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Wine—acting as nourishing
ct of Cinchona Bark, a gen-
d stimulating mental activity
y borne by the most delicate
give good results.
Ask YOUR Doctor

AN OPEN LETTER TO THE CITIZENS OF NEWCASTLE

In days of old there were heroes. Do you not remember what a thrill would go through you when you read their noble deeds? Think of the brave Horatius. He fought at fearful odds, but he won. To save the town he offered his services, as did the two who stood by him, though chances were ten to one they would lose their lives. But they stood firm, daunted neither by laughter, jeers, nor sword thrusts.

In days of old there were heroes. Where are they today? In stores, in banks, in law offices, in pool rooms, in skating rinks, in moving picture shows, etc., and so encrusted with indifference, love of ease and love of pleasure, that they forget they are the stuff of which heroes are made. Men, women of Newcastle, is not your town in danger? Has not the foe actually crossed the bridge at which there was no brave Horatius. Has he not entrenched himself in your town, taking captive daily, husbands, brothers, sons? Is not the sacrifice too great if the town is to be saved? Which is of the most value, your ease and love of seclusion, or the town's welfare?

What are we to do? Say you.

While there is great need of at least five men in the town council who will stand for what they pledge to do when taking office; who will not mind the laughs of their friends (?) the jeers of their rivals, nor the swordthrusts of their enemies; who will not take a magnifying glass to look over the loop-holes of the C. T. A.; who will not weakly parley with the violater; who, every morning will thank God that they are free men, that they have work to do, that with God's help they will do it, be the consequences what they may.

Voters, see to it. Put in your ballot with prayer. Take no bribe. If anyone offers a bribe know that he is the wrong men to put in a responsible position, for he will just as quickly take a bribe, and that against your interests; so in the end you lose more than you gain. Our fair town has too long been held in derision. Let your watchword be: "Newcastle to the front!" Quit you like men; be strong.

Your friend,
CITIZEN.

Newcastle, April 11, 1912.

WHY BACKS ACHE.

The Kidneys Seldom to Blame—the Trouble Due to Blood Impurities.

There is more nonsense talked about backache than any other disease. Some people have been frightened into the belief that every backache means deadly kidney trouble. That is utter rubbish. As a matter of scientific fact not one backache in twenty has anything to do with the kidneys. Most backaches come from sheer weakness and kidney drugs can's possibly cure that. You need something to brace you up and give you new strength and that is exactly what Dr. William's Pink Pills will do. Other backaches are really muscular rheumatism, and Dr. William's Pink Pills have cured the worst cases of rheumatism by driving the poisonous acid out of the blood. Other backaches are the symptoms of ordinary ailments such as influenza, indigestion, constipation and liver complaint. In women backaches often come from the troubles that follow so surely on any weakness or irregularity in the usual blood supply. The one way to cure these backaches is to strike at the root of the trouble with Dr. Williams' Pink Pills, which enrich the blood and bring strength to aching backs and weak nerves. Mr. Alex. Cockburn, Deloraine, Man., says: "About three years ago I suffered terribly from backache. I consulted a doctor and took his medicine, and wore a plaster, but did not get the least relief. Then I got a belt, but this was as useless as the other treatment, and my suffering still continued. Then one of my friends asked me why I did not try Dr. William's Pink Pills, and I got a box. Before they were all used there was some improvement in my condition and I got three boxes more. By the time I had taken these all the signs of the pain had gone, and as it has not since returned I feel that the cure is permanent. My only regret is that I did not hear of Dr. Williams' Pink Pills sooner, for not only would I have got rid of the pain sooner, but would also have saved some twenty-five dollars uselessly spent in other treatments."

Dr. Williams' Pink Pills are sold by all dealers in medicine or may be had by mail at 50 cents a box or six boxes for $2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

PRESENTATION TO MRS. C. G. PINCOMBE

Jemseg, April 9—Wednesday, the 9th inst., being the 24th anniversary of the wedding of the Rev. and Mrs. C. G. Pincombe, a large party of friends gathered at the parsonage, when Mrs. C. D. Dykeman presented Mrs. Pincombe with an address and purse of $34 as a memento of the occasion. The address was read by the church clerk, C. D. Dykeman.

