

"S O S" CALL BRINGS 10 BIG SHIPS TO AID THE VOLTURNO

FIRE DRILL ON BOARD THE BURNED VOLTURNO; CAPTAIN INCH AND HIS OFFICERS

The Photograph of Capt. Inch is what is called in photography a "freak." It depicts him in duplicate, speaking to himself.



FIRE DRILL ON THE VOLTURNO



CAPTAIN INCH (IN CENTER) AND HIS OFFICERS
FIRST OFFICER (LEFT) AND SECOND OFFICER (RIGHT)



CAPTAIN INCH TALKING TO HIMSELF (A FEELING)

from New York to London; the Devonian of the Leyland line, bound from Boston to Liverpool, and the Kronland of the Red Star line, which left Bremen on Oct. 4 bound for New York and carried a full list of cabin and steerage passengers.

RESCUE SHIPS ALSO IN PERIL.

As night fell the ten vessels, all alight, were within reaching distance of the Voltorno, but they might as well have been at the points where they first picked up the wireless call for all the good they were able to do. In the terrific wind and sea it required skillful seamanship to keep the half-score ponderous vessels out of each other's way.

Never before have thousands of persons watched a great vessel burning in mid-ocean, with her passengers and crew aboard and helpless. No more dramatic sight could be imagined. There were the vessels that had been called from the far reaches of the sea by the clatter and crash of the wireless, each ship with her bow pointed toward the blazing hulk that rolled and pitched and belched fire and smoke such a short distance away.

At every available point of vantage on the ten vessels tense watchers clustered, heedless of the biting wind and the spume and spray that whipped their faces, watching and waiting. Out of the bowels of the vessels piled coal trimmers, oilers, firemen and engineers to gaze spellbound upon a spectacle such as it has been given few men to see.

ALL ALERT TO LAUNCH LIFEBOATS.

While the ships themselves were idle, with engines moving just enough to give steerage way, the commanders and their subordinates were keenly alive and alert. Despite the danger from the pounding seas each vessel put over lifeboats. It was apparent from the experience of the boat from the Carmania that only by some fortuitous chance could any of these craft get close enough to the Voltorno to take off a soul from the blistering decks. But that chance was sought time and time and again, with the blaze from the Voltorno lighting up the sea and guiding the daring seafarers in their work.

By common consent but one vessel, the Carmania, used her searchlights. This was to avoid the possibility of the dazzling rays from so many vessels flashing in the eyes of the men on the bridges.

All through Thursday night the Voltorno burned. No one on the ten vessels clustered about her slept. They saw the fire gradually eating its way aft; they saw the men of the Voltorno fighting and falling back before the flames.

RESCUERS AT LAST REACH BURNING SHIP.

With the rising of the sun the force of the wind abated. The waves abated their violence and at 9 o'clock in the morning it was possible for lifeboats to get under the stern of the Voltorno, where all those who had not escaped in two lifeboats were huddled. The work of taking off the terrified passengers and the exhausted officers and members of the crew proceeded with dispatch and at last the Voltorno was left without a living soul aboard, a smoldering, smoking hulk heaving on the wreckage-strewn sea.

When the Carmania reached the vicinity of the Voltorno, at noon, she found the forward end of the distressed vessel burning fiercely. The flaming ship was at the same time rolling heavily, while her propellers were fouled with boats' tackle used in lowering her six lifeboats.

LOADED LIFEBOATS SMASHED.

It was learned by the captain of the Carmania that two only out of the six lifeboats had succeeded in getting safely away from the Voltorno. The other four, crowded from stem to stern with passengers and members of the crew, had been smashed against the side of the vessel and all their occupants thrown into the sea and drowned.

In spite of the terrific gale raging when she arrived near the Voltorno, the captain of the Carmania had one of his lifeboats lowered to proceed to the Voltorno to help in the rescue. This was effected with much difficulty, for, even on the lee side of the Carmania, the sea was terribly rough and it was only by extraordinary efforts that the small craft was prevented from being smashed or capsized as she left the side of the ship.

The Carmania's lifeboat, in charge of First Officer Gardner, made a gallant but futile attempt to get alongside.

After two hours' battle with the waves, during which the lifeboat lost all but three of her oars, the rest being broken or torn from the hands of the crew, First Officer Gardner returned to the Carmania, which he succeeded in making without loss of life or broken limbs among the members of his boat's crew.

Capt. Barr of the Carmania then manoeuvred his big vessel very close to the Voltorno and finally got the Carmania's bows within a hundred feet of the Voltorno's stern.

