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BIRMINGHAM, FRIDAY, APRIL 26

EPITOME OF A WEEK'S NEWS

Most Important Happenings Told in Brief.

The Titanic

With succor only five miles away, the Titanic slid into its watery grave, carrying with it 1,600 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to see the frantic signals flashed to it for aid. This phase of the tragic disaster was brought out before the U. S. senate investigating committee when J. H. Hoxhall, fourth officer of the Titanic, told of his unsuccessful attempts to attract the stranger's attention.

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The first list of names of bodies recovered from the Titanic disaster by the cable steamer Mackay-Bennett was received at Halifax, N. S., through wireless messages to the White Star line offices. The list of twenty-three names contains none of several of the most prominent men who perished.

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First Officer Murdock, on the bridge of the Titanic, racing to New York for assistance in quenching a fire aboard that had been raging since the day the liner left Southampton, passed unheeded three warnings from the lookouts of the iceberg ahead, the ship struck and then the wireless operators blundered. Such were the developments in the investigation at New York by the senate committee of the appalling disaster of April 14.

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Sixty-four bodies have been recovered by the cable steamer Mackay-Bennett, which has been searching in the vicinity of the Titanic disaster, according to a report that reached St. Johns, N. B. It is said that a number of bodies which were recovered were sunk.

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The total of the Titanic's survivors was officially placed at 705 by W. W. Jeffries, general passenger agent of the White Star line. He accepts the statement of the Carpathia as to the number of the survivors, giving them by cabins as follows: First class, 202; second class, 115; third class, 178; crew, 206; officers, 4; total, 705.

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In a speech in the senate, Senator Rayner of Maryland charged the directors of the White Star line with criminal negligence and with responsibility for the Titanic disaster and bitterly arraigned Managing Director J. Bruce Ismay for cruelty and cowardice.

Domestic

Indictments charging assault with intent to murder against E. H. Gardner, a Socialist editor; Harry McCaskrin, Republican nominee for state's attorney, and Phil H. Wells, a justice of the peace, were returned in court by the special grand jury that investigated the recent riot in Rock Island, Ill.

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After spending four weeks in an asylum, at Washington, charged with insanity because she accused Millionaire Charles J. Bell, brother of the telephone inventor, with being of head of a "social mafia," Mrs. Harley Calvin Gage was released by a jury. Immediately following the verdict Mrs. Gage was rearrested accused of making threats against the life of Banker Bell.

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The threatened strike of the locomotive engineers on the eastern railroads has been averted, temporarily at least. This result was brought about by the intervention of the federal government, which proposed that an armistice be declared pending negotiations looking to arbitration under the Erdman act.

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As president of the Illinois branch of the American National Red Cross society, Governor Deneen issued an appeal at Springfield to the people of Illinois to contribute to the aid of the flood sufferers in the lower Mississippi valley. The governor estimates there are 25,000 persons homeless and destitute.

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At least 58 killed, twice as many badly injured and $1,000,000 property damage is the record estimated for the terrific tornado that swept Illinois and Indiana and lashed with its icy tail the suffering, floodswept lower Mississippi valley.

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The first Christian Conservation Congress, the climax of the men and religion forward movement, opened in Carnegie hall, New York, with a long list of notables as speakers and delegates.

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Three persons were killed, a score injured and many farmhouses and village dwellings were wrecked when a tornado, which formed in the vicinity of Yukon, Okla., swept in a northeasterly direction through the counties of Oklahoma and Logan.

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The Golden State Limited on the Rock Island railroad was held up at the crossing near Bureau, Ill., of the Burlington route, and about twenty-five passengers in several Pullman cars were robbed of their valuables.

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Chief of Police Brake of Stockton, Cal., says the automatic revolver which killed George E. Marsh of Lynn, Mass., bears No. 88,191, the same as that on a revolver purchased by William A. Dorr of that city, now in jail charged with the murder of Marsh.

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Arthur Smithers, chairman of the Grand Trunk railway, cabled from London, appointing William Wainwright, of Montreal, Que., temporary president of the Grand Trunk and E. J. Chamberlin temporary president of the Grand Trunk Pacific, to replace the late C. M. Hays, who lost his life on the Titanic.

