

THE CARPATHIA, WITH TITANIC SURVIVORS, ARRIVING AT HER DOCK LAST NIGHT. SLUNG ON HER SIDE ARE THREE OF THE TITANIC'S LIFEBOATS, FROM WHICH WERE RESCUED SOME 150 PAS SENGERS OF THE ILL-FATED LINER. THESE BOATS HAD TO BE LOWERED AND TOWED AWAY BEFORE THE CARPATHIA COULD BE BROUGHT ALONGSIDE THE CUNARD PIER.



Mrs. Straus Refused to Leave Her Husband; Major Butt and Colonel Astor Together as Steamer Sank-Captain Smith Reported To Have Shot Himself.

# MEN IN 1ST AND 2D CABINS CALM; ITALIANS SHOT TO KEEP ORDER

Survivors Agreed That, Despite Promise to Contrary, Vessel Was Speeding, and Struck Berg on Clear Night-No Searchlights.

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The maximum capacity of the life boats was less than one-third of the complement of the vessel in passengers and crew, and they carried 80 per cent of their capacity away from the sinking ship.

The Cunard liner Carpathia reached New York last night, bringing the survivors of the wreck of the giant White Star liner Titanic, with the first authentic accounts of the loss of the Titanic.

Among the many tragic and heroic incidents of the wreck that of the heroism of Mrs. Isidor Straus, who refused to be saved and leave her husband to drown, stood out.

Mrs. Strans was in one of the lifeboats which was about to

### MAN ON BRIDGE ALL DARK AFTER CRASH; TELLS OF COLLISION RUSHING CROWD INSANE

Robert W. Daniel, a Philadelphia Banker, Going Top Speed, Titanic Quar-Describes Scene on Great Liner After Ice Fields. She Crashed Into the Iceberg.

Among the first survivors to leave the Carpathia was Robert W. Daniel, a Philadelphia banker. The majority of the survivors were dazed. The gangway was thronged with ambulance surgeons.

Daniel said the Titanic collided with the iceberg at 10:30 o'clock This, Caused by Water Pouring on Sunday night and sank at 2:20. He was in bed at the time. He leaped into a collapsible boat and was picked up five hours later.

Mr. Daniel carried from the steamer Carpathia Mrs. Lucian P. Smith, daughter of Congressman Hughes, in a fainting condition. Mrs. Smith was rescued by the Carpathia. She was hurriedly taken from the pier by her father.

Two-thirds of the survivors were dazed when they were assisted on to the pier. Some of the women passengers screamed hysterically. demonstrate to the world what the The ambulance surgeons were unable to care for those who needed greatest ship could do. The ship was immediate medical attention.

Mr. Daniel also said:

"I had just left the music room and disrobed, and was in my bunk, dred miles a day. when there was a terrific crash. The boat quivered and the lights went out. In the darkness I rushed on deck almost naked. There seemed dangerous ice field, and had replied to to be thousands fighting and shouting in the dark, and then they got at least one of them, the Mesaba, of the the storage batteries going, and that gave us a little light.

"Captain Smith was the biggest hero I ever saw. He stood on the Sunday evening the Titanic, which had bridge and shouted through a megaphone, trying to make himself heard. The crew obeyed his orders as well as could be expected.

#### EVERYBODY SEEMED INSANE.

"Five minutes after the crash everybody seemed to have gone insane. Men and women fought, bit and scratched to be in line for the

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## SAYS ISMAY PICKED CREWISAYS BIG MEN CAUSED PANIC

#### One of First in Lifeboat, and Official Says Prominent Passen. Then Selected Men to Row.

According to Mrs. W. J. Cardeza, of Philadelphia, after she had arrived at the Ritz-Carlton with T. I. M. Cardeza, seated in a lifeboat before it was filled. Mr. Ismay knew that Mr. Cardeza was an expert carsman and he beckoned him into his boat. Mr. Cardeza manned an car until Mr. Ismay's boat was picked up about two hours later.

ANTEDILUVIAN WHISKEY. Made to be the best and it is. Try it and note the difference. Lawties Bros., N. Y .-

gers Led Rush for Lifeboats. Captain Roberts, superintendent of docks for the White Star Line, who was present at the arrival of the Carpathia J. Bruce Ismay, managing director of the and went on board at once to see mem-White Star Line, not only was safely bers of the crew of the Titanic who were among the survivors, was later and the ocean waters poured in upon the but he also selected the crew that rowed heard to say to some of the officials of the boat. According to Mrs. Cardeza, the White Star Line on the Carpathia: "Gentlemen, the panic on board the Titanic was caused by the men whom we would naturally expect to attempt to

avert such a thing. It was our Congressmen, our Senators and our big men who led in the crush for the lifeboats."