It was found impossible, however, to cast a line on board the Voltorno, or to get anybody on board the burning ship.

It was a terrifying sight for the passengers and crew of the Carmania to see so close to them the hundreds of passengers, including women and

SIMPLE HAND-GUNS WOULD HAVE CARRIED LINES TO VOLTURNO.

When the attention of Capt. Garden, in charge of the district off Cape Hatteras for the relief of vessels in distress, was called to the failure of a number of vessels to put a line aboard the Voltorno, he explained that they must have lacked the equipment in use in the American waters.

"We have a very simple hand gun on each of our boats by which we can throw a line over any vessel at a reasonable distance," he said. "It is a very simple matter where the distance is not more than 200 feet. If it goes beyond that of course we have an attachment to a six-pounder gun that will carry a thousand feet under ordinary

circumstances, and in a storm will easily carry two-thirds of that distance.

children, in horror-stricken fear on the decks of the Voltorno, and yet be unable to help.

Most of the passengers got into the Voltorno's lifeboats, but a hundred of them had gathered at the after end of the burning vessel, whose crew at the same time continued in vain to fight the fire at her forward end.

Capt. Barr in the meanwhile kept his wireless apparatus at work communicating with all the vessels within the radius of his instruments.

At 4 o'clock in the afternoon the Grosser Kurfuener and the Seydlitz came in sight, and these two were joined later in the afternoon by the Kronland, the Devonian, the Rappahannock, the Minneapolis, La Touraine and the Czar.

The gale moderated slightly toward night, and each of the succoring ships, as soon as it was possible for her to do so, put out boats and lowered them to the sea.

STOOD BY ALL NIGHT.

The waves, however, were so high that, although the small craft made some progress in the direction of the Voltorno, it was impossible for them to get alongside and they returned to their ships, in most cases doing this with the greatest difficulty owing to the overwhelming seas and the darkness of the night.

The Carmania kept her searchlights going throughout the night, throwing their rays across the foaming seas in the quest for possible struggling swimmers or lifeboats from the Voltorno.

At about 9 o'clock in the evening, when the darkness was at its blackest, flames burst through amidships of the Voltorno from her engine room and coal bunkers. As the fire lighted up the sky this was followed by a position which sent into the air burning wreckage like a flight of rockets.

The spectacle of a great vessel being consumed by fire, with over five hundred souls on board her and surrounded by a fleet of huge lighted hulks, crowded with thousands of spectators, all anxious but unable to help, owing to the mountainous seas, beggared description.

All that could be done by the would-be helpers was to throw overboard from their vessels dozens of lighted life-buoys and stand by in the hope of picking up some of those who had been cast into the sea.

At 9:30 at night the wireless operator on board the Voltorno had to turn over the connection of his instrument to the reserve batteries, as the fire had reached the boilers and the engine-room and had put the pumps and dynamo out of action.

MAN FLOATING IN WATER SAVED BY CARMANIA.

A few minutes later cries for help were heard rising from the water near the Carmania, and then a man, who proved to be a steerage passenger of the Voltorno, wearing a lifebelt, was located by means of the searchlight a short distance away, tossed about by the sea. He was rescued, but only after one of the sailors of the Carmania had been lowered into the water with a lifeline, which he placed around the waist of the exhausted floating man. Other cries were heard, but these gradually died away and no further bodies or swimming people were seen.

About midnight a ray of hope came, for it was seen that the flames were not making much headway aft of the engine-room or the after bulkhead of the Voltorno.

By daybreak the Voltorno was still floating, with her great human cargo huddled in masses on her poop. The sea had moderated considerably and a flotilla of boats gathered round the stern of the Voltorno.

Of the steerage passengers bound for Halifax 210 were adults, 41 children and 10 infants. Only one cabin passenger was booked for Halifax. Of the steerage passengers bound for New York 242 were adults, 33 children and 3 infants. The total number of young children and babies aboard was 87.

"FATHER JOHN'S MEDICINE CURED MY COUGH," says Mrs. O. Madam, Montreal road, Woburn, Mass. Made the lungs—L&L.

Jewish Holiday Kept News From Friends Here

In contrast to the usual thronging of frightened relatives and friends to the offices of the steamship line, not a single ship met with disaster, not a single such inquiry was made at the office of Uranium line, in Lower Broadway, today. The news did not reach those in the city who were most closely affected by it.

