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AN ICEBERG WAS REPORTED

This Assertion Made By Saloon Steward.

HEARD TWO LOOKOUTS TALK

"No Wonder First Officer Shot Himself," Said One—Says Money Was Paid Crew Of Lifeboat.

New York.—Three warnings that an iceberg was ahead were transmitted from the crew's nest of the Titanic to the officer on the steamship's bridge 15 minutes before she struck, according to Thomas Whiteley, a first-saloon steward, who is in St. Vincent's Hospital with frozen and lacerated feet.

Whiteley reached the Carpathia aboard one of the boats that contained, he said, both the crew's nest lookouts. He heard a conversation between them, he asserted, in which they discussed the warnings given to the Titanic's bridge of the presence of the iceberg.

Said Officer Was Warned. "I heard one of them say that at 11:15 o'clock, 15 minutes before the Titanic struck, he had reported to First Officer Murdoch on the bridge that he fancied he saw an iceberg," said Whiteley. "Twice after that the lookout said he warned Mr. Murdoch



MRS. JOHN JACOB ASTOR.

that a berg was ahead. I can't remember their exact words, but they were very indignant that no attention was paid to their warnings. One of them said: 'No wonder Mr. Murdoch shot himself.'

"I saw the iceberg. It was very large and to me it looked black, or rather a dark gray, instead of white." Called it "Money Boat."

Whiteley in telling of various experiences of the disaster that had come to his knowledge said that on one of the first boats lowered the only passengers aboard were a man whom he was told was an American millionaire, his wife, child and two valets. The others in the boat were firemen and coal trimmers, he said, seven in number, whom the man had promised to pay well if they would man the lifeboat. They made only 13 in all.

Was Thrown Into Sea. Whiteley was thrown into the sea. "I floated on my life preserver for several hours," he said, "then I came across a big oak wardrobe with two men clinging to it. I hung on to this till daybreak and the two men dropped off. When the sun came up I saw the collapsible raft in the distance, just black with men. They were all standing up. I swam to it, almost a mile it seemed to me, and they would not let me aboard.

"It's 31 lives against yours," they said, 'you can't come aboard.' There's not room." "I pleaded in vain and then I confessed I prayed that somebody might die, so I could take his place. It was only human. And then some one did die and they left me aboard."

"By and by we saw seven lifeboats lashed together and we were taken off in them."

That Essay Contest

With the advent of the commencement season in the country high schools the members of the classes to be graduated are thinking of the essay contest inaugurated by the Lancaster Automobile Club. For the best three commencement essays on a good roads subject the club offers prizes of \$15, \$10, and \$5. The subject is one with an educational value and its treatment will be attended with interest and profit. It offers a charge from the hackneyed topics that have done service year after year and appeals by its novelty and the opportunity which it gives the writer in showing his or her skill in treating one of the leading practical and economic questions of the day.

Last year's winner in a similar contest was a young lady. The only condition governing the contest is that the essay submitted be the one prepared for the commencement exercises by the contestant. Full information in regards to competing for the above liberal prizes can be obtained of Walter R. Markley, Lancaster, Pa.

Orphan's Court Business Judge Smith in Orphans' Court filed adjudications in the following estates: Anna Johnson, Marietta, \$614.31; Frederick Struck, Columbia, \$737.31; Henry H. Peffer, Mt. Joy Borough, \$800; Philip Fisher, West Donegal, \$2,240.83.

SURVIVORS MAKE REPORT

Say 2,340 Persons Were Aboard and 745 Saved.

New York.—The following statement issued by a committee of the surviving passengers of the Titanic was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give 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, star-lit 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. Fortunately the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock midnight and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors 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 passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats:

"Fourteen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of collision was:

"First-class, 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 the steamship Carpathia:

"First-class, 210; second-class, 125; third-class, 200; officers, 4; stevens, 33; stewards, 95; firemen, 71; total, 210 of the crew. The total—775 saved—was about 80 per cent of the maximum capacity of the life-boats.

