

OFFICERS SANK WITH TITANIC, SAVING WOMEN TILL THE END

WEATHER—Rain to-night and probably Thursday.

FINAL
EDITION.

The



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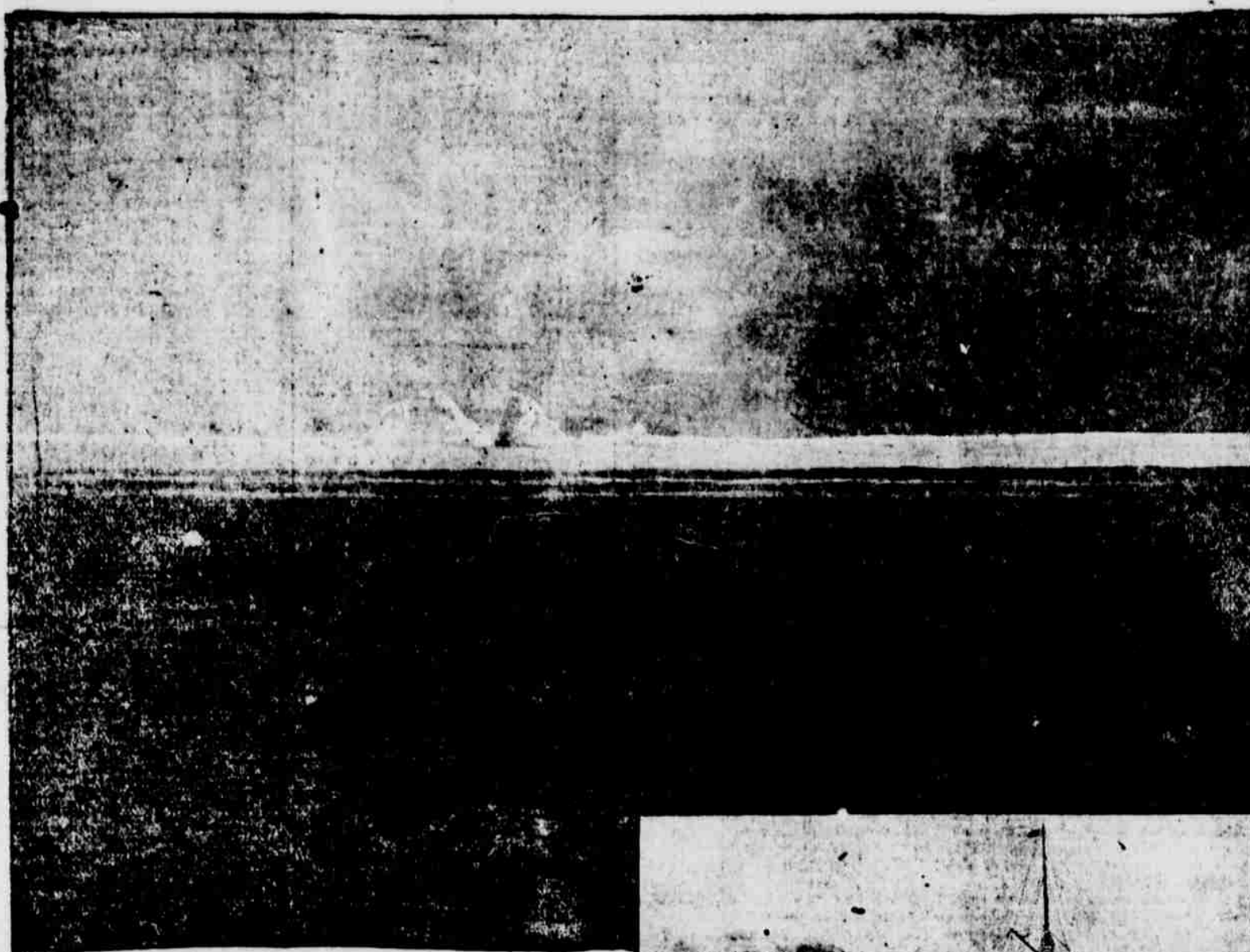
NEW YORK, WEDNESDAY, APRIL 17, 1912.

22 PAGES

PRICE ONE CENT.

Skyscraper Iceberg Observed by La Bretagne Near the Spot Where Titanic Met Her Doom

(Photograph Taken at a Distance of Two Miles by an Officer of La Bretagne.)



ICEBERG SKYSCRAPERS PASSED BY LINER 10 HOURS BEFORE TITANIC'S DISASTER

La Bretagne Encountered Field of Bergs in the Same Lane White Star Ship Was Following and Manoeuvred 7 Hours to Escape a Collision.

The French line steamship La Bretagne, Capt. Mace commanding, ran for seven and a half hours around ice last Sunday along the same steamer lane followed by the Titanic and less than ten hours ahead of the doomed White Star boat.

