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CARPATHIA BRINGS 745 SURVIVORS OF 2340 PEOPLE ON THE TITANIC.

Ill-fated Ship, After Collision, Goes Down with 1595 Souls, the Band Playing "Nearer My God to Thee"—Six Die on the Carpathia.

Side of Titanic Torn Out by the Ice—Women and Children Put in Boats Amid Wild Scenes—Men Face Death Like Heroes—Graphic Stories Told by The Survivors—Why Was the Titanic in the Ice Zone?

DEAD TOTAL 1601.

New York, April 18.—The Cunard liner Carpathia, a ship of gloom and sorrow, came into New York, tonight, with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of New Foundland, 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 2340 souls.

To this awful death list 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 number of deaths as reported, tonight, by the Carpathia is 1601.

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down. As to the scenes on board when the liner struck, accounts disagree widely. Some maintain that a comparative calm prevailed, others say that wild disorder broke out and that there was a maniacal struggle for the lifeboats. 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 Capt. Smith killed himself on the bridge; that the chief engineer also took 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 on the landing of the survivors.

Ripped from stem to engine room by the great mass of ice she struck amidships, the Titanic's side was laid open as if by a gigantic can opener.

She quickly listed to starboard and a shower of ice fell into the forecastle deck. Shortly before she sank, she broke in two abaft the engine room, and as she disappeared beneath the water the explosion of air caused the explosions which were plainly heard by the survivors adrift. A moment more and the Titanic had gone to her doom with ill-starred hundreds grouped on the after deck. To the survivors they were visible to the last and their cries and moans were pitiable.

President's Tribute—Butt Was a Soldier!

Washington, April 18.—President Taft told visitors, late today, that he had never expected to hear of the rescue of Major Butt, his military aide, after the first shocking news of the Titanic disaster reached land.

"I never had any idea that Archie was saved at all," said the President. "As soon as I heard that 1200 people went down, I knew he went down, too. He was a soldier and was on deck, where he belonged."

The White House, tonight, made public the following cable message from President Taft to the White Star Line: "With profound affliction have I heard of the Titanic's awful catastrophe which brings mourning to so many American families and I have it at heart to extend to you my most sincere condolences. I wish to tell Your Excellency how much I share in your anguish about the fate of your aide and friend, Major Butt."

In reply, President Taft paid touching tribute to Major Butt.

"I am grateful," he cabled, "for your reference to my friend and aide, Major Butt. Soldier that he was, with rescue only possible for part of the company, I knew that he felt his place to be on the ship as she went down."

Rome, April 18.—The Observatore Romano published the following official communication:

The Pope has learned with deep regret that among the victims of the ruthless disaster to the Titanic, which

PASSENGERS' STATEMENTS.

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

"We, the undersigned surviving passengers from the S. S. Titanic, in order to forestall any sensational or exaggerated statements, 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 starlight 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 passengers and ship. Orders were given to put on life belts 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 ship. Fortunately the wireless message was received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster at about 4 A. M. Monday.

"The officers and crew of the S. S. Carpathia had been preparing all night for the rescue and comfort of the survivors and 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 benefits.

"The English Board of Trade passenger certificate on Titanic allowed for a total of approximately 3500. The same certificate called for life boat accommodation for approximately 950 in the following boats: 14 large lifeboats, 12 smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

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

First class, 330; second class, 320; third class, 750; total 1400. Officers and crew, 940. Total, 2340.

"Of the foregoing the following were rescued by steamship Carpathia: First class 210; second class 125; third class 200; officers 4; seamen 39; firemen 71. Total 535.

"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 immediate steps 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 remembered in this connection:

"The insufficiency of lifeboats, 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 lifeboats; absence of searchlights.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were requested to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number of boats would hold. Boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Live-saving boat drills should be more frequent and thoroughly carried out and officers should be trained in speed, in drills. Greater reduction in speed, in force 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."

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SUMMARY OF THE TITANIC DISASTER.