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Mayor Carter H. Harrison of Chicago and National Committeeman Roger C. Sullivan, refusing each suggested basis of compromise, continued their bitter fight for control of the Illinois Democracy by holding two distinct Democratic state conventions at Peoria and Quincy, two sets of delegates from Cook county and the state at large to the Democratic national convention.

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Judge Carpenter of the United States district court at Chicago will be appointed to the circuit court judgeship made vacant by the resignation several months ago of Peter S. Grosscup, according to reports. The appointment of Judge Carpenter by President Taft is expected within the next few days.

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Delegates to the Republican national convention were instructed to vote for Theodore Roosevelt by the Illinois state convention at Springfield. Lawrence Y. Sherman was indorsed for United States senator and members of the legislature were directed to elect him. President Taft's administration was highly praised and that of Governor Deneen as chief executive of Illinois.

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One man was killed and almost a score of passengers were injured in a collision of two interurban cars on the Detroit United Railway, two miles east of Lima Center, Mich. The cars collided head-on.

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Laxity in the methods of operation of the Chicago, Milwaukee & St. Paul railroad is held by the interstate commerce commission to have caused the collision of the two sections of the Columbian flier at Odessa, Minn., December 18, when ten persons were killed and 23 injured.

Washington

Comptroller of the Currency Murray has declared a second dividend of 16 per cent in the creditors of the Union National bank of Columbus, O.

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An appropriation of $50,000 in the postoffice bill for experimental work in carrying of mails by aeroplanes was defeated in the house at Washington.

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The house of representatives at Washington was addressed in the German tongue on organized labor and its effect on world peace by Karl Legien, leader of the Socialist party in the German reichstag.

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Another way "to reduce" the cost of living was "discovered" at Washington by Representative Bulkley, Democrat, of Ohio, who introduced a bill providing for the coinage of a half-cent copper piece.

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President Taft appointed Arthur L. Edington of Watonga, John J. Bowles of Guthrie and Earl A. McGowan of Tallpina, Okla., appraisers of coal and asphalt land of the Choctaw and Chickasaw nations in Oklahoma.

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The U. S. senate finance committee ordered an adverse report on the house chemical tariff revision bill. It was a strict party vote, the Republican members standing against it and the Democrats for it.

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Foreign

The record of events since April 17 when the mutiny of native troops at Fez, Morocco, began is now fairly complete. The total French losses were 65, including officers and men killed in suppressing the uprising. Nine were massacred in cold blood. The Jewish victims numbered fifty to one hundred.

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David Findlay of Winnipeg, Man., superintendent of construction of the Calgary-Edmonton division of the Canadian Northern railway, was killed when a motorcycle on which he was riding crashed head-on into a locomotive.

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Miss Ray Beveridge, American actress, granddaughter of the once Governor Beveridge of Illinois and sister of Miss Kuhne Beveridge, a sculptor, was married to Madison Belger of Columbus, O., in the Savoy Chapel Royal in London. The couple will reside in London.

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Robert Bacon, who recently resigned the post of American ambassador to France, and Mrs. Bacon departed from Paris to Havre, where they will embark for the United States on board the new French line steamer France.

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The sultan of Turkey in his speech at the opening of parliament, referring to the war in Tripoli, said: "We desire peace, but that peace must be on the condition of an effective and integral maintenance of our sovereign rights."

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Two hundred looting soldiers who recently mutinied in Nanking, China, and were captured by loyal troops from Canton, have been executed.

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An official rebel report received at Juarez, Mexico, tells of the capture of Sierra Mojada, where there are large American interests. The report says that thirty-seven federals were killed, seventy-two prisoners taken and eighty-two rifles, 7,533 rounds of ammunition and 106 horses captured.

1,635 PERSONS WENT DOWN

NUMBER OF DEAD REACHES 1,635—MANY WOMEN DIED IN EMBRACE OF THEIR HUSBANDS, REFUSING TO LEAVE THEM.

Water So Thick With Bodies After Ship Sank That Oars of Life Boats Hit Them at Every Stroke.