GREAT BEAR SPRING WATER.

termaster Says, 21 Knots, Though Warned as to

Through Gaps in Hull to the Boilers, Caused Catastrophe, Some Sur-

vivors Believe. Quartermaster Moody was on the bridge of the Titanic on Sunday even The ship was then making her ing. top speed, urged to her utmost to making not less than twenty-one knots, the equivalent of more than twenty three land miles, or more than five hun-

Captain Smith had been warned by several vessels of the proximity of Atlantic Transport Line, from London his appreciation of the warning. On been running through smooth water and beneath a brilliantly starlit sky, entered

a light fog bank, and the temperature fell. The ship's orchestra was playing and the passengers were diverting them

selves with cards, books and in the vari ous ways customary to seagoers, som promenading the decks, when the man in the crow's-nest, far up above the promenade deck, suddenly cried out:

"Berg ahead! Port your helm!" Quartermaster Moody instinctively beyed the order and sheered his vessel sharply off the starboard, through the field of ice that surrounded him. But the warning had come too late, for the great ship plunged her port bow against the side of a craggy berg that loomed in her path, and with a ripping and rending of steel against ice this sea palace was rent from stem to amidships,

doomed hundreds. The shock was not great, for the ship

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WAUMBEK AND COTTAGES, Jefferson, N. H., in the White Mountains. Opens Saturday, June 29th. 18-hole Golf course maintained in excellent condition. Scenic auto route. Attractive family cot-tages completely furnished for rent with hotel service. Charles V. Murphy. Mgr. Address Laurel House, Lakewood, N. J., until June 1st.—Advt.

COL. ASTOR DIED BRAVELY, Left His Bride's Side and Stepped from the to the lifeboats Major Butt had defended the passage from

Lifeboat, Saying: "The Ladies Will Have to Go First."

main that Colonel John Jacob Astor met death heroically. According

to one story, told by Miss Margaret Hays, of No. 304 East 83d street, Astor himself chose death to save an unknown woman who came along out: just as the lifeboat in which he had a place because of the absence of any more women was about to be lowered.

It was a grim lottery, in which Astor had drawn a fortunate number, which he later freely surrendered to a woman whose name is not watertight compartments most essential. known. The story as told by Miss Hays was as follows:

"When the Titanic struck I did not feel the shock very much. I made my way to the deck, where everything was excitement, and was assisted into a lifeboat that was waiting to be lowered.

"Colonel Astor, with his wife, came out on deck at that moment,

and both got into another boat. Colonel Astor had his arms about his wife and assisted her into the boat. At the time there were no women waiting to get into the boats, and the ship's officer at that point invited Colonel Astor to get into the boat with his wife. The colonel after looking around and seeing no women got into the boat and his wife threw her arms about him.

"The boat in which Colonel Astor and his wife were sitting was

about to be lowered when a woman came running out of the companionway. Raising his hand, Colonel Astor stopped the preparations to lower his boat, and stepping out assisted the woman into the seat he had occupied. Mrs. Astor cried out and wanted to get out of the boat with her husband, but the colonel patted her on the back and said something in a low tone of voice. As the boat was being lowered I heard him say: 'The ladies will have to go first.'

Another story, told by Colonel Gracie, revealed Astor as a devoted husband, seeking only, in that hour of terror, to save his young bride from peril and death.

"The conduct of Colonel Astor," said Colonel Gracie, "was deserving of the highest praise. He devoted all his energy to saving his young bride, who was in delicate health. Colonel Astor helped us in our efforts to get her into the boat. 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. The officer told him no man should go aboard the boat until all the women were off, and Colonel

Astor simply inquired as to the number of the boat, and turned to the work of clearing other boats and reassuring frightened women."

It was evident last night that the young Mrs. Astor was not aware of the supreme sacrifice which her husband made. She spoke of him hopefully as having escaped, but she knew nothing of how it might and half a dozen were shot to protect the women in the boats. have been accomplished. At the home of her parents, Mr. and Mrs.

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put off from the Titanic. She called for her husband to join her. He waved his hand in goodby and smilingly refused to take the place of a woman who might be saved. Before the boat could be lowered into the water Mrs. Straus scrambled out and half fell at the feet of her husband. No urging could make her take a place in another boat, and she went down on the Titanic with Mr. Straus.

Colonel John Jacob Astor and Major Archibald Butt GIVING PLACE TO WOMAN stood side by side as the Titanic sank, and waved goodby to the small boats hardly to be seen a mile away on the starlit sea.

When the order was first given for the passengers to take the steerage with an iron bar against the maddened rush of the paniestricken men in the steerage and saved the lifeboats for the women and children.

Mrs. Churchill Candee, of Washington, one of the rescued, Stories from the survivors of the wreck seem to be agreed in the said last night that Major Butt placed her in a boat and remained on the Titanic's deck himself.

From the stories told by survivors these salient facts stand

The Titanic struck an iceberg from fifty to one hundred feet high. The blow was not head-on, but rather a glancing one. It thus ripped the great ship's sides and made useless the

The Titanic was going at full speed at the time.

Promises had been made to the passengers that no attempt would be made to break the record in crossing the Atlantic.

Despite these promises the ship was urged ahead at full speed from the time she left Daunt's Rock.

No ice had been seen during the day.

It was a clear and starlight night.

Captain E. J. Smith was not on the bridge when the ship truck the iceberg.

The first officer was in charge.

Fifteen minutes after the ship struck the ice the berg had disappeared from view.

The Titanic struck the iceberg on her starboard bow and great hole was ripped in her side.

The passengers were at first assured that the ship was in no danger and was unsinkable.

The ice was struck at 11:35 p.m.

Fifteen minutes later the passengers were called on deck and told to put on life preservers.

Forty minutes after the collision the passengers were told to take to the lifeboats.

The passengers who were in bed were not aroused by the collision, but by the stopping of the engines.

The maximum capacity of the lifeboats was less than onethird the complement of the ship in crew and passengers.

The men in the first and second cabins made no attempt to save themselves, but remained to sink with the ship, and watched the women put off in the lifeboats.

Some of the men in the steerage tried to storm the lifeboats, The Titanic sank two hours and forty-five minutes after

she struck the ice.

EXPLOSION RENDS VESSEL