

PUT ON THE KETTLE

Rescued Minister Sends Word to Port Byron.

HE IS STILL IN NEW YORK

And Probably Owes His Life to Having Had Two Young Girls in His Care.

Another put the kettle on. Let's have a cup of tea. Ready for the dear, old "mum". Who's coming home from sea. I'll be glad to see him. And kiss him with delight. So, mother put the kettle on. He's coming home all right.

The above jingle was received on a postal card by Mrs. Mawbey Ernest Collett, mother of Rev. Sidney C. S. Collett, the young clergyman who was one of the fortunate survivors of the Titanic, a few days after that hapless vessel sailed from Southampton for New York. It was the only news they had received beyond earlier advices that he intended to sail on the Titanic, but its pleasant little message was set at naught when the news of the sinking reached the Port Byron home and placed a crushing weight upon the young man's parents. But the glad news came that he had been saved and his return home, now delayed by the investigation in New York, is anxiously awaited.

This morning Rev. and Mrs. Collett received the following letter from their son just before he left London. The letter enclosed another sealed envelope, its brevity and the nature of its contents seem to dictate that some premonition had warned the young man before he sailed. His letter said:

"Dear Father and Mother:

"In the event of anything unforeseen happening to me in my journey to you, please open the enclosed letter addressed to me.

"With love I remain, your loving son.

SIDNEY.

"P. S.—I hope to see you ere you get this."

Enclosed was a sealed envelope addressed to Sidney Clarence Stuart Collett. The letter was not opened, evidence having spared the parents that which they had feared. The young man, in New York waiting for release from the services to other passengers there and the orders of the Senatorial investigators knows.

A letter to Rev. Mr. Crane of Port Byron from his brother, Ruthven W. Crane of New York, who saw Rev. Mr. Collett yesterday, brings to Port Byron for the first time an inkling of the manner in which Mr. Collett was saved. According to the message information thus far furnished Mr. Collett was assisting the women and children, and while at first he was allowed to pass when it was seen that he was ministering to the sick and injured. He is now in New York attending several of the survivors and waiting to be called by the investigators of the Senate. In all probability the examination of the officers will not be concluded today and he may have to wait until next week and go to Washington. While his inability to come home is a cause of deep regret to his parents they patiently defer their preparation for his home coming, but they will surely "put the kettle on," once definite news reaches them that he is on his way.

THE STORY OF COLLETT.

Probably Owes His Life to Fact of Having Girls in Charge.

The first story of the experience of Rev. C. S. Collett of Port Byron reached the Citizen this afternoon. The fortunate acceptance of the care of two young English girls, Miss Marion Wright and Miss Kate Busby by the young clergyman as the steamer was leaving Southampton undoubtedly saved his life. Miss Wright was bound for Portland, Ore., where she is to marry her lover and Miss Busby, slightly younger, had been introduced to the brotherly care of Rev. Mr. Collett when the steamer sailed. The story of Mr. Collett's salvation is told in a letter to Rev. William Crane of the Presbyterian church in Port Byron, received from the Carpathia this morning, and with further facts obtained by the Citizen as follows:

Ruthven W. Crane, brother of Rev. William Crane, says:

"I reached the dock at 8:30 and the first of the Titanic's rescued passengers came ashore at 9:30. Everything was wonderfully well managed, there was no confusion and everything possible was done for the unfortunate ones. We had an excellent vantage point from which to watch the passengers, as they came ashore and 'was not long before Stuart Collett appeared. He was busy for some time aiding some of his fellow passengers in getting ashore and finding their friends and 'twas after 11 when we started for home. He seemed very popular and from the little we have seen of him I taken him to be a conscientious, reliable, Christian fellow. 'Were home a little after 12. He

told us of his experiences on the Titanic. Collett said: 'The sunset on Sunday evening was beautiful, the night was clear and we were steaming along at a good clip. I had been assisting the Rev. William Crane, also of London, in a hymn and prayer service on the Titanic. At this service Miss Wright played the piano and sang three solos, which were: 'There Are Green Hills Far Away, For Those in Peril At Sea, and Lead Kindly Light. After which the Rev. Mr. Crane prayed. There were 35 at the service, and after the prayer we all sang: 'Now The Day Is Ended. We then went to our staterooms. I was in my berth at 11:25 when there was a shock which aroused and startled me.' He went on and told Mr. Crane and his brother Thomas that he pulled on his clothes hurriedly and went on deck. He saw the whistles blowing and the wrapping steam, but apparently no confusion as first, for all the passengers were so impressed with the great size of the boat that they did not dream of her sinking. Soon he saw them making ready the life boats so he dashed to his cabin, strapped on a life preserver, roused the two ladies who had been given into his care at Southampton and went with them to the boat deck.