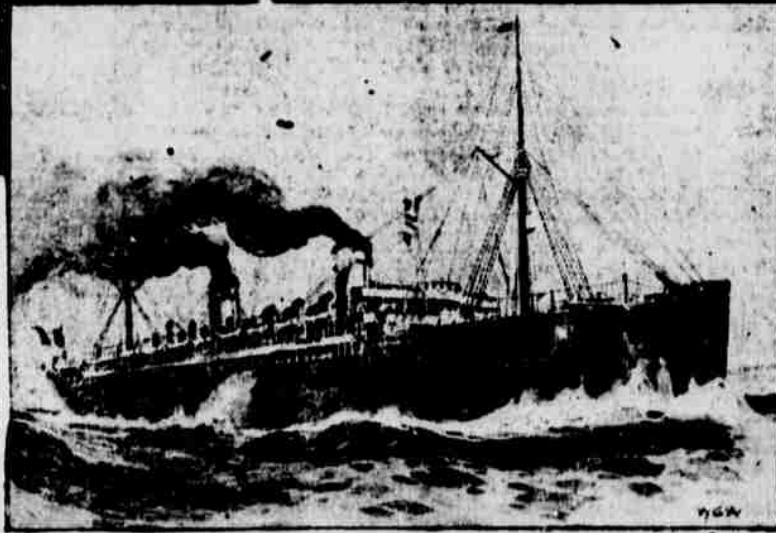
"The ice was everywhere," said Capt. Mace to-day when La Bretagne came into the harbor. "The field of huge bergs as far as the eye could carry to the north and west looked like the New York skyscraper line."

By the description of conditions prevailing at almost the exact spot where the Titanic met her death blow and from fourteen to ten hours before the Titanic herself drew up on the ice menaced territory, Capt. Mace gave to-day what was considered by marine experts almost conclusive evidence that the Titanic must have rammed one of the giant bergs head on and not, as had been surmised by some, run onto an almost submerged floe.

The whole zone of ice of over seventy miles extent, and from which La Bretagne had to sheer off to prevent being crushed, was bristling with great detached bergs. Capt. Mace counted more than forty of the floating ice crags. One berg, which was 600 feet high, was photographed by a passenger on La Bretagne from a distance of two and one-half miles. This is the photograph reproduced here.

A second element injected into the problems surrounding the conjectural cause of the disaster to the Titanic arises from Capt. Mace's description of the weather in the vicinity of the waters wherein the Titanic was overwhelmed. The sky was clear during all the time that La Bretagne was passing through the zone of ice, according to Capt. Mace, and there was not at any time sufficient fog to obscure the presence of the towering pinnacles of ice. As far as the horizon those aboard La Bretagne could distinguish the serrated spires of the ice masses, unveiled by the fog which traps ships.

The first explanation for the Titanic's fatal blunder advanced by seamen



was that the weather must have been thick and that the berg which was to deliver the death stab to the great White Star liner had shrouded itself in a fog of its own making.

Capt. Mace said to-day that he entered the ice area at 7 A. M. on Sunday morning and that for five hours he was skirting a great mass of detached bergs and ice fields.

"The ice covered the sea as far as the eye could reach," said Capt. Mace. "It was the greatest floe that I have ever seen. At first we moved through small ice and floes almost awash. Before we left the field, which we had been skirting to avoid trouble, we were able to count forty large bergs. At many times there were so many great bergs in the field of vision at the same time as to give the impression of New York's skyline from the lower bay."

According to La Bretagne's log the ice field was drifting from about 20 west longitude and 42 north latitude to 31 and 42 longitude and latitude respectively. This would bring the great field within the radius of the Titanic, which followed the French ship twelve hours later.

"SOS" FLASHED BY WRECKED LINER WITH 200 ABOARD

Rescue Ship Rushed to Canadian Liner, Earl Grey, Fast on Rocks.

HALIFAX, N. S., April 17.—Wireless messages for help from the Canadian steamer Earl Grey, which piles between Charlottetown, Prince Edwards Island and Pictou, N. S., were received this afternoon. She is ashore off Cape Mon

and has 200 passengers aboard. The Government boat Minto has been sent to her assistance.

It was reported late to-day that the Earl Grey had sunk after flashing the following message: "Need immediate assistance. Sinking."

PICTOU, N. S., April 17.—The Government steamer Earl Grey, from Charlottetown to Pictou, went ashore at 10:20 this morning between Tony River and Cape John, according to a wireless message received here from the Grey. The Government steamer Minto, from Pictou to Charlottetown, which was anchored off Caribou Harbor, has gone to the Earl Grey's assistance.

The wireless message received from the Earl Grey at 11:59 A. M. said she was ashore two miles west of Tony River on rocky bottom.

FOR FURTHER SEE PAGE 18.
World Building Turkish Baths, always open. Bath with private rooms, St. Mark's and Main St., Charlottetown, P. E. I. 99 York Row. 2-5

HEROES OF TITANIC DIED AMID WORK OF RESCUE, SAYS FIRST WRECK STORY

Officers Carried Women and Children to Boats While Waves Submerged Decks of Vessel, Maintained Discipline and Chose Death Among Those Who Had No Chance.