New York, April 18.—The following tabulation of passengers and crew on board the Titanic together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers:

Approximate number of passengers on board—First class 330; second class 320; third class 750.

Total passengers 1400.

Officers and crew 940. Total 2340.

Number of passengers saved by Carpathia:

First class 210; second class 125; third class 200. Total 535.

Members of the crew saved: Officers 4; seamen 39; stewards 96; firemen 71. Total 210.

Total saved 745.

Total number perished 1595.

Six died on Carpathia. Total deaths 1601.

First and second cabin passengers 650. First and second cabin passengers saved 335. Total cabin passengers lost 315.

"NEARER MY GOD TO THEE."

New York, April 18.—How the Titanic sank is told by Charles P. Hurd, a staff correspondent of the Evening World, who was a passenger on the Carpathia and who furnished that paper with his account.

He gives the number of lives lost as 1595. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which equalled but could not exceed that of John Jacob Astor, Henry B. Harris, Jacques Futrelle, and others in the long list of first cabin passengers.

It was the explosion of the boilers, according to Mr. Hurd's account, which finally finished the Titanic's career.

The bulkhead system, though probably working, proved only to delay the ship's sinking. The position wound on the starboard quarter admitted icy water, according to Hurd's story, which caused the boilers to explode and these explosions broke the ship in two. The ship's string band gathered in the saloon near the end, the narrative says, and played "Nearer My God to Thee." The writer continues: "The crash against the iceberg which had been sighted at only a quarter mile distance came almost simultaneously with the click of the levers operated from the bridge, which stopped the engines and closed the water tight doors. Capt. Smith was on the bridge a moment later, summoned all on board to put on life preservers and ordered the life boats lowered.

The first boats had more male passengers, as the men were the first to reach the deck. When the rush of frightened men and women and crying children to the decks began, the "women first" rule was rigidly enforced.

Officers drew revolvers, but in most cases there was no use for them. Revolver shots heard shortly before the Titanic went down caused many rumors, one that Capt. Smith had shot himself, another that First Officer Murdoch had ended his life, but members of the crew discredit these rumors. Capt. Smith was last seen on the bridge, just before the ship sank, leaping only after the decks had been washed away. What became of the men with the life preservers was a question asked by many since the disaster.

Many of those with life preservers were seen to go down despite the preservers, and dead bodies floated on the surface as the last boats moved away.

Mrs. Isador Straus refused to leave her husband's side and both perished together.

Harold Cotton, Marconi operator on the Carpathia, did not go to bed at his usual time, Sunday night, and as a result caught the first message of the Titanic's plight which was responsible for the saving of hundreds of rescued, who were landed in New York, tonight.

It was testified to by several survivors that the Titanic was going 23 knots an hour when she dashed into the iceberg.

What Was Titanic Doing in Ice Zone?

New York, April 18.—Along with a gift of \$5000 which Andrew Carnegie made, today, to the relief fund for the Titanic disaster sufferers, the following correspondence between the retired Iron King and Mayor Gaynor was made public:

"Dear Mayor:—What was the Titanic doing up among the ice when she had the whole Atlantic ocean south open and free? This is the root of the matter. Passenger steamships should be compelled to keep far south below the range of icebergs at all seasons. Lifeboats are secondary to the requirements.

"Yours,
"ANDREW CARNEGIE."

"April 18, 1912.
"Dear Mr. Carnegie:—As usual, you hit the nail exactly on the head. They have no business up there among the icebergs and being there they should have stopped. The question of lifeboats is a secondary one. I thank you exceedingly for your generous check of \$5000 for the sufferers.

"Sincerely yours,
"W. J. GAYNOR, Mayor."

FINDS NO BODIES.

Leyland Liner Californian Visits Scene of Titanic Disaster.

Boston, April 18.—In a message to The Associated Press just received, Capt. Lord of the Californian of the Leyland Line says:

"Arrived scene Titanic disaster 8:30 A. M. 15th. All survivors then aboard Carpathia. Have not and did not see any bodies.
(Signed) "LORD, Captain."