Mrs. C. D. Titus, as collector, stated that it had been a pleasure to go round on this occasion for every family had cordially subscribed. Mrs. Pincombe, who was taken completely by surprise, made a suitable reply, during which she was almost overcome by emotion. Refreshments were served and then God Be With You Till We Meet Again having been sung, the party left for home after a very pleasant evening.

Friends of W. Arthur Buchanan, who for about two years has acted as manager of the piano department at the St. John branch of J. Clarke & Sons, will be interested to learn that he has joined the sales staff of the C. H. Townshend Piano Co., Germain street. Mr. Buchanan is said to be one of the best piano salesmen in eastern Canada, and his many friends will wish him every success in his new position.

To remove old putty from window frames, pass a red-hot poker slowly over it, and the putty will come off easily.

The Semi-Weekly Telegraph and The News

VOL. LI. ST. JOHN, N. B., SATURDAY, APRIL 20, 1912 NO. 58

TITANIC'S SURVIVORS REACH NEW YORK WITH TERRIBLE STORIES OF THE DISASTER

PASSENGERS GIVE OUT STATEMENT

Survivors on Board Carpathia Adopt Recommendations Regarding Boat Drill and Equipment for Ocean Steamers—Ask United States Government to Take Initiative in Necessary Legislation.

Canadian Press.

New York, April 18—The following statement issued by a committee of the surviving passengers was given the press on arrival of the Carpathia:

"We, the undersigned surviving passengers from the S. S. Titanic, in order to forestall any sensational or exaggerated story, deem it our duty to give to the press a statement of facts which have come to our knowledge, and which we believe to be true.

"On Sunday, April 14, 1912, at about 11.40 p.m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision.

"Steps were taken to ascertain the damage and save the passengers and ship. Orders were given to put on lifebelts and the boats were lowered.

"The ship sank at about 2.20 a.m. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the steamer.

Carpathia Gets Message.

"Fortunately the wireless message was received by the Cunarder S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a.m. Monday.

"The officers and crew of the S. S. Carpathia had been preparing all night for the rescue and the comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every attention being given to all irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them.

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 990 in the following boats:

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

Number of Passengers.

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

"First class, 330; second class, 320; third class, 750; total, 1,400.

"Officers and crew, 940. Total, 2,340.

"Of the foregoing, about the following were rescued by the steamship Carpathia:

"First class, 210; second class, 125; third class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71. Total, 210 of the crew.

"The total, about 745 saved, was about 80 per cent. of the maximum capacity of the life boats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediatesteps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

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

75 Feet Above Water.

"The board of trade rules allow for entirely too many people in each boat to permit the same to be preperly handled. On the Titanic the boat deck was about seventy-five feet above water and consequently the passengers were required to embark before lowering boats thus endangering the operation and preventing the taking on of the maximum number the boats would hold. Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out; and officers should be armed at boat drills. Greater reduction in speed, in fog and ice, as damage if collision actually occurs is liable to be less. In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible."

Statement Not Signed.

(Note—Although the foregoing was given out as a signed statement by a committee of passengers, their signatures were omitted, attendant upon the confusion when the Carpathia docked.)

NEW YORK RELIEF FUND NOW $50,000

Money Raised Yesterday and Will Be Given to Destitute Passengers Saved From Titanic.

New York, April 18—The relief fund started by Mayor Gaynor, in response to a cable from the lord mayor of London and the fund of the women's relief committee had hardly been announced before contributions began to pour in today.

Before the day was over $25,000 or more had been received at the mayor's office and between $12,000 and $15,000 at No. 9, Lexington avenue, the residence of Mrs. Abram S. Hewitt. In addition to this nearly $7,000 was collected by the newspapers, making about $50,000 raised during the day from various sources.

The American Red Cross Society was allowed by the floor committee of the stock exchange to start the fund there and although the amount subscribed by the brokers during the business hours was not announced tonight, S. S. Bicknell, the agent of the society declared that he had received several thousand dollars.