Thirty Men Stood on Raft All Night, Knee Deep in Water, Waiting for Rescue Ship Carpathia.

THE TITANIC AS SHE LEFT PORT.

THE LOSS OF LIFE.

Approximate number of passengers aboard: First class, 330; second class, 320; third class, 750. Officers and crew, 940. Total, 2,340.

Number of passengers saved by Carpathia: First class, 210; second class, 125; third class, 200. Total 535.

Members of crew saved: Officers, 4; seamen, 39; stewards, 90; firemen, 71. Total members of crew saved 210. Total saved, passengers and crew, 745.

Total number perished, 1,635. First and second cabin passengers, 650. First and second cabin passengers saved, 335. Total cabin passengers lost, 315.

THE LAST SCENE.

As the screams of the struggling hundreds of the Titanic's passengers who had jumped into the water mutiplied, another sound was heard, strong and clear at first, then fainter in the distance. It was the melody of "Nearer, My God, to Thee," played by the string orchestra in the dining saloon of the dying ship. Some of those on the upper decked to sing the words, but grew silent as they realized that for the men who played the music a sacrament soon to be consummated by death. The siren claims of the hymn and the frantic cries of the dying pleaded in a symphony of sorrow—a fever equalled requiem.

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 sank, in one foremost, with 1,625 souls aboard, after striking at the bridge, her colors flying and her band playing, "Nearer, My God, to Thee," in 2,000 fathoms of water off the banks of Newfoundland, under starlit skies, at 2:20 a. m. Monday as the survivors pulled away in lifeboats.

With one voice they told of the splendid heroism of those who remained behind to find 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 husbands' arms.

From their narratives stand out in bold relief the following facts:

The Titanic was making 21 knots an hour when she struck the iceberg. No one at first thought she would sink.

She remained afloat more than two hours.

The iceberg ripped open her bows below the water line.

Instant panic was averted by Capt. Smith's terse appeal to his crew: "Be British, my men!"

A small number of steerage passengers tried to rush for the lifeboats and were held back by the crew and other passengers.

The Titanic turned her nose for the bottom when the last lifeboat was less than a hundred yards away, rearing her stern high in the air and trembled for a moment before seeking the bottom.

There were two explosions when the inrushing waters reached her boilers.

When she sank there was silence, a moment later the cries and supplications of the 1,500 dying men arose in chorus indescribable over the spot where she went down.

For hours the survivors rowed in lifeboats over a calm sea in bitter cold until the Carpathia picked them up.

In the aftermath of the disaster the principal developments were the testimony of J. Bruce Ismay, managing director of the White Star line, before the senate investigating committee, and the removal of surviving members of the Titanic's crew aboard the Lapland.

The Titanic struck an iceberg about 90 feet high, which ripped the liner's sides open and made the watertight compartments useless and while the vessel was gradually sinking, the icy water reached her steaming boilers, causing an explosion which sent her to the bottom.

Among the hundreds on her decks to the last were Col. John Jacob Astor and Major Archibald Butt, President Taft's military aide, Benjamin Guggenheim, Jacques Futrelle, George D. Widener, Henry B. Harris and scores of as well-known persons, Isidor Straus was among them also with Mrs. Straus, who refused to leave her husband behind when she had the opportunity to save her life.

Major Butt is reported to have been one of the heroes. With an iron bar in his hand he is said to have stood off the desperate panders and defended the women and children from the maddened, stricken men in that part of the ship.

Col. Astor also is said to have met his fate bravely, after seeing his bride to a lifeboat, drawing aside to watch other women step to safety and awaiting his own fate.

It was only because the maximum capacity of the steamer's lifeboats was barely a third the complement of the ship and crew of the ship that hundreds of passengers had to be left to their fate.

J. Bruce Ismay, managing director of the White Star line, who was one of the few prominent men who escaped with their lives, is said by some of the passengers to have been one of the first to get into the lifeboats, but this is denied by Mr. Ismay himself. Stunned by the immensity of the tragedy he had little to say except that he had heard of the investigation which the United States senate had begun, and to express his full willingness to assist the senate committee in its inquiry.