"We feel 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 passenger 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 factors were observed and should be considered in this connection:

"The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of lifeboats; absence of searchlights.

"The London Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering the boats, thus endangering the operation and preventing the taking on of the maximum number of the boats would hold. Boats at all times should be properly equipped with provisions, water, lamps, compasses, lights, etc. Life-saving boat drills should be more frequent and thoroughly carried out and officers should be armed at boat drills.

The statement was signed by Samuel Goldenberg, chairman, and a committee of some 25 passengers.

AS TOLD BY OTHERS.

Graphic Descriptions Of Scenes Following the Crash.

Statement of Robert W. Daniel, of Philadelphia: "I had just left the music-room and disrobed and was in my bunk, when there was a terrific crash. The boat quivered and the lights went out. In the darkness I rushed on deck almost naked. There seemed to be thousands fighting and shouting in the darkness, and then they got the storage batteries going and this gave us a little light. Captain Smith was the biggest hero I ever saw. He stood on the bridge and shouted through a megaphone trying to make himself heard. The crew obeyed his orders as quickly as could be expected. Five minutes after the crash everybody seemed to have gone insane. Men and women fought, bit and scratched to be in line for the lifeboats. I got a black eye and a cut chin in the fight. Then Captain Smith seemed to get some order and the passengers were sent to fore and aft on the big boat."

"There was a frightful pounding noise throughout. I saw men praying, also struggling to get to the rail. Prayers and cries followed. Women who had been in the music room, where a concert had been in progress, were still dressed in evening apparel and wore diamonds. Other women had just got to their bunks and were in night attire. All rushed with one object, to get to the boats. Captain Smith remained on the bridge trying to make himself heard. He was still shouting when I last saw him. As the passengers got into the life boats women were thrown in and they did not move, and an officer jumped in to command. The boats were swung from their davits and let down into the water. Hundreds, it seems, did not

wait for the boats. They saw there was no chance and they jumped overboard."

None Dreamed Of Danger. Dr. Henry W. Frauenthal, 783 Lexington avenue, New York, also declared all of the women on board the Titanic were thought to have been safely in the boats before the order of the men to take them came.

"When the ship first struck," he said, "none of us dreamed of the danger we faced. All who had been asleep after the first rush into the cabinways and to the decks returned to their cabins, to dress.

"But when the word came that we were sinking and the lifeboats were ordered over the side the panic was fearful. From all sides came shrieks and groans and cries, and it seemed as if all the devils of hell had been let loose.

"Just now I am so thankful to be alive that my appreciation of the horror is dulled. I am only afraid that when I recover from the first shock it will come back to me again, and I would rather have gone down with the boat."

Another of the survivors who would have embraced death more happily than safety was Mrs. A. O. Horverson, whose husband, who was connected with the Peabody Company, went down with the Titanic. With her husband, Mrs. Horverson had been in Buenos Ayres on a three months' pleasure and business trip, and, returning by way of England, had thought it would be great fun to help the Titanic make her maiden trip.

"We were so happy," she cried, with tears streaming down her face. "We had thought it such a lark to come back home on the Titanic. But now there is nothing, nothing left in this world. I can't stand it." And, broken completely down, she hid her face in her hands and could say no more.

Only Baby Left Of Family.

Jane Smith, one of the English nurses employed by J. W. Allison, of Ontario, who brought Baby Smith through the Titanic disaster, came down the gangplank with the nine-month-old baby wrapped in her arms. He was all that was left of a family of father, mother and two children. The oldest child was a girl three years old.

Miss Smith said: "It was shortly before midnight when I went into the room where the baby was sleeping to see if he was all right. I had just gotten into the room when I felt a slight rasping shock. The machinery suddenly stopped. I ran to Mr. Allison's stateroom nearby and awakened him and Mrs. Allison. The three of us went on deck. At first we saw nothing unusual. Mr. Allison made light of his wife's fears.