The promptest emergency work was that of a special committee from the New York stock exchange which brought to the pier tonight a box containing $20,000 in cash for immediate distribution. This money was raised yesterday and today when it became established that many of the Titanic survivors would be without means of getting to their inland homes and to raise the fund for such a purpose would entail great sacrifice on the part of their relatives and friends.

A great part of this fund is being used for the third class passeigers. Scores of these immigrants were coming to this country with just enough money to meet with the immigration requirements. Having lost all they had these people are dependent upon this money for their start in this country, or for their return to Europe. The distribution to the third class passengers will not be made until the trained charitable workers have made an investigation and ascertained their requirements.

"WE ARE SINKNG BY THE HEAD"

A sketch by the artist of the Star News and Picture Services, from a conception formed by the wireless descriptions, and the last pathetic message from the ship. "Women and children" said the message, "are being put into the lifeboats. We are sinking by the head."

NEARLY 1,600 SOULS PLUNGED TO OCEAN'S DEPTHS WITH LINER

Impact in Striking Iceberg Was Hardly Noticeable and Passengers Had Little Thought of Danger—Rescued Man Gives Thrilling Account of Taking to the Boats with the Band Playing—Captain's Orders of Women and Children First Generally Obeyed.

Canadian Press.

New York, April 18—The Cunard liner Carpathia, a ship of gloom and succor, came into New York tonight with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of Newfoundland early on Monday morning last.

The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls.

To this awful death six persons were added. One died in the lifeboats which were put off from the liner's side, and five subsequently succumbed on the rescue ship Carpathia.

The list of prominent men missing stands as previously reported, and the total death list as brought to port tonight by the Carpathia is 1,601.

Wild Fight for Boats, Says Some.

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down.

As to the scene on board when the liner struck, accounts disagree widely. Some maintain that a comparative calm prevailed; others say that wild disorder, and that there was a maniacal struggle for the life boats.

That the liner struck an iceberg as reported by wireless was confirmed by all.

Sensational rumors told by hysterical passengers who would not give their names said that Captain Smith had killed himself on the bridge; that the chief engineer had taken his life and that three Italians were shot in the struggle for the boats. These rumors could not be confirmed in the early confusion attendant upon the landing of the survivors.

Sank With Liner and Rescued.

Colonel Archibald Gracie, U. S. A., the last man saved went down with the vessel, but was picked up. Colonel Gracie told a remarkable story of personal hardships and denied emphatically the report that there had been any panic on board.

Colonel Gracie told of how he was driven to the topmost deck when the ship settled and was the sole survivor after the wave that swept her just before the final plunge had passed.

"I jumped with the wave," said he. "When the ship plunged down I was swirled around and around for what seemed to be an interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"When I had recovered my breath I discovered a large canvas and cork life raft which had floated up. A man, whose name I did not learn, was struggling toward it from some wreckage to which he had clung. I helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water.

Thirty Saved from Sea on Life Raft.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the creaky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them, and one or two made an effort to reach us, but we had to warn them away. Had we made any effort to save them we all might have perished."

Col. Gracie denied with emphasis that any men were fired upon and declared that only once was a revolver discharged.

"This was for the purpose of intimidating steerage passengers," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air, and when the foreigners were told that the next would be directed at them they promptly returned to the deck. There was no confusion and no panic."

"Before I retired," said Colonel Gracie, "I had a long chat with Charles M. Hays, president of the Grand Trunk Pacific Railway, one of the last things Mr. Hays said was this:

"The White Star, the Cunard and the Hamburg American lines are devoting their attention and ingenuity in vieing with one another to attain the supremacy in luxurious ships and in making speed records. The time will come soon, when this will be checked by some appalling disaster."

"Poor fellow, a few hours later he was dead."

Colonel Gracie said that, despite the warnings of icebergs no slowing down of speed was ordered by the commander of the Titanic.

Felt Only a Slight Jar.

Following is the account of Mr. Beasley, of London:

"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 southwesterly the whole way, but very cold, particularly the last day. In fact, after dinner on Saturday evening it was almost too cold to be out on deck at all.