First Officer Murdock on Bridge When Steamer Struck.

The great liner Titanic was plunging Sunday night through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes. The night was clear and stars visible. First Officer Murdock was in charge of the bridge. The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close on the berg at this moment that it was practically impossible to avoid a collision with it.

Speed of Boat Too Great.

The first officer did what other startled and alert commanders had done under similar circumstances, that is, he made an effort by going full speed ahead on his starboard propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg. The maneuver was not successful. He succeeded in saving his bows from crashing into the iceberg, but nearly the entire length of the underbody of the great ship on the starboard side was ripped.

The speed of the Titanic, estimated to be at least 21 knots, was so terrific that the knife-like edge of the iceberg's spur pounding under the sea cut through her like a can-opener. The shock was almost imperceptible. The first officer did not realize that the great ship had received its death wound, and none of the passengers, it is believed, had the slightest suspicion that anything more than a usual minor sea accident had happened. Hundreds who had gone to their berths and were asleep were unawakened by the vibration.

While only a few minutes stewards and other members of the crew were sent round to arouse the people. Some utterly refused to get up. The stewards had almost to force the doors of the staterooms to make the somnolent appreciate their peril.

Amazon River.

It has been stated in official consular reports that the aggregate navigable waters of the Amazon and tributaries for all sorts of craft is estimated to exceed 45,000 miles. The average depth is from 40 to 360 feet and the average width from 6 to 40 miles.

At the mouth near Para the river is 128 miles wide, including the island of Marajo, and the northern and southern outlets. The immense volume of water discharged marks a path of yellow water in the blue of the Atlantic easily distinguishable for 150 miles at sea, creating a fresh water sea while out of sight of land. This yellow or old gold colored water uniting with the equitorial current trends to the north at the rate of six miles an hour, and entering the Caribbean sea forms what is recognized as the Gulf stream.

Fails There.

Many a man can be everything but one.—Detroit Free Press.

THE WRECK OF THE TITANIC

500 DEATHS FROM FLOODS IN SOUTH

THREE HUNDRED TOWNS INUNDATED; WATERS ARE STILL SPREADING.

HEAVIEST LOSS OF LIFE IS AMONG NEGROES.

Many Refused to Leave Homes in Delta District and Were Caught When Levees Broke.

Five hundred persons are now estimated to have been drowned and 300 towns and hamlets have been inundated and partly destroyed by the floods now sweeping the Mississippi valley. These estimates are made from reports received at the offices of the United States army engineers in Memphis, Tenn., who are in charge of the levee along the banks of the Mississippi river.

The heaviest loss of life occurred in the Mississippi delta district, where hundreds of persons refused to leave their homes when warned of the imminent danger of floods. Many of them could not escape when the levees gave way and the water 15 feet deep, swept over the flats country. A large per cent of those drowned are negroes. The loss of life throughout the Mississippi and Louisiana river districts has been heavy. Many whites are among those dead.

Bruce Ismay Blames Capt. Smith.

In a statement given out in New York J. Bruce Ismay replies to certain published statements regarding the Titanic disaster, particularly those in which his name has prominently figured.

He denies that he had anything to do with the navigation of the vessel and declares that he did not consult with the captain regarding her conduct at sea, and made no suggestions as to the course or other handling of the ship. He exercised no privilege that did not belong to any other first cabin passenger. He shares, did not sit at the captain's table and did not dining with him at the time when the collision occurred. He had no idea of returning to Europe quickly to avoid appearing at the senatorial investigation, he adds, and only knew that the investigation was pending when informed of it on the pier on the Carpathia's arrival.

"When I appeared before the senate committee I supposed the purpose of the inquiry was to ascertain the cause of the sinking of the Titanic, with a view to determining whether additional legislation was required to prevent the recurrence of so horrible a disaster.

"I welcomed such an inquiry and appeared voluntarily, without a subpena and answered all questions put to me by the members of the committee to the best of my ability with complete frankness and without reserve. I did not suppose the question of my personal conduct was the subject of the inquiry, although I was ready to tell everything I did on the night of the collision."

What Senator Smith Says.

