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HAS VERY VIVID
RECOLLECTIONS
OF 1907 QUAKE

Captain Lovelace Who Made
Scientific Observations
After Disaster, is Here
TOOK AIR PICTURES.
Account Of His Activities

Shows That He Has A Chequered Career.

Captain T. T. Lovelace, organizer of the Guiana's Shark Fisheries Company, a man who is imbued with the spirit of adventure and has the longing for maritime thrills, is now in the island, having arrived yesterday from Dutch Guiana on board the Webster's Steamship Line steamer Husvik.

Captain Lovelace has vivid recollections of the scenes here a few days after the great earthquake of 1907 when he came to the devastated city from New York and took aeronautical pictures of the scene of the wreck on behalf of the University of Chicago and the University of Berlin. Besides being a mariner and photographer, Captain Lovelace has two abiding passions. One is shooting crocodiles and the second is writing poetry. The combination sounds incongruous; but Captain Lovelace who may well be termed "live wire" revealed to a *Gleaner* representative in the cabins of the Husvik the reason why he is so fond of writing verse. "When you are alone," he said "miles away from human beings, with the mighty forest around, and endless time in which to think you find yourself in a receptive mood for poetry. It seems the natural thing somehow to write down your thoughts in verses."

ONE OF HIS POEMS

It is said to be most unusual to find a big game hunter who is a poet, and it is of interest to append herewith a poem written by Mr, Lovelace while he was in the Cayman Islands.

It is to be observed that he has a tendency towards the modern style of free verse.

FALLING LEAVES

Sweet is the time of the Autumn,
After a life has lived;
Through Winter, Spring and Summer
And find pleasure to give and forgive.

The loyal friends around you,
Who've loved you throughout your Life;
Have no thought ever to desert you
If you're sure to forgive them their faults.

(By T. T, Lovelace).

CHEQUERED CAREER

Captain Lovelace has a somewhat chequered career which must of necessity be of interest to us, and so much the more when it is considered that he is identified with Jamaica in the respect that a titan-cyclone which swept this island many years ago destroyed his yacht which was then riding at anchor in this harbour, and he was the flyer who took the picture of the wreck of Kingston in the earthquake of 1907, It is a coincidence that Captain Lovelace should in the course of his world wide wonderings find himself back In Jamaica to-day, the twenty-fourth anniversary of the earthquake.

Captain Lovelace tells his own story to the *Gleaner* reporter,
"I was on my way from New York to South America in my steam yacht Whisper a year or two before the earthquake.

Whilst on the South American coast the fuel ran out and I had to sail her to Kingston to have her refuelled. I tied the yacht to the Hamburg-American wharf where another cyclone occurred and destroyed the vessel completely.

I left on a ship for South America where I carried out certain business arrangements, and returned to New York. On the receipt of the news of the earthquake in Kingston, I was commissioned by the University of Chicago which co-operated with the University of Berlin to take my dirigible airship and balloon to Jamaica to make scientific observations. The Hamburg-American Line steamer Prince Joachim was chartered ostensibly for taking me to Jamaica as quick as possible to secure

FIRST-HAND INFORMATION

and the best possible pictures. When I arrived in Kingston the gasometer at the gas station in Kingston had heeled over to a forty-five degree angle; but it had sufficient gas to inflate the balloon. Six hours after my arrival I was up in the air. I took aerial photographs of the entire area of the earthquake and made other scientific observations, as instructed, and forwarded the data and the photographs to New York and Berlin where they were reproduced in scientific journals.

During my visit here in 1907 I wrote a series of articles for a New York magazine on the fishing industry, because in the air I could see to the bottom of the waters around Port Royal. For this thesis Admiral C. M. Chester of the Navy Department of the United States took the data, wrote scientific articles, and gave me credit of being the man who discovered that sunken objects could be discovered by the use of a balloon or a dirigible airship. The Rio de Janeiro steamship sunk off Golden Gate in San Francisco, completely out of sight. Admiral Chester claimed that if the United States Government sent me to San Francisco I could have discovered the ship from the air but the Government thought at the time that it was ridiculous a suggestion. Later on however the discovery was made by the Government that all submerged objects could be located from an aeroplane,"

OTHER ACTIVITIES

Captain Lovelace added that he returned to Jamaica later as Commander of the Panama Gun Boat *Oriente* and gave a reception at the Myrtle Bank Hotel. The *Oriente* was used in the revenue service of the Panamanian Government for two years when he took her back to the United States and sold her to the Government of Uruguay. Reverting to his activities in 1907, he said that he took his dirigible airship to Colon to take the first moving picture scenes of the construction of the Panama Canal, but owing to failure to secure iron filings for the purpose of manufacturing hydrogen gas he was detained for two months. During the interval he received a cable advice from Correfel, Director of the Franco British Exhibition at Shepherd Bush, London, to bring his dirigible equipment to fly at the exhibition during the season. He returned to Kingston from Cristobal and shipped the equipment to Bristol. After two months' operation at the exhibition, ill-luck frowned on him and his dirigible airship blew up and in consequence of this five persons were killed. The cause of the explosion was not discovered despite the exhaustive examinations and inquiries made into the matter. A coroner's inquest was held in London in connection with the five casualties and he was exonerated from all blame by the jury.

In 1908 he was called by Mr. Wilbur Wright in Paris who was then teaching the French air pilots flying and was made chief engineer in the service. He subsequently joined the aeroplane division of the Humber Company and he designed the loveliest Humber aeroplane motor, which won the Alexandria test in London 1910. He was sent to Egypt and the Humber planes won the second prize at the Heliopolis Aeroplane meet sponsored by Prince Hassan.

Captain Lovelace has since organized the Guiana's Shark Fisheries Company and, as stated above, is on a short visit to the island. He is expected to leave tomorrow for Port Arthur.