"In a little while the engines were started again. We thought that everything was all right. We went below and in a few minutes an officer came and told us that the ship was sinking. I grabbed up the baby and went on deck. There I found a bedlam of confusion and children and throwing themselves into the life boats. They had to tear many women away from their husbands. I was suddenly picked up and thrown into a life boat. We were immediately lowered and two men rowed us away from the ship.

HEROES MET MOB

Titanic Sailors Beat Back Frenzied Men.

Might Have Killed Women and Children in Struggling Mass On Steerage Deck—Sailors Bravely Attacked Mad Men.

New York.—Humble heroes who went to their deaths aboard the Titanic fighting a frenzied mob of armed brutes attempting to crowd women and children from the lifeboats were the British sailors and petty officers of the Titanic stationed on the steerage deck, late stories of the disaster state.

Up from the stokehole a blackened, frantic crew surged upon the steerage passengers when the floor rushed in about the boilers far below and carried alarm to the scores of men who fed them.

Armed with the tools of their trade, stoking bars, shovels, ashpan hoos and levers, the stokers and coal passers stormed the line of steadfast sailormen guarding the boats then coming down the sides from the upper decks and loading into them as they were halted at the steerage deck the women and children there.

Manhood met brutehood undaunted, however, and honest fists faced iron bars, winning at last the battle for death with honor.

Tale Of Horror Told.

No tale of the final hour of the great steamship exceeds in horror that pieced together by Dr. Lengyl Arpad, a Hungarian, and steerage physician of the Carpathia, from the stories he gleaned as he bent over the bruised, the scalded and the frosted men and women who had been rescued from the steerage of the Titanic.

His account cleared up many statements of cabin passengers which have seemed contradictory, told where the shots that were fired came from and explained the shrieking which many had attributed to the doomed and drowning.

Beyond Control At First.

"Piling up to their deck, shouting and crying, dragging their bundles, the steerage men and women were at first beyond control. Sailors went among them telling them the ship had struck the ice, but was not in danger, and they grew calmer. Just as the boats began to come down from the upper deck the steamship listed heavily to starboard, and the steerage passengers were piled up against the rail. This renewed their terror and they fought to extricate themselves.

"Despair took possession of them, because the first and second boats lowered past them were not stopped at that deck and neither was half filled. They believed they were being deserted.

ward to get into it, the men forcing themselves to the front and none of them, so far as they told me, thinking of anything but his own safety and his precious bundles. One woman rescued could talk of nothing but the 'beautiful goose liver and cheese' they had torn from her.

"The first boat stopped was filled with men before the sailors could interfere. They had a battle to drag out the men and let the women take their places.

Stokers Start Panic. "This great panic seems to have begun when the stokers rushed up from below and tried to beat a path through the steerage men and women and through the sailors and officers to get into the boats. They had their iron bars and shovels and they struck down all who stood in their way.

"First to come up from the depths of the ship was an engine oiler. From what he is reported to have said I think perhaps the steam fittings were broken and many were scalded to death when the Titanic listed.

"Right at his heels came the stokers. The officers had pistols, but they could not use them at first, for fear of killing the women and children. The sailors fought with their fists, and many of them took the stokers hands and shovels from them and used them to beat back the others. Then it seems, from what the survivors told me, the officers thought of firing in the air.

A MONUMENT TO BUTT.

John Hays Hammond Starts Project To Erect a Memorial.

Washington.—A national memorial monument, to cost at least half a million dollars, and for which Congress will be asked to appropriate \$200,000, will be erected to the memory of Major Archie Butt, aid to President Taft and hero of the Titanic disaster, according to plans started here.

John Hays Hammond, who was intimately acquainted with Major Butt, is one of the originators of the movement, which has the heartfelt cooperation of the President.

It is understood that in addition to the appropriation by Congress the entire country will be given an opportunity to contribute to the memory of the military hero, and belief is expressed that \$300,000 additional can be raised.

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