

TELLS STORY OF TITANIC WRECK GIANT LINER WAS "SHIP OF FATE"

Novelist and Friend of Designer of Ill-Starred Steamer Gives Vivid Description of How the Most Awful Marine Catastrophe of Modern Times Probably Happened.

NEW YORK, April 16.—The writer of the following story, Patrick Gallagher, author of "The Wreck of the Narcissus" and "Curly of the Wave," and many other sea novels, knew personally Lord Pirrie and Alexander Carlisle, the designer of the Titanic. He has often discussed with these men the building of modern ocean ships like the Titanic, and graphically describes the career of the Titanic from the cradle in Belfast to its grave off grim Cape Race, in a special dispatch to the San Francisco Call. He writes:



J. BRUCE ISMAY
Chairman of the board of directors of the White Star Line.

"An irresistible force met with an insurmountable obstacle—that is the one and only explanation of the loss of the ill-starred Titanic and the terrible tragedy of the sea will be logged when all the facts have been recorded on the chart of the disaster.

"Even to the old seadog, seasoned in hardships and the calamities which must be taken as they come by those who go down to the sea to weather blue water or green, the Titanic immensity of the latest of many grim harvests of the wild waves which sweep off grim Cape Race drives intelligence by the board and causes comprehension to collapse.

Confidence in Captain.

"The monster of monsters adroit died like the titan it was, engulfing in its fate hundreds of helpless human beings. It was a ship of fate, as they say at sea, and a skipper of fate was honest Captain Smith, the grand old man of the sea, who went down with it.

"Smith had a clean ticket of the old windjammer days, when he filled every grade up to skipper, until the ramming of the Olympic by the Hawke, a brief while ago. That he was given the command of the newer Titanic as soon as it left the slips at the Queen's Island yard in Belfast was proof that the White Star owners knew he was blameless for the Hawke incident; and it is to be doubted that one officer or man in the complement of the newly commanded Titanic had anything but unbounded faith in him, when, with as notable a passenger list as was ever carried by an Atlantic greyhound, the ship drew away from the docks at Southampton and started on its voyage to the new world.

Food for Superstition.

"Within sight of the cheering shore crowds, however, another incident almost similar to the Hawke affair occurs; another large liner is sucked from the moorings, drawn almost into collision.

"Can it be doubted that in this thrilling moment of danger the Olympic mishap was not recalled, or that the superstitious seamen aboard, stepping the bridge or swabbing the huge decks, shut their minds against the mariners' dread of sailing with a ship of fate or a skipper of fate?

"(Cleaning the facts from the brief and scattered dispatches by wireless, it is certain that every deckhand, engine room worker, stoker, to the captain and watch officers on the bridge, gallantly did their duty and paid the last toll of devotion, defying the hoodoo which they may have thought was trailing at the peak.

Gala Company Afloat.

"A gala company of more than 2000 was that which filled the huge bulk of the Titanic, as it entered the last leg of its voyage to Sandy Hook. Millionaires, social queens, world's notables in every field of effort, almost filled the salons and suites de luxe.

"The life on the ocean wave was being lived in its most brilliantly exhilarating atmosphere. The great yacht palace afloat held many hearts beating high in the thrilling enjoyment of life, and a colony of expectant emigrants and returning children of toil in the more closely packed third class berths.

"High above the swell of the sea its sides towered as it left its way through the short course, buffeting the ugly weather which was sweeping down from the chill north. Icebergs were reported in its path and the officers were alert for danger, but their knowledge was locked in their own breasts. In the saloons all was joy and a sense of security—the great ship was proof against any possible calamity.

Shock for All Aboard.

"It was the last word in marine architecture—built by the most famous marine engineers in the world. There was every reason to make merry; the end of the voyage was near, and no cause for fear. Night had descended, dinner was over, the weary watch that had done duty through the long day and tired passengers went below to sleep in their berths.

"Only the officers of the watch aloft and in the engine room and their busy crews and the gayest of the gay remained awake at duty's call or the call of pleasure. The promenade decks still had their gay couples; the lounging rooms, the smoking rooms, were echoing laughter, song, the soothing music of the orchestra, the less noisy sound of the chips as a card game progressed. And in the midst of this was that a shock passed through the entire ship, hurrying group against group, smashing furniture and ornaments of the saloons, appalling all on board.

Frantic Cry of "Sinking."