"I had been in my berth for about ten minutes when at about 11.15 p.m., I felt a slight jar and then soon a second one, but not sufficiently large enough to cause any anxiety to any one, however nervous they might have been, however, the engines stopped immediately afterwards and my first thought was she has lost a propeller.

"I went up on the top (boat) deck in a dressing gown, 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 one. We saw through the smoking room windows 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 saw a huge iceberg, close by the side of the boat, they thought we had just grazed it with a glancing blow and that 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 below by part of the submerged iceberg.

Continued the Game of Cards.

"The game 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 onlookers again.

"A little later, hearing people going up stairs, I went out again and found everyone wanting to know why the engines had stopped. No doubt many were awakened from sleep by the sudden stopping of a vibration to which they had become accustomed during the four days we had been on board. Naturally, with such powerful engines as the Titanic carried, the vibration was very noticeable all the time, and the sudden stopping had something the same effect as the stopping of a loud ticking grandfather's clock in a room.

"On going on deck again I saw that there was an undoubted list downwards from stern to bow, but, knowing nothing of what had happened, concluded some of the front compartments had filled and weighed her down. I went down again to put on warmer clothing and as I dressed heard an order shouted: 'All passengers on deck with life belts.'

"We all walked slowly up with them tied on over our clothing but even then presumed this was a wise precaution 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 expressions 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 a gentle tilt downwards, which I don't think one person in ten would have noticed at that time, no signs of the approaching disaster were visible. She lay just as if she were waiting the order to go on again, when some trifling matter had been adjusted. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

Saw it Was More Serious.

"We then began to realize it was more serious than had been supposed, and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs I decided it was better to cause no confusion to the people coming up by doing so. Presently we heard the order:

"'All men stand back away from the boats and all ladies retire to next deck below—the smoking room deck or 'B' deck.

"The men all stood away and remained in absolute silence leaning against the end railings of the deck or pacing slowly up and down. The boats were swung out and lowered from 'A' deck. When they were to the level of 'B' deck where all the ladies were collected, the ladies got in quietly with the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist that they should go.

Looking over the side, one saw boats from aft already in the water slipping quietly away into the darkness, and presently the boats near to me were lowered with much creaking as the new ropes slipped through the pulley blocks down the ninety feet which separated them from the water.

Orders from an Officer.

An officer in uniform came up as one boat went down and shouted:

"When you are afloat row round to the companion ladder and stand by with the other boats for orders."

"Aye, aye, sir," came up the reply, but I don't think any boat was able to obey the order. When they were floated and had the oars at work the condition of the rapidly settling boat was so much more a sight for alarm for those in the boats than those on board, that in common prduence the sailors saw they could do nothing but row from the sinking ship to save, at any rate, some lives. They no doubt anticipated that suction from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with women.

All this time there was no trace of any disorder; no panic or rush to the boats and no scenes of women sobbing hysterically such as one generally pictures as happening at such times. Every one seemed to realize so slowly that there was imminent danger. 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 passing steamers, it was extraordinary how calm every one was and how completely self controlled.

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 port 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?"

I saw none come on and then one of the crew looked up and said:

"Any ladies on your deck, sir?"

"No," I replied.

"Then you had better jump."

Were in Great Danger.

"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 them. Down we went, the crew calling to those lowering which end to keep her level 'Aft,' 'Stern,' 'Both together,' until we were some ten feet from the water and here occurred the only anxious moment we had during the whole of our experience from leaving the deck to reaching the Carpathia.

"Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side just above the water line.

"It was plain we ought to be smartly away from this not be swamped by it when we touched water. We had no officer aboard, nor petty officer or member of the crew to take charge. So one of the stokers shouted: 'Some one find the pin which releases the boat from the ropes and pull it up.' No one knew where it was. We felt as well as we could on the floor and sides, but found nothing, and it was hard to move among so many people. We had sixty or seventy on board.

Another Boat Just Missed Them.