About the People On Lost Steamer.

St. Louis, April 18.—A wireless telegram from the Carpathia was received here, today, from Spencer V. Silverthorne, a survivor of the Titanic. It read: "Safe, notify wife. There was some question as to the identity of Silverthorne in the survivors list as received early in the week. The name in the list was R. Spencer; Silverthorne.

Mount Holly, N. J., April 18.—One of the survivors of the Titanic disaster is Augustus H. S. Weikman, ship's barber. He is a resident of Palmy, near here, and one of the largest property owners of the town. Relatives and neighbors were consulting with Mrs. Weikman, today, when the message was received from her husband via Halifax that he was safe.

ENORMOUS CROWD AT PIER.

New York, April 18.—In a drizzling rain 250 policemen gathered, early tonight, at the Cunard Line piers at West 14th street and North river preparatory to handling the crowds. Inspector McCuskey was in charge of the squad and ropes, dotted with green lights were stretched for 75 yards in front of the piers to hold back the throngs. No one without special permits was allowed beyond the ropes. As early as 8 o'clock an silent men were seated, began arriving and by 8:30 a small crowd had already entered the great steel and concrete structure which covers the piers. A small hotel across the way had been converted into headquarters for the Newspapers and Press Associations and a meeting place for those who had been bereaved or had relatives aboard the Carpathia. Although there was no rule for silence, everyone talked in whispers and there were those who had hoped against hope that some dear one was alive, although the list of survivors had failed to show their names.

The police precautions were made more rigid as the evening moved on. A line was drawn on the east, at 11th avenue. Thus the entire block, immediately in front of the piers was made private for those immediately concerned in the tragedy. Shortly before 8 o'clock news came that the Carpathia was passing the Statue of Liberty. At that hour, more than 50 automobiles were parking in front of the piers.

The early arrival of the Carpathia at Quarantine surprised even the customs officials, 75 of whom were on the pier under the direction of Gen. Nelson P. Henry, surveyor of the port, who came to facilitate the landing of the survivors.

Five hundred friends and relatives had gathered inside the pier sheds, at 8:30 o'clock, taking up their positions under the customs alphabetical arrangement, each one under the initial of the name of the survivor expected. The Carpathia at this time was a quarter of a mile down the Hudson and drawing near the docks. A stream of people was filing into the pier entrance and automobiles continued to take their places in the street.

A committee from the New York Stock Exchange brought to the pier shortly before the Carpathia arrived, \$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.

A committee composed of R. H. Thomas, president of the exchange, Charles Klobloch, H. N. Baruch, Charles H. Folger and J. Carlisle had the fund in charge.

Surveyor Henry assigned to their use

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CONGRESSIONAL ACTION.

Washington, April 18.—Bearing subpoenas for certain persons aboard the Carpathia, whose names were not disclosed, Senator Smith of Michigan and Senator Newlands of Nevada, two members of the Senate sub-committee which will take the first steps in the congressional investigation of the Titanic disaster, went to New York, today, to meet the rescue ship. Senator Bourne, the third member of the sub-committee, will join them there, tomorrow. The sub-committee intends to subpoena every one on the Carpathia who might throw any light upon the cause of the catastrophe. Any doubts as to the powers of the Senate to command testimony by J. Bruce Ismay, managing director of the White Star Line, or other officers of the company, because they are foreign subjects, was dispelled, today.

After talking with President Taft, Secretary Nagel said there was no question of the jurisdiction of the Senate to summon any witnesses who are in the United States territory. Secretary Nagel, Supervising Inspector General of the steamboat inspecting service, Sergeant-at-arms Reinsdorf of the Senate and his assistants, accompanied the senators, with a party of others who went to meet friends or relatives aboard the Carpathia.

Chairman Smith said he expected to return, tomorrow night, or Saturday, and that the investigation would be immediately proceeded with and pressed vigorously. Committees of both Houses of Congress, today, ordered favorably reported bills designed to simplify wireless work and conserve the efficiency of that service.