'They were put into one of the life boats, and then the officer, standing with drawn revolver said, 'Well, and what do you want or something of that sort, meaning for us to step aside, for the order was women and children first. In a quiet way he said, 'I am in charge of those two ladies' and the officer replied, 'Get in,' and the boat was lowered away. Think of it, those two words meant his life; to have had to step aside meant his death. Six of the crew at the oars, and an officer at the rudder were in charge of each life boat. He thought there were about 35 all told in the boat, which was No. 6. Immediately the boat struck the water they pulled away distant from the steamer perhaps a quarter of a mile. She plunged to the bottom at 2:20 a. m. three hours after she struck the berg, and he said the noise of the boilers burst and the waters covered her was terrific, just like one great moan, intensified thousands of times.

The crew knowing the Carpathia had caught the Titanic's wireless messages, just kept the boat near the vicinity as possible and then watched and waited for her coming. Just at dawn, four hours after taking to the life-boats, they saw the reflection of rockets on the horizon and pulled for dear life in that direction. 'Twas not long before the Carpathia reached them and they were taken aboard where everything was done for them and there was no distinction made as to class. Men, women, first or second cabin, street equals on common ground and were treated as such. Monday night he slept in the smoking room, Tuesday and Wednesday night in the second cabin doctor's stateroom. This is all I have time to write today. He is perfectly well and in splendid spirits. When I left them this morning their plan was for both brothers to remain with us over Sunday. All well at home. With love to each one.

"RUTHVEN."

Young Collett retains the metal figure "9" from the lifeboat as a souvenir of his terrible experience. When Collett met his brother, after they had embraced, the first thing he did was to take a small Oxford Bible from his pocket and hand it to his brother. It was given to him by his brother when they last parted with the admonition that the next time they met he should hand it back the first thing to prove that he always carried it with him.

Seward Was Chairman.

Frederick Seward, cousin of General William H. Seward, and a survivor was appointed secretary of the Committee of Survivors which raised \$10,000 for the benefit of the destitute survivors, and yesterday presented a loving cup to Captain Rostron of the Carpathia.

PRaise FOR ORCHESTRA.

Miss Slayter's Vivid Description of Some of Final Scenes.

Miss Hilce Slayter of London, Eng., who was on her way to visit her aunts, Mrs. Frank P. Casey of Auburn and Mrs. W. B. Chisholm of Port Byron, and was saved from the wreck of the Titanic, will not come here for some time as she has changed her plans and will remain in New York. Both Mrs. Casey and Mrs. Chisholm are in the South and will return to this county in four weeks when Miss Slayter will come here, according to the latest advices. Miss Slayter was interviewed in New York and her highest praise was for the members of the orchestra, who played until the last. She declared that even when the vessel took its final plunge the strains of the music mingled with the cries of those who realized that they were face to face with death.

"It was terrible," she said, adding: "From the moment the vessel struck, or as soon as the members of the orchestra could be collected, there was a steady round of lively airs. It did much to keep up the spirits of every one, and probably served as much as the efforts of the officers to prevent panic."

"When the ship struck the iceberg Miss Slayter went on deck. She was ordered to go back to bed, which she did on being assured there was no danger. A half hour later she heard confusion on deck, and heard some one cry, 'Order every one to don lifebelts.' Running on deck after dressing again, Miss Slayter returned to the deck, and was ordered to the boat deck aloft.

"When I got there," she said, "I found an indescribable scene. A number of the steward men passengers had attempted to seize one of the boats and there was a brisk revolver fire; many men fell under it. The prompt and drastic action of the officers restored order.