"Down we went and presently floated with our ropes still holding us, the exhaust washing us away from the side of the vessel, and the swell of the sea urging us back against the side again. The force carried us parallel to the ship's side and directly under boat No. 14 which had filled rapidly with men and was coming down in a way that threatened to submerge our boat. 'Stop lowering No. 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 creaking pulleys must have deadened all sound to those above, for down she came—fifteen feet, ten feet, five feet and a stoker and I reached up and touched her swinging above our heads.

"The next drop would have brought her on our heads, but just before she

(Continued on page 10, sixth column.)

ISMAY PILLORIED BY NEW YORK PRESS

White Star General Manager Blamed for Withholding News of the Disaster, While Thousands Were Anxiously Awaiting Word of Loved Ones --Thousands Throng Harbor Front as Rescue Ship Came to Her Dock.

Special to Toronto Star and Telegraph

New York, April 18—The features of today's local developments in the Titanic situation are the repeated assertions and denials as to Chas. M. Hays' safety, and the antagonistic and almost wolfish attitude of the New York press towards Bruce Ismay, the White Star liner's managing director.

The World tonight prints a grinning portrait of the man, and charges him with deliberately holding back the story of the disaster from waiting millions by censoring the Carpathia's wireless despatches.

It also points out that he is holding the Cedric here so that he can sail for Europe immediately upon his arrival. It alleges that the president and many officers are being toyed with and describes Ismay as "the man who was saved with the women and children."

Impersonators Given Tickets.

The desperate means which are being taken to secure places on the Cunard dock is illustrated by Mrs. Peuchen's experience. She asked for four passes, one for herself, one for each of her two children, and one for her brother, William, to meet her husband, Major Peuchen. She could get only three, and it is all because some one, saying that he represented Peuchens, got a pass before Mrs. Peuchen appeared. This man, whoever he was, pocketed the Peuchen family would not come to New York. There were many such cases of personations.

To the surprise of everyone not officially connected with the docks, the Carpathia loomed through the fog and ran into the Cunard line slip at 8.30 p. m.

Ghastly Rumors Stunned Watchers.

The air is thick with all kinds of rumors. One stated that 100 bodies are on board the Carpathia. Another rumor says Major Butt shot down six or seven men who attempted to get into the lifeboats before the women.

The police have the crowd pretty well in hand, but the agony of apprehension is terrible. The Carpathia passed the press boat with your correspondent on board just before entering the dock. Everything was quiet aboard. Only members of the working crew were on deck.

Strangely enough it had been taken for granted that most if not all of the rescued would be uninjured save from the shock of their escape, and then to the waiting world came the message which told not only of semi-insanity among the rescued, but of terrible personal injuries; of feet frozen; of frail bodies tortured, and death itself stalking aboard among the few hundreds who had been snatched from the clutch of the old grey sea.

The terrible bulletin appeared which told the gruesome news of coffins as well as ambulances being sent to the Carpathia. The watchers, stunned by the added terrors of the stupendous calamity, realized that a charnel ship was on its way and that all their hopes might be in vain. Then night fell.

Hoped for News That Never Came.

All day long rain fell with dreary persistence; all day long the watchers looked out upon rain and waited for the night which seemed as though it would never come. Some, like the relatives of Major Peuchen, waited in confidence; some who had dear ones among the rescued as well as among the lost, waited in a mixture of thankfulness and gloom, praying that the best news might be true and the worst false.

Others, trusting to the slim chance of a mistake in names, waited hoping against hope, magnifying, as best they might, the [illegible] to which they clung.

It was a day of unspeakable yearnings after messages which never came, a day which has burned itself indelibly into the recollection of those who waited for the creeping hand of fate to point to sorrow or rejoicing.

Over at the Belmont a little group of men formed and reformed, discussing the probabilities and repeating for their cheer the reasons for their hope. They were friends of George E. Graham, of Winnipeg, buyer for T. Eaton Company. All day long weary watchers hoped for news which never came.

Extra after extra was issued but they were extras which told nothing, except that there was nothing to tell.

The censorship defied all efforts. There was one name which was heard everywhere, on street corners, in hotels, in the subways, on the street cars, men repeated it with bitterness and even with curses. It was the name of J. Bruce Ismay, managing director of the White Star line, head of the line and saved.