

VICTIMS OF SEA HORROR WENT DOWN LIKE HEROES

New York, April 19.—The following account of the sinking of the Titanic and the rescue of 745 of its passengers and crew was given by Mr. Beasley of London, one of the passengers on the ill-fated steamer.

The voyage from Queenstown had been quite uneventful; very fine weather was experienced and the sea was quite calm. The wind had been westerly to south-westerly the whole way, but very cold, particularly the last day. In fact, after dinner on Sunday evening it was almost too cold to be out on deck at all.

My berth for about ten minutes, when, at about 11:15 p. m., I felt a slight jar, and then, soon after, a second one, but not sufficiently large to cause any anxiety to say one, however narrow they may have been. However, the engines stopped immediately, afterwards, and my first thought was "the ship has stopped." I went up on the top (deck) to see what was the matter and found only a few people there, who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of any of us.

CARD PLAYERS SAW ICEBERG.

"We saw through the smoking-room window a game of cards going on and went in to inquire if they knew anything it seems they felt more of the jar, and looking through the window had seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced here by part of the iceberg.

WARD PLAYERS SAW ICEBERG.

"The name went on without any thought of disaster, and I retired to my cabin to read until we went on again. I never saw any of the players or the on-lookers again in a little while, but out again and found every one wanting to know why the engines had stopped. No doubt many were awfully scared from the front of the boat, but I became accustomed during the four days we had been on board. Naturally, with such powerful engines, the Titanic carried a very anxious crew, and the sudden stopping had something the same effect as the stopping of a loud ticking watch.

LIFEBOATS ORDERED.

"All passengers on deck with life belts on.

"We all walked slowly up with them, but the captain was taking, and that we should return in a short time and retire to bed. There was a total absence of any panic or any expression of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident. The ship was absolutely still and except for the gentle list downward, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible.

WOMEN TORN FROM HUSBANDS.

"The next day we had been supposed, and my first thought was to go down and get more clothing and some money, but seeing people pouring on the stairs decided it was better to confine my attention to people coming up by doing so. Presently we heard the order:

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STOKER AVERTS TROUBLE.

"Stop lowering 14, our crew shouted, and the crew of No. 14, now only twenty feet above, shouted the same. But the distance to the top was some seventy feet, and the creating pulleys must have descended to her on our heads, but just before she dropped another stoker sprang to the ropes with his knife.

SEA CALM AS A POND.

"It was now about 1 a. m.; a beautiful starlight night. The sea was as calm as a pond, just a gentle breeze on the boat dipped up and down in the swell; an ideal night to obey the order. When they were about and had the oars at work the condition of the rapidly settling boat was so much more, a slight alarm for those in the boats that those on the deck saw they could do nothing, but row from the sinking ship to save, at any rate, some lives. They no doubt anticipated that section from such an unusual dangerous to a crowded boat filled with women.

"All this time there was no trace of a hoarse cry or panic or rush to the boats and no scenes of women sobbing hysterically as one general picture as happening at such a time; every one seemed to realize that the danger was imminent. When it was realized that we might all be presently in the sea with nothing but our life belts to support us until we were picked up by some rescue vessel would be more than usually dangerous to a crowded boat filled with women.

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"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went round among the men. The men are to be put in boats on the starboard side. I was on the starboard side and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call:

"Any more ladies? Looking over the side of the ship, I saw the boat, No. 13, swinging level with B deck, half full of ladies. Again the call was repeated: "Any more ladies?" I saw no more on our side and then: "Any ladies on your deck, sir?"

"No," I replied.

"Then you had better jump."

WOMEN HEAVED INTO BOAT.

"I dropped in and fell in the bottom as they cried: 'Lower away.' As the boat began to descend two ladies were pushed hurriedly through the crowd on B deck and heaved over into the boat, and a baby of ten months passed down after it. Down to the stern, the crew calling to those lowering each end to keep her level—"att-tern," both together—until we were some ten feet from the water, when we were ordered to stop. Down to the stern, the crew calling to those lowering each end to keep her level—"att-tern," both together—until we were some ten feet from the water, when we were ordered to stop.

CHER SIGHT OF RESCUER.

"To our joy they moved as one and headed for her. The steerman shouted: "Now, boys, sing," and for the first time the boat broke into song with "Row for the Shore, Boys," and for the first time tears came to the eyes of us all as we realized that safety was at hand. The song was sung, but it was a very poor imitation of the real thing, for quivering voices were heard to sing the words: "Row for the Shore, Boys," and for the first time tears came to the eyes of us all as we realized that safety was at hand.

JOHNSON-FLYNN MATCH WILL BE STAGED IN NEW MEXICO.