The great steerage business of the line is in bringing immigrants from Poland. Much of the literature of the line is printed in Hebrew. There are no Jewish newspapers printed on the east side today because it is Yom Kippur. The orthodox remained at home and in the synagogues absorbed in their devotions. The ringing of the telephone even went unanswered. Not until after sundown today will the news of the burning of the Voltorno gain circulation among those to whom it is of the most interest.

Agent E. O. Thomas gave out a revised estimate of the destinations of the passengers of the Voltorno just before noon. He said she carried in the cabin eighteen adults and three children bound for New York and one passenger in the cabin for Halifax. In the steerage there were two hundred and forty-two adults, thirty-three children

and three infants bound for New York, and two hundred and ten adults, forty-one children and ten infants bound for Halifax. A report from the Carmania has it that the total of cabin passengers was twenty-four.

"As nearly as I can determine," said Mr. Thomas, "the Voltorno burned nearly on the spot where the Titanic sank. It was near the same place that our liner the Uranium caught fire, though the flames were kept under control until she reached New York." General Passenger Agent Paul C. Fourman said that Capt. Inch had been in the employ of the line since it was established. He was chief officer on one or another of the ships for six years and was promoted to be captain of the Voltorno nine months ago. He is thirty-four years old and has followed the sea for twenty years. Since he has been captain a fire started on the Voltorno on an eastbound trip, but was extinguished without serious damage.

The Voltorno was built in 1907 by Fairchild & Co. in England. The Board of Trade certificate gave her tonnage as a gross tonnage of 3,851. She was 316 feet long, with 40 foot beam. She cost \$500,000. She was a "tourist day boat." The officers were all Englishmen. The Uranium liners dock here at Pier 38, Atlantic docks, Brooklyn.

TWO OF RESCUE SHIPS DUE HERE ON TUESDAY WITH 195 SURVIVORS.

The Kronland of the Red Star line is the first of the rescue ships due in this port. She would follow ordinary course arrive Monday, but it is assumed at the Red Star offices that she will be delayed a day by the disaster. She has ninety survivors aboard.

NEW YORKERS WHO SAW RESCUES FROM BURNING VOLTURNO.

Among the passengers on the Cunarder Carmania who sailed for Liverpool from New York, Oct. 4, were the following from New York and Brooklyn and who witnessed the taking of passengers from the burning Voltorno: M. M. Boston, William Dempster, Mr.

and Mrs. C. F. Dimond, David Duke, Miss Ethel B. Duke, T. B. Fogg, Mrs. J. D. Hogan, Miss Hogan, Mr. and Mrs. A. E. Marshall, F. D. Morgan, J. B. Schermerhorn, Arthur Spurgeon, Mrs. L. C. Walsh, R. S. Watt, Philip B. Whitehead and A. L. Wilson of New York; Henry Burdon, Mr. and Mrs. E. J. Creighton of Brooklyn, Miss J. W. Day of Oyster Bay, Miss A. M. Evans of New Rochelle, F. G. Smith and Mrs. R. Greene of Greenwich, Conn.; and Mr. and Mrs. Thomas K. Ladd of Bernardville, N. J. with three children.

The officers of the Carmania are: J. C. Barr, Captain; R. J. Johnstone, R. N. R., chief officer; F. Drummond, chief engineer; Dr. A. W. Mackenzie, surgeon; J. C. Humphreys, purser; C. McLaren, chief steward.

WIFE FOUND SHOT DEAD WITH FARM HAND AFTER HUSBAND IS MURDERED

Bodies of Two Victims in Triple Tragedy Lay in Vermont Woods, Other on Road.

ROOSEVELT GREETED ON STOP AT BARBADOS

Colonel and His Party on Way to Mexico in Fine Shape—He Makes an Address.

BRIDGETOWN, Barbados, Oct. 11.—An enthusiastic welcome was given Colonel Theodore Roosevelt when he arrived here yesterday on his way to South America. All the members of the party were well. In a short address the Colonel paid a glowing tribute to the work of the Barbadian laborers on the Panama Canal.

Wrecked Ship Voltorno Was in Many Mishaps

The Voltorno became an independent immigrant and passenger transatlantic packet in 1908 when the New York and Continental line, then doing only a freight business, went into competition with the steamship trust. From that day the history of the Voltorno has been full of trouble.