"The investigation of the Titanic disaster will, as it has gone, reveal the most tragic story it has ever been my fortune to listen to. And the most dramatic period in it occurred when the surviving wireless operator of the Titanic came down to the description of the last seven minutes on the ship before she sank."

Sea Will Claim All Victims.

"The bodies of the victims of the Titanic are at the bottom of the deep. Never will they be recovered," declared Robert W. Wood, of the chair of experimental physics of Johns Hopkins university, "for it is altogether improbable that any of the bodies will ever return to the surface, as is the case with bodies drowned in shallow water. At the depth of two miles the pressure of the water, amounting like 6,000 pounds to the square inch, which is far too great to be overcome by buoyancy ordinarily given drowned bodies by the gases generated in time. That the bodies sank to the bottom of the sea there is no question," he continued. "The Titanic's victims who were not carried down with the ship followed until the very bottom of the sea was reached."

Mexico Refuses to Take Warning.

Mexico replied to the warning note of Acting Secretary of State Huntington Wilson declining to assume responsibility for Orozco's acts, denying the right of the United States government to deliver ammunition contained therein, taking exception to the communication directed to Orozco through General Letcher, and deploring the making public of this communication in the same note to which the government was required to make answer.

The central conference of American rabbis in Baltimore, Md., concluded its seventy-third annual convention with the re-election of Rabbi Emanuel Schulmen as president and the rest of the present officers and members of the executive committee.

Three hundred and fifty workers will begin a religious canvass of Kalamazoo to ascertain the number of church members and the church preference of the inhabitants of the city.

Through the death of Isaac Morey, of Heath, Allegan county, a pitiful case of destitution was brought to light. The superintendents of the county poor, who found the widow Morey and his wife, found the old couple in a hovel with scarcely a any roof, nothing to eat and only rags to wear. They were covered with filth and vermin, and through having had his feet frozen gangrene set in, which caused the death of Morey.

An equal suffrage club for Isabella county has been organized at Mt. Pleasant.

With the death early Thursday of Carlo Orlando, the Italian mysteriously shot at the Battle Creek Cereal Co. plant, the police redouble their efforts to locate the assailant of Orlando with little success. Before Orlando died he managed to tell the police that the stranger who shot him demanded his money, but when the latter started away, coming back to shoot him, Orlando leaves a wife and five little children at Hemmings, Italy, where he planned to go soon. The family lived at Battle Creek until recently, then moving back to Italy.

Sunday had been a pleasant day on the big ship. In the morning one of the clergymen aboard held divine service. In the afternoon the decks were gay with persons taking the sunlight and air. In the evening a concert given in the ballroom enlisted the aid of the talented passengers. The smoking room was filled with professional and business men, some playing cards, others reading, still others discussing the record run of that day. Charles M. Hays and Col. Grace were deploring the competition in speed and also that runs like a mania among the steamship companies. In the cafe, Capt. Smith and J. Bruce Ismay sat dining at a table making plans for speeding the ship up on Tuesday, when for the first time she should be run at her topmost speed. This had been the plan of every day since the ship left Southampton—62 revolutions a minute Wednesday; 70 revolutions Thursday; 72 revolutions Friday; 75 revolutions Saturday; 77 revolutions Sunday. The owners now say that the ship was not going full speed, and which was 80 revolutions, but was gradually working up towards that when on Sunday night she entered the berg-infested seas.

Record passengers say that at 11 o'clock the captain and J. Bruce Ismay, the managing director of the towning company, still sat dining in the cafe, although Ismay contends he was asleep in his berth at 10:40 when the ship struck.