"The shrill jingle of the bell on the bridge is heard as the ship again quivers from stem to stern, and a frantic cry goes up:

"My God! we're sinking!"

"Passengers rush to the rails to

by numerous subordinates, this old man gained the ear of Lord Pirrie. He told his story and explained his device. Instead of treating him as an idle dreamer, Lord Pirrie called in Carlisle, saying:

"Nothing is impossible until it is tried out." And they both bought the idea at a respectable price and tested it to see if it would work, although practically certain in their own minds that it was not feasible. It turned out to be one of the many failures of really brainy men—for the old creator of this unworkable 'unsinkable ship' was really a man of great ingenuity and inventive worth.

"But that is the way these two big-hearted men, Pirrie and Carlisle, work. No device is too visionary to them beyond trial. They are chief among the mourners of this awful grief of fateful Cape Race."

Known on Coast.

Captain E. J. Smith, commander of the Titanic, was well known to old-time shipping men and mariners on the Coast. He was here twenty-five years ago as an officer in the former White Star liner Coptic, which is now the Pacific Mail steamer Persia, plying in the transpacific service.

About 1884, prior to his steady rise to the highest command in the great Atlantic steamship company's fleet, he was third officer on the Coptic and made his home in San Francisco while in port from the Far East. After a considerable service on the Pacific, Captain Smith returned with the Coptic to the Atlantic, when the liner was sent home to be reboilered, and remained on the other coast assuming command at different times of the largest steamships afloat.

Bow Crushed Like Paper Bag.

"What has happened?
"A floating iceberg had rammed the bow and ripped open the huge plates forming the sides of the ship, putting them apart like a gigantic blade of steel impelled by a force of many hundred thousands of tons. The Titanic displaced 60,000 tons, and it was rushing forward at a speed of about 20 knots—the berg must have been of monstrous size to cause the damage reported.

"As the officers and crew labored, very little of the extent of the damage was then realized.

"The bow was crushed, crumpled like a paper bag pressed between two palms, and the forward berths were flooded, drowning the sleeping before they had a chance to turn in their bunks. Many must have been killed by the grinding guillotine of ice and the heavy masses of dislocated wreckage.

Manning the Lifeboats.

"Although Captain Smith and his brother officers still had ample faith that the ship would live and weather its way to port, every member of the crew and every able-bodied man who could be mustered for service was set to work to prepare the stout lifeboats for launching and the hands regularly drilled for "abandon ship" service were assigned to their respective boats.

"The pumps were set to work, the lower quarters tested for leaks, life belts issued and every precaution taken for the last extremity. The boats would each hold two score passengers with the hands to keep them afloat.

"There were life rafts as an additional precaution, but little hope of using them; and while these steps were being taken to save the lives entrusted to the Titanic's keeping the ship was groaning a giant's protest against its increasing wounds.

Gash Along Bottom.

"The plates were spreading further amidships and then it was found that a gash had been torn along the bottom, and for more than a quarter of its length well under water on the weather side. Through this great leak the waters were flooding the lower decks and rendering the close watertight bulkheads of little avail beyond deferring the moment of doom.

"The lifeboats were lowered seemingly without mishap, the women and children were collected and guarded as they were placed aboard each boat. There was little confusion, but dull, sickening overpowering dread—as well for those who rocked in the little craft made woefully diminutive in contrast with the vast bulk of the ocean mammoth, huddled in fear together as closely packed as safety would permit, and for those who leaned mournfully over the rail bidding a sad farewell to wife, mother, sister, child—life.

"Bear away" ordered the brave calm officers, and as fast as the suction would allow willing hands worked at the sweeps until the boats drifted.

Dream of Designer.

"The lost Titanic was the realization of the dreams of Lord Pirrie, head of the great shipbuilding firm of Harland & Wolff of Belfast, and Alexander M. Carlisle, who actually designed her. And these two leaders of marine architecture have never passed up a chance to produce greater speed, greater capacity, increased luxury or safety in the building of ships.

"I well remember an incident which occurred when I was a young reporter in Belfast, and which instances the extent to which both these men were and are willing to go to protect the lives reposed in the care of their ocean going creations.

"An old man who had spent close upon three score years working in the designing shops at the yards of Barrow, Newcastle and Belfast, evolved a wonderful composite of many separate ships with a safety dislocking device, which he said would make absolutely impossible the total loss of a liner so built at sea.

"Unsinkable Ship" Tested.