Chicago, April 19.—Announcement has been made here by Jack Curley, promoter of the proposed Johnson-Flynn fight, that the bout would be staged in Las Vegas, N. M., on the afternoon of July 4. El Paso, Texas, Salt Lake City, several Nevada towns, one or two Canadian hamlets, and many other places were being considered, but Promoter Curley favored the New Mexico city. Johnson will receive \$31,000 for his share of the proceeds, \$100,000 for Flynn.

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Franklin shows Ismay tried to stop Cetic, to take crew off Carpathia and send them.

Back to England.

Washington, April 13.—Witnesses before the senate committee which is investigating the wreck of the Titanic revealed the following facts:

That there was a steamer unidentified as yet within five miles of the Titanic when it struck the iceberg, and that the unknown vessel apparently saw the distress signals but did not come to the rescue.

That J. Bruce Ismay sent repeated wireless messages to the White Star office in New York asking that the liner Cedric be held to take the survivors of the Titanic's crew off the Carpathia and back to England.

That Ismay also asked that the White Star office send "reliable men" aboard the Carpathia when that vessel reached quarantine.

That the White Star office do not know the identity of the person who sent the message to the Carpathia, but that the Titanic were safe and the vessel was being towed into Halifax.

That the White Star office knew that the Titanic was in danger of the ship's company at one time.

Fourth Officer on Stand.

The information in regard to the vessel which was near the Titanic but failed to give aid, was brought out by J. Bruce Ismay, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention.

This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. So close was it that from the bridge Boxhall plainly saw the lights of the stranger's vessel. Both rockets and with the Morse electric signals the young officer called the stranger.

Mr. Boxhall said that under the weather conditions experienced at the time of the collision the lifeboats were supposed to carry 600 of the passengers, but that the British board of regulation and the British board of trade, in addition to the oars, there were in the boat water breakers, water dippers, bread, baltags, and other supplies, said Boxhall, were in the boats when the Titanic left Belfast. He could not say whether they were in when the vessel struck the iceberg, but he said that Boxhall testified to the sobriety and good habits of his superior brother officers.

Captain on Watch.

Boxhall said he did not believe the captain had been away from the vicinity of the bridge at any time during his watch.

"When did you see the captain last?" asked Senator Smith.

"When he ordered me to go away in the boat."

"Where were you at the time of the collision?"

"Just approaching the bridge."

Boxhall went to the bridge, where he found the first officer, Mr. Smith, and the second officer, Mr. Bell. Boxhall testified to the sobriety and good habits of his superior brother officers.

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YEARS OLD

PEPPERS' FIVE SALVE

Money sometimes talks when you want it to keep quiet.

No harmful drugs in Garfield's. It is composed wholly of simple health-giving herbs.

Not Recentful.

"Those people say they don't believe you ever reached the pole."

"That's all right," replied the explorer, "as he looked up from his manuscript. "The more doubts there are as to whether I landed or not, the longer this rather numerative discussion is going to last."

Women's College for Buddhists.

A university is to be founded by the Buddhists for the high education of women. A meeting is reported to have taken place at the Nishi-Honganji temple, Kyoto, in which it was unanimously decided to carry on the undertaking as a work of the Women's Association of this Buddhist sect. The cost for the institute is estimated at \$20,000.

EVEN BY FEATHERWEIGHTS.

THANKSGIVING PRISM

A Rhythmic and Grateful Chant.

A teacher in the Torre Haute public school joins in the chorus:

"Teaching is a business which requires a great deal of brain and muscle. Unless this force is renewed, as expanded the teacher is exhausted before the close of the performance to stimulating tonics, relief."

"For 2 years I struggled against most complete exhaustion, getting little relief from doctors' pills. Then in the spring of 1904 I had an attack of grippe and a larynx which left me too weak to give my work. Medicine failed to give me any relief, a change of climate failed, I thought I should be able to go back in school again."

"I ate enough food (the ordinary meat—white bread, vegetables, etc.) was hungry after meals."

"It happened at this time to read an article giving the experience of other teachers who had been helped by Grape-Nuts food. I decided to try Grape-Nuts and cream, an excellent diet. It was a delightful experiment, and continues so after a year and a half of constant use."

"First, I noticed that I was hungry after meals. Then, in a few days that I had lost my appetite, and I felt fresh and bright instead of dull and sleepy."

"In three months, more than my strength returned, and I had gained pounds in weight."

"I finished the year's work with any kind of tonic, was not at all from duty even had a day's rest. I am still the best of health, and all who know me wonder at the improvement."

"I tell them all 'Try Grape-Nuts food.'"

Chas. Mich. There's a Reason.

Now read the above testimonial, also Grape-Nuts food, and you will see why it is so good.

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