Bulletin From Carpathia Indicates That Probably Not More Than 600 Passengers Are Among the 705 Survivors Nearing This Port Aboard the Cunarder, Leaving 1,505 Dead.

(Special to The Evening World.)

BOSTON, April 17.—The Globe prints the following special cable this afternoon from P. T. McGrath, the Globe's correspondent in Newfoundland.

ST. JOHN'S, N. F., Via North Sydney, N. S., April 17.—From an absolutely well authenticated source comes the report that the captain, officers and crew of the Titanic displayed unexampled bravery in face of the most appalling marine catastrophe in the world's history, endeavoring to maintain order, quell the panic, launch and man boats and embark the passengers, assuring all there was no immediate danger while fully cognizant that they would soon be plunged beneath the waves with their fast sinking ship.

Capt. Smith and all the principal officers heroically stuck to their posts to the end, encouraging, directing and assisting to the extent of carrying fainting women and children from the decks and berths to the gangways and helping them to the boats, returning, even when the waves were practically submerging the ship, to the rescue of passengers, absolutely regardless of self. They worked like Trojans while it was possible to save a single one of the passengers, while death, sure and swift, stared them in the face.

It is said that the captain and every officer, except the six who manned the boats with the subordinate members of the crew, went down with the ship while life was within their reach, if they had disregarded their duty to the passengers and escaped, they alone knowing how near the ship was to sinking after striking the iceberg.

Confirmation of the report that reached New York this morning stating that the Carpathia has only about 700 survivors of the Titanic disaster aboard was received this afternoon at the office of the Cunard Line. The message is from Winfield Thompson of the Boston Globe, a passenger on the Franconia of the Cunard Line. The Franconia is now off the coast of Nova Scotia. Following is the message:

THE FRANCONIA ESTABLISHED WIRELESS CONNECTION WITH THE CARPATHIA AT 6:10 O'CLOCK THIS MORNING, NEW YORK TIME. THE CARPATHIA WAS THEN 498 MILES EAST OF AMBROSE CHANNEL LIGHT IN NO NEED OF ASSISTANCE, STEAMING 13 KNOTS, AND EXPECTS TO REACH NEW YORK AT 8 O'CLOCK THURSDAY EVENING. SHE HAS A TOTAL OF 705 SURVIVORS ABOARD.

THE FRANCONIA IS RELAYING PERSONAL MESSAGES FROM THE CARPATHIA TO SABLE ISLAND.

This message is the first authentic information that has come from the Carpathia since 9 o'clock yesterday morning. It increases the number of dead in the disaster to 1,505. Undoubtedly there are at least 100 sailors from the Titanic on the Carpathia among the survivors, so there cannot be more than 600 passengers saved.

NUMBER OF PASSENGERS SAVED ABOUT 600.

Inasmuch as no word has been received from Capt. Rostron of the Carpathia either to his own line or to the White Star since his report of "about 800" survivors, the latest information is accepted in seamen's circles as representing the true state of affairs on the Carpathia. And if the number of passengers saved is under 600, as Mr. Thompson's message indicates, there must have been many women drowned, judging from the names of men in the list of survivors.

The Cunard line has notified the Department of the Treasury that

no newspaper reporters will be allowed to board the Carpathia until she reaches her pier. This is to avoid disturbance to the survivors of the Titanic disaster, many of whom are doubtless hysterical from grief.

The following telegram was received at the Navy Department in Washington from Commander Decker of the scout cruiser Chester, via Portland, Me.:

Carpathia states that list of first and second-class passengers and crew were sent to shore. Chester will relay list of third-class passengers when convenient to Carpathia.

The message is taken to mean that the list transmitted by wireless from the Carpathia to the station at Cape Race, N. F., through the Olympic contains the names of all the first and second-class passengers rescued.

The latest report from the Carpathia, via the Franconia, effectually disposes of the report that 808 survivors were picked up. The Evening World has consistently held to the figures sent out from the only authority from which such figures should come—Capt. Rostron, of the Carpathia. The last report does not materially change The Evening World's information, because there is still ground for belief that the Carpathia's report to the Franconia did not include the Titanic's seamen who were saved.

The dead, according to the best information obtainable concerning the number of persons aboard the Titanic, number 1,505. Doubtless one of the Titanic's officers—of whom six are said to be among the survivors—has the ship's manifest, the purser's books and other documentary evidence of the number of passengers and crew on board and the names of all the ship's company.

A relay private message from the Carpathia received here to-day announced that "all the women are safe."

The message was received by Mrs. J. W. Bonnell of Youngtown at the Waldorf from Henry Wick, her brother, who is aboard the Olympic. Wick received a wireless from his niece, Mrs. Bonnell's daughter, Caroline Bonnell, who, with George W. Wick, her uncle, sailed on the Titanic. The message read:

"All the women safe. Have no word of George." George's Wick's name does not appear in the list of survivors on the Carpathia, and he is believed lost.

It is possible, though unlikely, that the wireless relates only to the women.