If the steamship officials should refuse to respond to the committee's inquiries, it was suggested that steps could be taken to penalize vessels entering harbors not complying with American requirements and that other action might be considered.

"We are not going into this matter with a club," said Chairman Smith, when this point was suggested. "We have, however, full control of our harbors and we will proceed cautiously and conservatively."

New York, April 18.—P. A. S. Franklin, vice president of the International Mercantile Marine Co., was asked, early this evening:

"Will Mr. Ismay appear voluntarily before the Senate investigating committee?"

"So far as I know, he will," Mr. Franklin said. "I cannot speak for him, of course, but I can say that everyone connected with the White Star Line will aid the committee in every way possible."

Mr. Franklin added that the White Star Line here would probably issue a formal statement, tomorrow, after an investigation by it, telling what it learned of the disaster.

THE WEATHER.

RAIN OR SNOW.

Washington, April 18.—Forecast for northern New England: Rain or snow, Friday; Saturday, fair; brisk east shifting to west winds; southern New England, rain, followed by clearing, Friday; Saturday, fair, brisk east shifting to west winds.

Boston Forecast.

Boston, April 18.—Friday, rain, followed by clearing; Saturday, fair; not much change in temperature; brisk variable winds becoming westerly.

7-20.4

Output for 1911, 29,356,736. Increase during the year 6,282,834. Factory at Manchester, N. H.



THE LATEST DETAILS.

New York, April 18.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of New Foundland, on Monday morning last, carrying to their death 1601 of the 2340 persons aboard was told to the world in all its awful details for the first time, tonight, with the arrival in New York of the Cunard liner Carpathia bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic account of the tragedy these are the most salient:

The death list has been increased rather than decreased.

Six persons died after being rescued. The list of prominent persons lost stands as previously reported.

Practically every woman and child, with the exception of those women who refused to leave their husbands, were saved. Among the latter was Mrs. Isador Straus, wife of the New York millionaire merchant.

The survivors in the lifeboats saw the lights on the stricken vessel glimmer to the last, heard her band playing and saw the doomed people on her deck and heard their groans and cries when the vessel sank. The reports came as to the extent of the disorder aboard.

Not only was the Titanic tearing through the April night to her doom, but she was under orders from the general office of the line to make all the speed of which she was capable. This was that statement made, tonight, by J. H. Moody, a quartermaster and the helmsman on the night of the disaster. He said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash a record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted: 'Port your helm!' I did so, but it was too late. We struck the submerged portion of the iceberg."

Of the many accounts given by the passengers most of them agree that he shock when the Titanic struck the iceberg, although it ripped her great sides as a giant can opener would, did not greatly jar the vessel, for the blow was a glancing one along her side. The accounts also agree substantially that when the passengers were taken on the lifeboats there was no serious panic and that many wished to remain on board, believing her unsinkable.

The most distressing stories are those of passengers who were in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great bulk of the Titanic plunge to the bottom. As this awful spectacle was witnessed by the groups of survivors in the boats, they plainly saw many of those whom they had just left behind leaping from the decks into the water.

J. Bruce Ismay, managing director of the International Mercantile Marine Co., owners of the White Star Line, who was among the 70-odd men saved; P. A. S. Franklin, vice president of the White Star Line, and United States Senator William Aldin Smith, chairman of the Senate investigating committee, conferred aboard the Carpathia soon after the passengers had come ashore, tonight. After nearly an hour, Senator Smith came out of the cabin and said he had no authority to subpoena witnesses at present, but would begin an investigation into the cause of the loss of the Titanic at the Waldorf-Astoria hotel, tomorrow. He announced that Mr. Ismay had consented to appear at the hearing and that Mr. Franklin and the four surviving officers of the Titanic would appear for examination by the Senate committee. He said that the course the investigation would follow would be determined after the preliminary hearing.

The arrival of the Carpathia brought a vast multitude of people to the

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