"After being turned down as a crank

Captain John H. Rinder, now a broker of San Francisco, who was formerly in the White Star and Pacific Mail services, knew the unfortunate master well and discussed the sterling traits which resulted in Captain Smith attaining the high command he held when fate sent the Titanic and many of her passengers and crew to their doom.

"It was a great shock to me to hear of the awful fate of the Titanic and those on board," said Captain Rinder, "for I knew Captain Smith well. Poor old Ed! He has gone to a sailor's grave after a career which was marked by success and fame. The last time I saw him was in 1904 when I went to New York to bring out the Pacific Mail liner Mongolia. He was then master of the Majestic. I remember the occasion particularly, because we recalled old times in the early days of the White Star line and when modern passenger traffic on the Pacific was in its infancy. It is a terrible thing and even the most experienced of masters are equally at a loss, together with the landsmen, in attempting to explain how such a wonderful vessel which bid fair to defy the elements in all their stages should find a sepulchre on the deep sea floor of the great Atlantic."

Triumphs of the wireless in rescues from shipwreck show these results:
January 23, 1909—1650 passengers and crew of the Republic saved by wireless after collision in a fog with the Florida, "Jack" Bin, wireless operator of the Republic, won fame by heroic conduct. Wrecked vessel rescued by the Baltic of the White Star line.

September 9, 1910—Thirty-three persons rescued by ferry summoned by wireless to wrecked pere Marquette ferry steamer, No. 18, off Sheboygan, Wis. Two passengers and thirty-one officers and crew were drowned.

July 29, 1911—Canadian training ship Niobe assisted in response to wireless signals of distress when wrecked off Yarmouth, N. S.

August 30, 1911—Twelve passengers of the steamship Lexington were rescued from a wrecked vessel off Hunting Island and through wireless messages sent by sixteen-year-old "Jack" Sheets.

Loss of life on the Titanic doubtless would have been much larger but for wireless appeals for aid.

The wireless operator on the Titanic who sent out "S. O. S." when she struck the iceberg was J. G. Phillips, formerly employed as wireless operator on James Gordon Bennett's yacht. Later he worked on the steamship Oceanic, from which he was transferred to the new Titanic.

All steamships of consequence are required to be equipped with wireless—which only a few years ago seemed a fanciful dream. By an act of congress, passed June 24, 1910, all ocean-going steamers carrying fifty passengers or more are required to have wireless apparatus capable of transmitting messages at least 100 miles. The Canadian law is applied to all passenger ships.

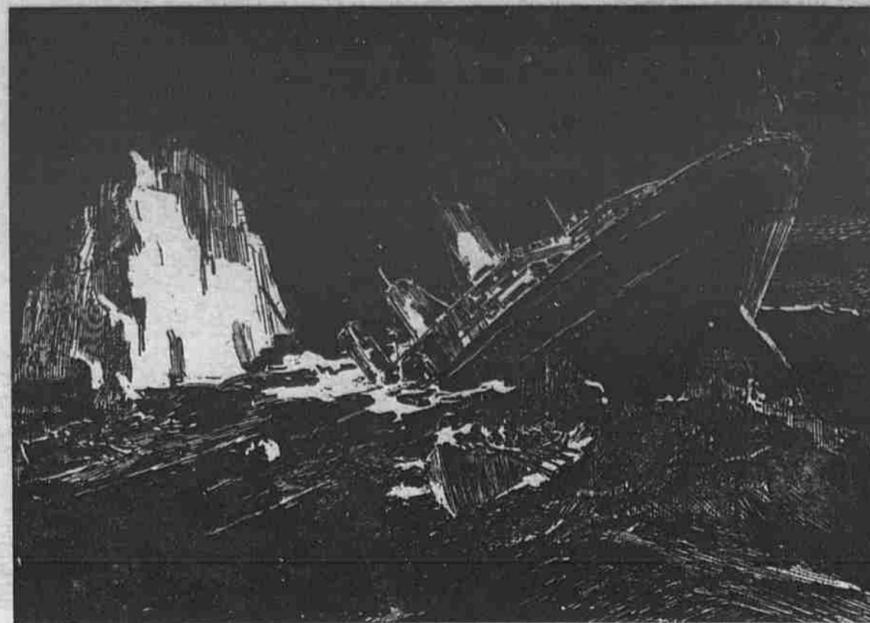
Rescue of Ismay causes comment

NEW YORK, April 16.—One of the things most frequently commented upon today was the fact that J. Bruce Ismay, president of the International Mercantile Marine company and chairman of the board of directors of the White Star company, commercially known, in fact, as "owner" of the line, was one of the men rescued. All the officers of the ship from Captain Smith down stayed by it and went to the bottom with it. It is asked how it came that the "owner" did not sacrifice himself similarly in favor of the passengers.