The weather was clear, cold and starry. The sea was smoothed out—"I hadn't seen such a smooth sea in years," says a returned member of the crew. The lookouts in their crow's nest far us above the decks had received sharp orders to look out for icebergs. The Titanic plowed on under her 77 revolutions at a leisure and the majesty below was just beginning to lose its zest in weariness when a shriek of bells in the pilot house sounded "danger immediately ahead." The officer's hand was on the button which would stop the engines, when a dull, scraping, crunching sound—half roar, half groan—rap along the ship's entire length. In a moment the captain was above issuing his orders. The first was to the ship's carpenter to go below and sound the ship. He never returned. An officer was sent below, but had not gone far when he came running back with a message that only the captain heard. The most of the 2,000 passengers were lulled in the delusion that come what may the Titanic might keep afloat in the seas but "never could sink, and those who came on deck thought it only a wise precaution the captain was taking when he ordered all on board to don life belts. By this time officers and stewards had quickly gone to their rooms and slipped loaded revolvers into their pockets. On the top deck the wireless operator was sending out the most ominous call ever heard at sea. And then the great steam sirens began to screech through the night. From a high point another officer was shrieking the dark with rockets. The captain standing on his bridge ordered the boat crews to stand by ready to cast off. And now the sense of imminent danger possessed some of the passengers, and the terrified decks. passengers were filling stairways and ladders in their attempt to gain the

In the meantime the grisly "if" of disaster was sporting on the waters. The Parisian, the one steamship in those waters that could have saved all souls on board, was deaf to the calls of the stricken ship. Her wireless operator was asleep in bed. The other was the Carpathia, and she, too, would have been deaf had not a sudden message been accidentally detained at his machine. But for that 1,500 persons might now be alive and not for another "if," the Titanic, with managing director Bruce Ismay and the entire passenger list, might have gone to the bottom or died frozen in lifeboats.

Send out succor—S. O. S.—send out succor," called the stricken ship, and half a dozen vessels turned their noses in the direction of the disaster.

On the deck of the Titanic, surprise had given way to consternation, and consternation to bedlam, as the lowering of the lifeboats began. Women were thrown into the boats and their children flung after them. Four brawny immigrants fought their way by main force into a boat, and an officer stepped in after them, shot them dead one after the other, and tumbled their bodies into the sea. The man in the darkness hid himself under a lifeboat seat, and so was saved. The man in nightgown, who was mistaken for a woman and pushed into a boat, where he fell at a hundred feet, is being cut his thanks to God. Wives begged that their husbands be allowed to accompany them, and sailors drove the men back. There's boats on the other side," called an officer to get the crush of men away, and when the men rushed to the other side they found there were no boats there. A double guard of seamen kept them back from the rail. The captain and his officers stood on the bridge surveying the scene and giving orders. The wheelhouse was empty, the officer having gone to help man a boat. Early in the panic the owner of the ship came with a number of seamen and was placed with the women in a lifeboat, while a thousand doomed men looked down at him. Details he does, J. Bruce Ismay cannot annul the testimony of those women's eyes.

Back in that crowd were men of might—William T. Stead, Rev. John Stuart Holden, Jacques Futrelle, John Jacob Astor, Charles M. Hays, Maj. Archibald Butt, Isadore Straus, Frank D. Millet, George D. and Harry Widener, John Thayer and hundreds of other men of note in their communities. These men, from every walk in life possible piece of testimony, conducted themselves heroically. Maj. Butt wrapped a woman in the folds of his coat and bade her remember him to the folks at home. Col. Astor, thrust back by a seaman, entrusted his wife to the boat, waved her adieu, and ousted himself from it the next moment by shoving away. Futrelle forced his wife to leave at death united with him, and those the latter—life could not be long for them at the very best. But these are noted names—who can tell of the hundreds of men who were true to heroism beyond their own circle?

Terrific inefficiency was everywhere. Some of the boats put off with only half their capacity. One boat was cared by the women, the only seamen aboard drunk and incapable.

The Titanic was listing to starboard and settling by the bow. Seamen in the little boats knew that sign, and pulled away with all their might to escape the awful suction expected to accompany the plunge below. The owner of the Titanic looked back grace, and after that he did not look back. The women in the boats were hysterical, and to drown from their ears the shrieks from the decks the sailors sang that old hymn of the sea:

Pull for the shore, sailor,
Pull for the shore.
Heed not the angry wave
Nor the rock nor the roar;
Safe within the life-boat, sailor,
Safe from every fear,
Leave the poor old battered wreck
And pull for the shore.