"There were many touching scenes as the boats put off. I saw Col. John Jacob Aator and his young wife into a boat tenderly, and then ask an officer whether he might also go. When permission was refused he stepped back and coolly took out his cigarette case.

"Good by, dearie," he called gayly, as he lighted a cigarette and leaned over the rail, 'I'll join you later.' 'Another man, a Frenchman, I think, approached one of the boats about to be lowered. He had with him two beautiful boys. An officer waved him back sternly. 'Bless you,' he said, 'I don't want to go, but for God's sake take them boys. Their mother is waiting for them in New York. The boys were taken aboard.' Miss Slayter dwelt at length on the large percentage of the crew saved. On the boat that carried her away from the sinking ship were nine other women and more than 40 men stokers.

DON'T WALK ON TRACKS.

Central Officials Issue Warning to Violators of Law.

Vice President and General Manager A. H. Smith of the New York Central railroad has forwarded to local agents of the company placards calling the attention of employees and the public to the law of New York with reference to walking on railroad tracks. Chapter 481 laws of New York, 1910, provide: "No person, other than those connected with or employed upon the railroad shall walk upon or along its tracks or track, except where the same shall be laid across or along streets or highways, in which case he shall not walk upon the track unless necessary to cross the same."

ALBANY FIRM LOW

With Bid of \$108,318.90 for Locke-Moravia Road.

NINE FIRMS WANTED IT

And Brayer Brothers of Auburn Were Fourth on List With \$115,697.70.

The State Highway Commission yesterday received the last bids on the first section of the first big letting this season. Bids were submitted on 124 miles of highway for 1912 construction, the Commission already having received them on 226 miles. Awards will be made in a day or two as soon as the bids have been examined and the financial standing of the bidders investigated.

The Commission is arranging to advertise for the second section of the first letting to be held in about three weeks, for the construction of 500 miles of highways which will be the greatest amount of mileage the Commission has ever let at one time.

Commissioner Reel intends to include several long strips of road so as to attract bids from the large contractors and also reduce the cost per mile by relieving the contractors of establishing expensive equipment for small jobs.

Bids on the last day of the first section were received on Highway No. 1018, Cayuga county, Greenock-Locke-Moravia, seven and nine-tenths miles of brick pavement, concrete bituminous top, as follows: Dollard & Heeran, Albany, \$108,318.90; John Johnson Construction Company, Buffalo, \$108,347; Guy B. Dickerson, Syracuse, \$119,818.34; Brayer Bros., Auburn, \$115,697.70; Mosler & Summers, Buffalo, \$115,674.80; Erie Contracting Company, Buffalo, \$123,235.80; James Anderson & Co., Albany, \$115,219.90; W. J. Burns Co., Syracuse, \$114,783.90; J. H. Waldman, Syracuse, \$125,959.80.

Carpathia's Wireless Operator.

The first witness was Thomas Cottam, the wireless operator on the Carpathia, who was recalled to the stand. Senator Smith sought to clear up the messages that had passed between the Carpathia and the Titanic.

"What was the last message sent to the Titanic?" asked Senator Smith.

"We sent a word to have its life boats ready," said the witness. "We told them our life boats were ready and that we were steaming to them as fast as we could."

Senator Smith asked the witness if he had received any messages from the time the Carpathia left the scene of the disaster until it reached New York.

The intention was to discover whether any official was seeking to keep the news of the disaster quiet.

"No sir," answered Cottam. "I reported the entire matter myself to the steamship Baltic at 10:30 a. m. Monday. I told them we had been to the wreck and had picked up as many of the passengers as we could."

Under questioning, the witness said the ship was first headed for Halifax. Later he said the captain changed his course and headed for New York.

"Were those for Sunday made up?" "No, they never were."

After testifying he made no permanent record of the iceberg warnings, Bridge insisted he gave the memorandum of the warning to the officer on the watch.

The operator said he did not inform Captain Smith.

Bridge said he was in bed when the impact came. He was not alarmed at the collision and remained in bed about 10 minutes. He saw Phillips in the wireless room.

