruce Ismay, president of the White Star Line, in explaining how he came to be among the few men passengers saved, said in almost a whisper, "One of the boats were being filled. The officers called out to know if there were any more women to go. There were none. No passengers were on deck. As the boat was being loaded, I got into it."

He denied that the Titanic was going at top speed.

A GOOD MAN TO ELECT.

Editor Wayne Thomas of the Plant City Courier, is another of the well-known newspaper men aspiring to serve as delegate to the national Democratic convention at Baltimore. Mr. Thomas is a hustler, a wide-awake man, and some of the papers are discussing him quite freely, several of them pro and one or two con. He openly avows his preference for Woodrow Wilson, but fortunately, is flexible enough to go with the majority for whomsoever they may choose.—Fort Myers Press.

PRESIDENT MOURNS FOR MAJOR BUTT

(By Associated Press.)
Washington, April 19.—President Taft today showed plainly his grief over the death of Major Butt. "The chief trait of his character," declared the president, "was his loyalty to his ideals, his cloth, and his friends."

"He was one of God Almighty's gentlemen," declared Senator Tillman, of South Carolina.

"HARRISON FISHER GIRL"

One of the Most Beautiful of Models, Rescued from Titanic.

New York, April 19.—Among the first cabin passengers saved from the Titanic was Miss Dorothy Gibson, the original "Harrison Fisher Girl," one of the most beautiful models who have ever posed for American artists.

Miss Gibson, accompanied by her mother, left here on March 17 for a three-months' vacation trip abroad. She had been working hard, and expected to remain in Europe until June.

An urgent business cablegram reached her in Genoa last week, and in obedience to its demand for her to cut short her vacation and return to New York she and her mother made a hurried trip to Cherbourg, arriving there just in time to get passage aboard the Titanic.

Both Miss Gibson and her mother, Mrs. Leonard Gibson, were saved when the big liner went down.

HON. BRAXTON BEACHAM HERE.

Hon. Braxton Beacham, candidate for Congress State at large, came up from Tampa at noon today, where he has been attending the citrus growers meeting, and spent several hours in the city, enroute to Mulberry, Bartow and Fort Meade, where he was going in a machine.

Mr. Beacham is making hundreds of new friends daily, and when the final show down comes on April 30 he will be one of those coming under the wire in the lead.

HON. W. M. TOOMER HERE TOMORROW.

Hon. W. M. Toomer, candidate for Congress State at large, is expected to reach Lakeland tomorrow morning and will probably make an address here some time tomorrow, although the exact hour and place have not yet been decided upon.

Later, Mr. Toomer, it is understood, will reach Lakeland on the early morning train and will address the voters from a stand erected in Munn park at 11 o'clock tomorrow morning.

CARPATHIA ARRIVED IN NEW YORK PORT WITH 745 SURVIVORS ABOARD

Weary and Heartsick Witnesses Tell Story of Titanic's Loss

REVISED DEATH ROLL NUMBERS 1,595 PERSONS

MANY WOMEN REFUSED TO FORSAKE THEIR HUSBANDS, REMAINING ON THE DOOMED VESSEL TO GO DOWN TO DEATH WITH LOVED ONES.

The Carpathia landed last night in New York bringing the survivors of the ill-fated Titanic, who gave their stories immediately to representatives of the Associated Press. A bulletin to the Evening Telegram this morning brought the report that Capt. Smith had shot himself on the bridge of the ship, but later reports are to the effect that he was brave to the last, going down to his death with his ship. There were shots heard after the survivors left the ship, but it will never be known who it was that sought death in that way.

SURVIVORS TELL OF VESSEL'S DESTRUCTION.

(By Associated Press.)
New York, April 19.—Arriving here at 9:30 last night, seven hundred and forty-five persons, mostly women, sick in heart and body, wrote into the annals of maritime history the loss of the finest steamship ever built by man. They were the survivors of the White Star liner, Titanic, which, with 1,595 souls on board, her colors flying, and her band playing "Nearer My God to Thee," sank bow foremost, in two thousand fathoms of water, off the banks of New Foundland under the starlit skies, at 2:20 a. m. Monday.