The forward lights of the Titanic sank lower and lower. After band was heard playing, "Nearer, My God, to Thee," and faint voices carrying the hymn floated across the water. Sometimes the small boats grazed a floating block of ice, and sometimes they pushed a body away. Miles down on the horizon the Carpathia was racing on her errand of mercy. The Titanic's bow was awash, and the captain was over, issuing a baby to the water to swam with it to a lifeboat and handed it in. Those who took it saw that it was dead. The captain went back to his ship, where a cook tried to drag him to a small boat, but he wrenched himself loose with an angry, "Let me go." Men whose reason was gone, shrieked deliriously and ran amok. Others nervously smoked and assured each other that the Titanic could not sink of before help came. Now and again a man slipped into a darkened corner, and a shot ended the story of the death he preferred. "They say drowning isn't so bad," said a young fellow who had kissed his wife goodbye 10 minutes before.

And there were prayers—God, what prayers! Men whose lips had not formed a petition in years called upon the God of their childhood's teaching. Prayers for safety, prayers that the officers might play the man, prayers making confession and seeking peace before the awful silence should shut in—yes, every rescued passenger testifies to the storm of prayer that went up from the doomed Titanic's decks.

The great ship settled and stood with her nose in the deep and her stern in the air. There was a rumble like unto thunder as her machinery, torn from its bases, tumbled toward the bow. The Titanic was giving up the ghost. A black mass of men were seen rushing toward the stern. Their cries and prayers were heard by the farthest boat, half a mile away. Black forms dropped into the water. More revolver shots were heard. And then with a hiss that was half a sigh the Titanic sank to the deepest grave of the Grand Banks. The sea was filled with struggling men. William T. Stead, friend of rulers in Europe, and John Jacob Astor, one of the richest men in America, clung to a floating piece of cork, but the chill of the icy sea sought their limbs and then their hearts and they sank back into the water.

A raft floated by with 30 men aboard, and they were saying the Lord's prayer in unison. Col. Gracie of the United States army was one of them. Here and there a hardy sailor, inured to the wet and the cold, struck out boldly afloat on a bit of wreckage. Men called for help where there was no help, and the last despairing cries of hopeless victims sounded over the water for an hour after the Titanic sank.

Bearing nearer and nearer, her captain straining his eyes for sign of the ship, came the Carpathia, and with her came the dawn. A few boats rocking on the sea and a great mass of floating debris were all the captain saw. He stood on his bridge and wept.

There were dead bodies in some of the boats, and other dead bodies were clearly seen floating about. But the living were taken aboard and all that tender sympathy could do was done—but there is not enough on earth to heal the wounds that had been made. Mothers mourned for their children and would not be comforted, for they were not. Brides mourned for their bridegrooms, children for their parents, and wives of many years for the husbands of their early struggles. Such a mass of misery silences the tongue and stuns the brain.

The religious solemnity ever induced by the presence of death was laid on that whole shipload. The captain of the Carpathia turned the nose of his ship toward the iceberg that had sent the Titanic to the bottom, and there the people stood with bared heads and streaming faces while thanksgiving was offered for the saved, and a solemn burial service read for the dead.

With that the Carpathia took up her melancholy way to port, and J. Bruce Ismay, the owner of the Titanic, stayed in his cabin planning how to get back to England unobserved.

Dr. Talbert Sleneau, 66, medical examiner of the Knights of the Modern Maccabees, died at his home in Port Huron.

George Miller, 42, a farmer living three miles from Flint, was instantly killed when struck by a D. U. R. car. His horse was also killed. His wife died recently. Five small children survive.

George Esson will be placed on trial in Port Huron charged with murder in the first degree in connection with the death of Thomas H. Major, whose body was found under the Baptist church steps last winter.

President A. Gaylord Slocum, of Kalamazoo college, who is seriously ill in a Philadelphia hospital, has resigned.

All of the churches in Flint held special services Sunday night in memory of the Titanic dead. The Salvation Army held services on the street in the afternoon which hundreds attended.

Thirty banks of Charlevoix, Grand Traverse, Antrim, Kalkaska, Benzie, Leelanau and Manistee counties will be represented at a banquet to be held at the Park Place hotel, Traverse City, April 25.