SURVIVING WIRELESS OPERATOR ON STAND

Gave Captain Message He Interrupted from California Letting of Three Icebergs—Too "Busy" to Answer Call for Titanic—Frankfort Nearer Than Carpathia to Titanic.

NEW YORK, April 30.—J. Bruce Ismay, president of the International Mercantile Marine, is to be called again before the Senate investigating committee now delving into the facts surrounding the wreck of the leviathan of the sea, the ill fated Titanic.

Just before the Senate Committee investigating the Titanic disaster met today an invalid chair was wheeled into the committee room. In it was Harold Bride the assistant wireless operator on the Titanic whose feet were wrenched and badly injured when he was crushed on the life raft that picked him up from the wreckage. He was sallow and hollow cheeked, and lay propped up with pillows awaiting his call to the witness chair.

Immediately behind Bride came J. Bruce Ismay. Mr. Ismay showed plainly the effects of the nervous strain under which he is laboring.

Mr. Ismay announced before the inquiry began that he had given instructions to all lines of international Mercantile Marine, which include the White Star line, the American, the Red Star, the Leyland line, the Atlantic Transport and the Dominion line, to equip all steamers with sufficient life boats and rafts for every passenger and every member of the crew without regard to regulations prescribed by the government of the United States, Great Britain, Belgium or any of the countries to which the steamers belong.

Mr. Ismay and other officials of the White Star line were subpoenaed today by the committee to appear before it in Washington at 10:30 a. m. Monday morning. The investigation in New York will be concluded today.

Senator Smith then called what he evidently expected to be one of the most important witnesses, Harold S. Bride, the sole surviving wireless operator of the Titanic. Crippled as a result of his experience, he was wheeled in an invalid chair to the table where the committee sat.

"Contrary to the usual procedure," said Senator Smith rising in his place, "I must place you under oath."

"Bride said he was a native of London, was 22 years old and had learned his profession in a British school of telegraphy.

A photograph of flashlight photographer exploded a powder just after Bride took the witness stand.

Senator Smith said the interruption by the photographers was "beyond toleration" and unjust to the committee and to the witness who was ill.

Bridge remembered receiving and sending messages relative to the speed of the Titanic on its trial tests. After leaving Southampton on the Titanic's fatal trip he could not remember receiving or sending any messages for many days. Senator Smith asked particularly about messages on Sunday.

"I don't remember, sir," said Bride. "There was so much business Sunday."

He was asked if Captain Smith received or sent any messages Sunday.

"No, sir," was the reply. "How do you know he did not?" "Because I see the messages Mr. Phillips takes when they are made up."

"Yes, sir."

The "C. Q. D." and the "S. O. S."

In an effort to determine whether the signal "C. Q. D." might not have been misunderstood by passing ships Senator Smith called upon Mr. Maroon.

"What is the meaning of the signal," Mr. Maroon was asked.

"The 'C. Q. D.'," said Maroon, "is an international signal which meant that all stations should cease sending except the one using the call. The 'D' was added to indicate danger. The call, now has been superseded by the universal call 'S. O. S.'"

the Carpathia?" asked Senator Smith.

"I suppose so, sir, but he did not understand."

"If there any code word for fool," asked Senator Smith. "Wouldn't it have been as easy to have sent news of your actual condition?"

The witness made no answer. He said that before leaving the cabin 10 minutes before the ship went down Phillips sent out a final C. Q. D. There was no response. Bride saying the spark was then so weak that it probably did not carry.

The witness then told of his experience with a small boat beneath which he nearly was drowned before he could extricate himself. With a number of other survivors he clamored on the overturned boat.

"One of these was Phillips," said the witness. "He died on the way to the Carpathia and was buried at sea."

Bride described in detail the launching of the boat on which eventually he was saved.

"The men were trying to launch the boat when it was wrenched off and washed away. When Bride finally managed to gain the bottom of the boat he found between 35 and 40 men already there.

"I was the last man invited aboard," said Bride.

"Did any others seek to get on?" "Yes, sir, dozens. We couldn't take them."

The witness said he did not see J. Bruce Ismay and that the last he saw of Captain Smith he was in the act of jumping from the bridge just as the ship went down. He said he was swimming within 150 feet of the ship when it went down and that he felt no suction.

