

survivor after the wave that swept her just before her final plunge had passed.

"I jumped with the wave," said he, "just as I often have jumped with the breakers at the seashore. By great fortune I managed to grasp the

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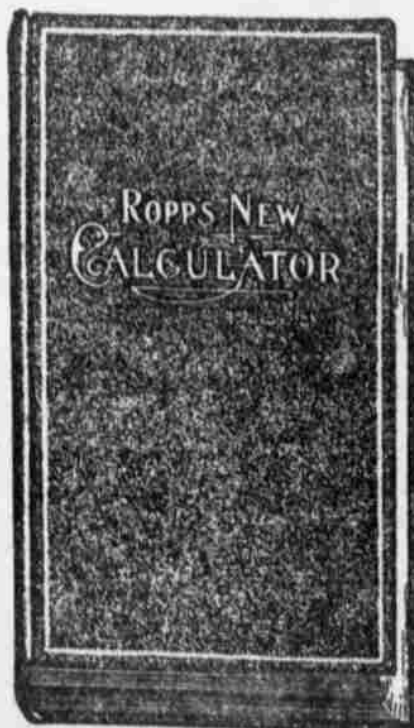
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brass railing on the deck above and I hung on by might and main. When the ship plunged down I was forced to let go and I was swirled around and around for what seemed to be an indeterminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"Luckily I was unhurt, and casting about managed to seize a wooden grating floating nearby. When I had recovered my breath I discovered a larger canvass and cork life raft which had floated up. A man whose name I did not learn was struggling toward it from some of the wreckage to which he had clung. I cast off and 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.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the 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. The hours that elapsed before we were picked up by the *Carthia* were the longest and the most terrible that I ever spent. Practically without any sensation of feeling because of the icy water we were almost dropping from fatigue. We were afraid to turn around to look to see whether we were seen by the passing craft when some one who was facing astern, passed the word that something that looked like a steamer was coming up. One of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

Colonel 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 some 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."

Contrary to the general expectation there was no jarring impact when the vessel struck, according to the army officer. He was in his berth when the vessel smashed into the submerged portion of the berg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank at 2:22 a. m., for his watch stopped at that hour.

"Before I retired," said Colonel Gracie, "I had a long chat with Charles H. Hays, president of the Grand Trunk railroad. 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 each other to enter into the supremacy in luxurious ships and in making speed records. The time will soon come when this will be checked by some appalling disaster.' Poor fellow! A few hours later he was dead."

"The conduct of Colonel John Jacob Astor was deserving of the highest praise," Colonel Gracie declared. "The millionaire New Yorker," he said, "devoted all his energies to saving his bride, nee Miss Force of New York, who was in delicate health."

"Colonel Astor helped us in our efforts to get her in the boat," said Colonel Gracie. "I lifted her into the boat, and as she took her place, Colonel Astor requested permission of the second officer to go with her for her own protection."

"No, sir," replied the officer, "not a man shall go on a boat until the women are all off."

"Colonel Astor then inquired the number of the boat, which was being lowered away, and turned to the work of clearing the other boats and in reassuring the frightened and nervous women. By this time the ship began to list frightfully to port. This became so dangerous that the second officers ordered everyone to rush to the starboard. This we did and we found the crew trying to get a boat off in that quarter. There I saw the last of John B. Thayer and George B. Widener of Philadelphia."

MONEY FOR THE DESTITUTE

A committee of the New York stock exchange was brought to the pier shortly before the *Carthia* arrived, bringing \$20,000 in cash to be distributed among those most in need of assistance. This money was raised on the exchange by popular subscription and brought to the pier in an oblong box. The committee was composed of E. P. Thomas, president of the exchange; Charles No-

bloch, H. N. Barruch, Charles D. Holdener and J. Carlisle. Surveyor Henry assigned to their use the little customs house on the pier.

Several Red Cross nurses and a dozen physicians arrived on the pier and two ambulances from St. Vincent hospital stood outside.

The Pennsylvania Railroad company had a special train waiting at its station at Thirty-fourth street and a number of taxicabs to convey survivors desiring to go to Philadelphia to their friends.

A MODEST NOTE

Reginald De Koven told at a musicale in Chicago a pretty story in praise of modesty.

"A group of tourists," he said, "visited in Bonn Beethoven's house. One of the tourists, a girl of twenty or so, sat down at Beethoven's piano and played the 'Moonlight Sonata' none too well—Beethoven's own work, in his own room, on his own piano!"

"When the girl had finished she arose and said to the old caretaker: 'I suppose lots of famous musicians have been here and played on this instrument?'"

"Well, miss," the caretaker answered, gravely, "Paderewski was here last year, and his friend urged him to play, but he shook his head and said:

"'No; I am not worthy.'"—New York Tribune.

DIFFERENT COMPLEXION

A stranger in Boston was once interested to discover, when dining with friends, that the dessert he would have classed as cream layer cake at home, was known in Boston as Washington pie. The next time he lunched at a restaurant he ordered the same thing; but the waiter put before him a rather heavy-looking square cake covered with chocolate. A puzzled expression came over his face as he said reprovingly: "I ordered Washington pie, waiter."

"That is Washington pie, sir." "Well," expostulated the disappointed man, "I did not mean Booker T. I want George."—Everybody's Magazine.

AFTER THE CAMPAIGN

Once, at the height of the Civil war, two men at a railway-station saw a cartload of wooden legs depart for a military hospital.

"Those wooden legs," said the first man, "are a rather eloquent protest against war, aren't they?"

"Yes," agreed the other; "they are what you might call stump speeches."—Sacred Heart Review.

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