The ship, with a gross tonnage of 3,851 had twin screws and accommodations for 1,300 in the steerage and twenty-four first cabin passengers. In shipping circles the fact that the line, which added the former Italian steamship Campanello and the Uranium to its service, put the funnel mark of the Erie Railroad's marine department on its smokestacks—four narrow white bands—gave rise to the story that the steamship line was promoted by the Erie as a feeder for its immigrant transatlantic business. Erie officials made light denials of the story.

The line has been in severe rate battles with the shipping trust and the company has sent representatives to Washington more than once to complain of stranglehold tactics by the combine.

The steamship Uranium of the same line caught fire in mid-Atlantic between

Newfoundland and the British Isles last summer, but made port without loss of life.

The Voltorno was in deadly peril from ice floes in May, 1909, when she was frozen in for twenty-four hours and carried far out of her course, all the time in danger of being crushed.

In 1911 the Dutch manager of the line Rudolf B. Tinsley, was banished from Holland because the Voltorno arrived in Holland with 800 Russian immigrants who had been turned away from the United States as undesirable and who were not allowed to land on German territory when they returned.

The ship was quarantined on account of an outbreak of smallpox in the steerage in March, 1912. The Uranium of the same line was in an accident on Chedabucto Head, twelve miles from Halifax, entering that port, Jan. 12 of this year, and 23 passengers were saved with the utmost difficulty. The accident was blamed on the neglect of the precaution of taking a coast pilot aboard.

The one bright spot in the Voltorno's history is the rescue of the crew of twenty-eight of the French fishing schooner Champagne in a high gale in March, 1907, for which she was commended by the French Government.

Inspectors Found Lack Of Extinguishers on Liner

The report of the steamship inspectors of this port shows that the Voltorno was inspected last December here under the reciprocal treaty arrangement by which the United States accepts the requirements of the British Board of Trade. The Voltorno's British certificate was issued Dec. 13 of last year and was good until Dec. 7 of this year. Under the certificate she carried fourteen lifeboats with a capacity of 600; two collapsible lifeboats with a capacity of 198; one Herthorn folding boat with a capacity of fifty-four; one second quality lifeboat with a capacity of thirty; one workboat with a capacity of seventeen and six rafts with a capacity of 111. The certificate required lifeboat accommodations for 1,304.

The American inspectors found the ship short 229 of the number of life preservers required by the British regulations and caused the line to purchase

them here before allowing the ship to sail.

Discomfort After Meals

Feeling oppressed with indigestion, flatulence and belching of wind are symptoms of biliousness. With these there will be Constipation, Headache, Irritability, Nervousness, Bloating, Briskness, Fluctuating of the Heart, Choking Sensation, Headaches, Burning, Heaviness, Pain in the Side, Yellowing of the Skin, Pain in the Back, Chest, Neck and Shoulder Blades of the Neck. A few doses of

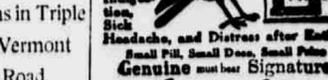
Radway's Pills

will act in freeing the system of all the obnoxious humors. Purely vegetable. No opium. No habit forming. Sold everywhere. Box "At Druggists" or by mail. RADWAY & CO., NEW YORK.

Make the Liver Do its Duty

Nine times in ten when the liver fails the stomach and bowels are right. CARTER'S LITTLE LIVER PILLS

gently but firmly compel a lazy liver to do its duty. Cure Constipation, Indigestion, Sick Headaches, and Distress after Eating. Small Pills, Small Doses. Small Price. Genuine Small Box with Signature.



BRATTLEBORO, Vt., Oct. 11.—Searchers today found the bodies of Mrs. Walter Nichols and Irving Wrisley, a farm hand, in the woods on the Nichols farm in West Gaither. Both had been shot to death, apparently by the man, near whose body lay a shotgun. The body of the woman's husband, Walter Nichols, sexton of the Baptist Church, was discovered in the highway near his home yesterday. He had been killed by a blow on the head.

Nichols was twenty-seven years old and his wife twenty. They lived alone until last spring when Wrisley was employed by them. He was twenty-nine years old and had been married and divorced. According to the mother of Nichols, Wrisley formed an attachment for his employer's wife. The latter was formerly Katherine Moore, daughter of Luther Moore of Mechanicsburg, Vt.

All lost or found articles, advertisements in The World will be listed at The World's Lost and Found Office, 1011 Broadway, New York City. For a full list of articles, call on the office, or write to the office, 1011 Broadway, New York City. The office is open from 10 A.M. to 6 P.M. and is free of charge. Arrangements by Underwriter Wm. Necker.

Sunday World "Wants" Work Monday Wonders.