The committee, on excusing the witness then took a recess until 3 o'clock.

(Continued on seventh page.)

IN NEARBY TOWNS.

PORT BYRON.

Death of Mrs. Marion Knapp.

Port Byron, April 29.—Mrs. Blanche Caldwell Knapp died at the family home a short distance south of this village, Wednesday evening of abscess on the brain, after a brief illness. Dr. J. P. Creveling of Auburn and Dr. W. L. Wallace of Syracuse were in almost constant attendance.

Mrs. Knapp was the daughter of Mr. and Mrs. Delancy Caldwell. She spent her entire life in this vicinity. A few years ago she married Marion Knapp who with a baby daughter, survives. She is also survived by her parents, one brother, Howard of Caldwell in this village, and one sister, Mrs. Otis Critchett of Syracuse. Her sudden and untimely death has cast a gloom over this entire community. The funeral was held from the Methodist Episcopal church this afternoon at 2 o'clock.

Funeral of James Hancock.

Port Byron, April 29.—The funeral of James Hancock, who died suddenly of heart failure Tuesday afternoon, was held from the home of his parents, Mr. and Mrs. Albert Hancock, at 1 o'clock p. m., and from the Methodist Episcopal church at 3 o'clock Thursday afternoon. Rev. K. F. Richardson, pastor of the church, officiated. Interment was made in Mount Pleasant cemetery.

FAIR HAVEN.

Fair Haven, April 29.—Mrs. Florence Clum, Mrs. Rhona Willey and Mrs. George Bradley were in Auburn Tuesday shopping.

Miss Marial Russell entertained the Epworth League at her home Tuesday evening. A good time was enjoyed by all.

Mr. and Mrs. Burton McFaden of Charlotte, who have been spending a few days with Mr. McFaden's parents, have returned home.

George Bradley, who has been spending a few days with his family, has returned to Auburn.

Charles Dietzel were in Auburn Tuesday shopping.

town. He was greatly missed when he left this vicinity.

FAIR HAVEN.

Fair Haven, April 29.—Mrs. R. Smith was in Auburn Wednesday and Thursday on business.

Kenneth Hunter of Auburn, who has been spending a few days with Mr. and Mrs. Charles Brown, has returned home.

Mrs. Elizabeth Stafford, who has been spending the winter in Syracuse is very ill with pneumonia at the home of her son, L. D. Stafford, in that city.

Harry Brooks left Wednesday for Sterling, Mass., where he will spend the summer.

George N. Hurt and family of Oswego were in this place Wednesday in their auto.

LEVANNA.

Levanna-on-t-a-ga, April 29.—Mr. and Mrs. Alfred Hatchcock are moving into their house recently vacated by William N. Hawley.

James Morse and brother, Frank, entertained friends very pleasantly on Saturday, evening last at the log cabin.

Mrs. Flora Sullivan of Rochester, as visiting at the home of her father, George Ellis.

Miss Marion Sullivan is the guest of Miss Josephine Young of Fleming.

Sherwood's orchestra of this place furnished music for the dance held at Catuga last Friday evening and at King Ferry Monday evening.

Miss Margaret C. spent the week-end with her parents in Auburn.

Benjamin Fordyce of Union Springs was the week-end guest of Rev. Deshong.

Miss Laura Chase of Auburn was a recent guest of her aunt, Mrs. Fanny Sherman.

Not in many years has the water in Cayuga lake been as high as it is at present. The new stone dock, built two years ago by George Ellis is almost submerged.

WINTER'S FINAL KICK?

Perhaps it is—It Was a Cold Night Anyway.

Winter gave a sort of last lingering kick at spring last night. The thermometer started downward with the evident intention of beating the deep-sea record of the Titanic and in several localities is reported to have touched 72 degrees above zero. This comes very near being a record for April 29.

Early risers found the ground covered with frost and water in rills covered with ice to the depth of one-eighth of an inch. Had the freeze come a week or two later much damage would have been done to budding vegetation.

As it is, the season being somewhat backward, no appreciable loss was sustained except in the coal bins.

BACON COMING HOME

Liner on Which He Sails Will Take the Long Route.