There was an explanation for this at the White Star offices, despite the repeated declarations of Vice President Franklin and others that the company had been quite unable to get into communication with the Carpathia or with Ismay.

The explanation runs that when the Titanic was sinking it was deemed advisable that some officer of the ship or the company should be placed in charge of the little fleet of lifeboats sent adrift in the darkness to wait till relief had come. The officers would not leave Captain Smith, so Ismay, according to the explanation, was selected as the representative of the Titanic among

SINKING OF TITANIC, AS SKETCHED FROM WIRELESS DESCRIPTIONS OF THE WRECK



DEATH OF BUTT, BLOW TO TAFT

WASHINGTON, April 16.—President Taft is grief-stricken over the probable death of Major Archibald W. Butt, his military aide, in the Titanic disaster. The President today kept his entire staff busy trying to secure some word of Major Butt.

Telegrams and long distance messages were sent to every probable source of information, but nothing encouraging was learned.

The friendship between the President and Major Butt began when Taft was in the Philippines. Military aide to Roosevelt, President Taft requested that Major (then Captain) Butt continue as his aide.

For more than three years they have been companions on long trips and in walks about the capital. The President always called Major Butt "Archie."

CONDITION OF RESCUED PITIFUL

NEW YORK, April 16.—The condition of the rescued, by all accounts, is pitiable. Mrs. John Jacob Astor, according to a private message received today, wore nothing but her night gown and rain coat when she was hurried from the deck of the Titanic into a lifeboat. Of all the jewels and gowns she had with her not one remains to remind her of the days of her honeymoon.

Confirmation came today of the report that the sea where the Titanic sank was a field of ice for miles and miles. The Carpathia's captain sent word early in the day that he was proceeding slowly owing to ice floes. This condition makes it improbable, even impossible, that any other survivors will be found.

In the hope that some sign of life might remain, not only is the Leyland liner California searching far and wide through the wreckage and ice that strews the vicinity of the tragedy, but the cable steamer Mackay-Bennett, which is equipped with all sorts of salvage apparatus, has been ordered from Halifax to the spot where the Titanic sank. It has instructions to search for bodies until further notice.

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the rescued, and upon him depended the eventual arrangements for the rescue of the survivors by the Carpathia. Ismay, it is said, made a proposition to the Carpathia which was accepted as soon as he touched the deck of the Cunard liner, and when the Olympic arrived a few hours later it was forced to abide by the deal made by Ismay, which involved the landing of all the rescued at New York or the nearest American port as soon as possible.

ASTOR ESTATE MAY BE TANGLED

IN CASE OF DEATH, \$200,000,000 PROPERTY AGREEMENT WILL BE COMPLICATED.

NEW YORK, April 16.—Rumors current in New York tonight say that the estate of Colonel John Jacob Astor, variously estimated at from \$129,000,000 to \$200,000,000, will be thrown into litigation in event he is lost with the Titanic.

At the time of his marriage to Miss Madeline Force of Brooklyn last year a prenuptial agreement was entered into between Colonel Astor and Miss Force in which she waived all right in participation in the Astor estate in consideration of \$5,000,000 given her by Colonel Astor. This agreement, however, was contingent upon the birth of a male heir in event of which, it was alleged, it was to be declared null and void and a new agreement was to be entered into.

It was reported that an heir was expected by Colonel and Mrs. Astor, and in this event, whether the heir lives or not, it is claimed Mrs. Astor would come into the widow's third of the estate.

The whole question, however, will involve a fine point in law and one which has never been brought up before. The right of the two children by Colonel Astor's former marriage: Vincent, aged 20 years, and Alice, aged 19, will be involved in a serious legal tangle which will arise over the disposition of the famous Astor estate unless Colonel Astor has provided for them separately in a will.

IN URRECTO MUST NOW SERVE HIS SENTENCE

VICENTE SOTTO, HEAD OF HONGKONG JUNTA, IS IN TOILS OF SECRET SERVICE.