With one voice they told of the splendid heroism of those who remained behind to end in a watery grave that they might live. Capt. Smith died, they said, as a gallant sailor should, after having first placed all the women, who would go, aboard the lifeboats. There were many who stayed behind to die in their husband's arms.

After the iceberg ripped open her bowels below the water line, the Titanic turned her nose to the bottom, and when the last lifeboat was a hundred yards away reared her stern high in the air and trembled for a moment before seeking the bottom. As she sank there was profound silence, broken a moment later by the cries and supplications of fifteen hundred dying men, which rose in melancholy chorus over the spot where she went down.

For hours the survivors rowed in lifeboats over the calm sea before the Carpathia picked them up.

KNOW OF APPROACHING DISASTER BUT RACED ON.

New York, April 19.—Significant evidence has come to light showing that the navigators of the Titanic were aware that they were in the vicinity of icebergs some time last Sunday, some few hours preceding the time the ship received her death blow from a monster glacial offspring.

The evidence in question comes from an absolutely authoritative source—none other than the Titanic herself—and in the shape of a harmless-looking report on file in the Baltimore branch of the Hydrographic office, in charge of Lieutenant Dampmann, U. S. N., under the heading, "Ice Reports," bearing date April 14, is this highly significant and damning statement:

"April 14.—The German steamer Amerika reported by radiograph radio-telegraph passing two large icebergs in latitude 41 degrees 27 min-

utes longitude, 50 degrees .08—Titanic (Br. SS.)."

The hydrographic figures give the Titanic's position when she struck her mortal wound as latitude 41 degrees 46 minutes, longitude 50 degrees 14 minutes. The New York Herald's figures are latitude 41 degrees 16 minutes, longitude 50 degrees 14 minutes. It will be noted that in the latitude alone does a difference appear, and that, be it said, but a small one.

Warned the Titanic.

The Amerika sighted the icebergs and relayed by wireless the news to the Titanic, which in turn shot the message along to a short station in this country, whence it was passed to the chief hydrographic office in Washington. The fact that the Titanic was then but a short distance, comparatively speaking, from the spot where she met her fate possesses a great significance.

However, the Titanic's captain, already ahead of his record, and anxious to set a mark for his first trip westward, kept up speed through a fog and although aware of the ice packs ahead, the boat sped forward with the speed but a trifle less than that of a racing automobile.

ANOTHER STORY OF WAY THE END CAME.

When the Titanic struck the mountain of ice that sent her to the bottom within four hours after the impact, she was steaming at the rate of 18 knots an hour. The shock almost demolished the proud vessel, which her builders and her captain had believed nothing could match.

Hitting the impregnable ice mass fairly with her towering bows, the ship was almost rent in two at the first blow. Her decks were ripped open, her sides and bulks were split and shattered as with the hammer of some Titan from the bow to a point almost amidships.

Her upper works and some of her boats were splintered, while a shower of debris from her spars fell upon the decks like giant hail. Though the ship had struck the monster obstruction head-on, as her bow rose clear of the water, smashed to an unrecognizable mass of bent and shivered steel, the vessel listed heavily to port and almost turned turtle.

The Titanic had forced her giant bulk away up on a submerged spur of the iceberg, a phenomenon which is not infrequent in the most disastrous collisions with these ghost-like sentinels of the Banks. In mounting upon the jagged ice spur, and in sliding back from her position, the ship had torn out many of her bottom plates from the midship section forward to the bow.

As a result her compartments from amidships forward were speedily flooded. She took in water at a rate that defied the efforts of the pumps, and soon began to settle by the head, listing heavily to port and rolling in the trough of the sea as she became gradually disengaged from the ice, many tons of which had fallen upon her upper decks, contributing to the demolition and inextricable confusion.

The force of the blow had been so tremendous that the vast ship was started in her every joint, and everything movable throughout her superb equipment of luxurious cabins and saloons was tossed into heaps. The discarded junk.