Vicente Sotto, editor of The Philippine Republic, a journal published by the revolutionary junta at Hongkong, has been arrested by Detective Guertin of the Manila Secret Service as a fugitive from justice said C. B. Bolbeyan on the Korea yesterday. Sotto will be returned to Cebu to serve a sentence of four years on the charge of rape, if habeas corpus proceedings do not save him before the consular court at Hongkong.

Sotto was sentenced about four years ago by Judge Wislizenus, of the court of first instance at Cebu, to serve four years in Bilibid for assault, committed upon Tranquilina Vazquez. The case was appealed to the Philippine supreme court and the sentence confirmed, but before it could be carried into execution Sotto escaped to Macao, China, where he has since resided.

There being no extradition treaty between the United States and Portugal, it was impossible to arrest Sotto in Macao, nor would he venture to Hongkong as long as he knew an agent of the Manila Secret Service was stationed at that port. When Detective Guertin returned to Manila with another prisoner six weeks ago, he remained in Manila but one day returning to Hongkong on the Korea. This fact was not known to friends of Sotto here, and he believed the coast was clear and went to Hongkong once too often. He was arrested by Guertin.

Sotto has a most spectacular record. He is founder of the first Visayan newspaper published in the Philippines.

He was one of the first proselytes of the Aglipay sect in Cebu, and for several years was the center of a continual war with the Catholic Church, which resulted in bitter feeling between some of the prominent men of Manila. He is the author of several plays in the Cebu dialect, and is responsible in a large degree for the purification of that dialect, from which, as the result of his work, many foreign words, phrases, etc., were thrown out.

On various charges he has been before the courts of first instance of the Philippines thirteen times, but has been convicted only once. Since taking up his residence at Macao, Sotto has lost no opportunity to revive among the Filipinos the dying spark of rebellion, taking for his motto "Independence by whatever means."

ATTACHED CIRCUS ANIMALS.

NEW YORK, April 13.—New York city is officially in possession today of the entire menagerie of Barnum & Bailey's circus. An attachment on all the animals, from monkeys to elephants, was served by Sheriff Harburger today in a suit for \$25,000 damages brought by a woman bareback rider, who claims to have sustained a broken arm in Cleveland through carelessness of the circus management.

A score of deputies accompanied the sheriff to Madison Square Garden. When the sheriff found that it would cost the city \$3,500 a day to feed and care for the animals he agreed to permit the circus managers to exhibit the animals if the city be relieved of this cost. In the mean time the circus managers are out to procure a bondsman for \$50,000 to insure their attendance at the trial of the suit.

MISLEADING SYMPTOMS

Stomach Trouble Often Leads to Fear of Many Other Diseases.

If your digestion is out of order you may have symptoms that will mislead you into thinking you have heart disease, kidney trouble, some nervous or blood disorder. Better look to the stomach first. It is here that the blood gets its nourishment. If the digestion is disordered, the blood will be out of order. Poor digestion fills the blood with poisons. This impure blood poisons every tissue of the body. The dyspeptic awakes in the morning with a dull, heavy head and is irritable, melancholy, and dizzy because the brain, nerves and muscles have been poisoned from the stomach.

Mrs. John Knuth, of R. F. D. No. 2, St. Joseph, Mo., makes the following statement: "I was an invalid with stomach trouble for seven years and spent hundreds of dollars with physicians without receiving any benefit. For two years I lived on milk alone. My stomach would not retain any solid food. I had gas on the stomach and vomited a great deal. I was troubled with dizzy spells and thought I would never live through them. My hands and feet were ice cold and seemed to have no circulation at all. My heart fluttered and I would have smothering sensations. My weight was greatly reduced. I was frequently confined to bed for days and at one time was in the hospital for seven weeks and my friends did not expect I would get well. After I gave up the doctors I began taking Dr. Williams' Pink Pills for Pale People. A few boxes helped me so much that I could retain a little food on my stomach. Each day I grew stronger and took the pills until completely cured. Dr. Williams' Pink Pills are the cause of my being a healthy woman today and I gladly recommend them."

A new edition of the booklet, "What to Eat and How to Eat," is free on request. Send a postal for it to day and begin to cure yourself by following the directions it contains.

Dr. Williams' Pink Pills are a digestive tonic and give new strength by enabling the blood to take up and profit by the food we eat. They double the value of the food, increase the appetite, energy and vigor.

Dr. Williams' Pink Pills are sold by all druggists, or will be sent, postpaid, on receipt of price, 50 cents per box; six boxes for \$2.50, by the Dr. Williams' Medicine Company, Schenectady, N. Y.