

BOILER EXPLOSIONS CAUSED SHIP TO BREAK IN TWO; SANK AS BAND PLAYED "NEARER MY GOD TO THEE"

But Little Disorder as Women and Children Were Lowered in the Life Boats--Officer Shot Frantic Men Who Made Attempt to Crowd. RIPPED OPEN THE SHIP'S SIDE

The Titanic slid on to the narrow ledge of an iceberg, hung there for a brief moment and fell back into the water. Her three boilers then exploded, and she began to sink.

The band on board the Titanic went down playing "Nearer, My God, to Thee."

Mrs. Isidor Straus was partly dragged into a lifeboat. She refused to leave her husband to die alone, crawled back to him and died in his arms, a tragic heroine of the sea.

Henry B. Harris was placed in a lifeboat, saw a woman and child who must have died, left his place and lifted them into the boat and then went down to his death.

Colonel John Jacob Astor refused to accept a life belt, helped a dozen women and children into lifeboats, refused to get into one himself and was seen to die.

Two lifeboats were lowered almost on end and capsized as soon as they struck the water, survivors assert. All of the women and children who had been placed in them slid into the water and were drowned.

Officers of the Titanic held drawn guns to keep back panic-stricken men while the women and children were being placed in the lifeboats.

The first thing that J. Bruce Ismay, managing director of the steamship company that owned the Titanic, said when he was taken on board the Carpathia from a lifeboat was:

"For God's sake give me something to eat."

Mr. Ismay declared that he was the last man who entered the last boat that was taken away from the sinking Titanic. He also asserted positively that there was no use of firearms.

Officers with drawn revolvers kept fair order. They shot three steerage passengers to allay panic. Occasionally men were driven away from boats at pistol point.

Four perished in loading boats. Many leaped into the water and perished, including John Jacob Astor.

Two men trying to get into a lifeboat ahead of women were shot by a ship's officer, who immediately killed himself.

New York, April 19.—It was the submerged ledge of an iceberg of ordinary proportions that sent the White Star liner Titanic more than two miles to the bottom of the Atlantic, off the Grand Banks of Newfoundland. She was steaming almost full tilt through a gently swelling sea and under a starlit sky, in charge of First Officer Murdoch, who a moment after the collision surrendered the command to Captain Smith, who went down with her. The captain was washed from the bridge and was seen to make his way back again. He had been urged to get into a lifeboat, but refused.

Perfect Discipline to Last. The lifeboats that were launched were not filled to their capacity. The

general feeling aboard the ship was, even after the boats had left her sides, that she would survive her wound, and the passengers who were left aboard believed almost up to the last moment that they had a chance for their lives. The captain and officers behaved with the utmost gallantry, and there was perfect order and discipline in the launching of the boats, and after all hope had been abandoned for the salvation of the ship and for those who were on board. Just before she went down she broke her back.

Goose Down, Band Playing. The band was playing solemn tunes as the Titanic went down. To the straining ears of the refugees in the boats came first "When We Meet Beyond," and later, when the great ship had sagged still deeper in the water, the band played softly, "Nearer, My God, to Thee."

Officer Shot Two Men. Washington Dodge said that there was no dancing on board when the boat struck, as most of the passengers were preparing to turn in for their night's rest. "I saw one officer," Mr. Dodge said, "shoot two men. The men were trying to get into one of the lifeboats ahead of the women. Then the officer lowered his revolver for a moment. A minute later he raised the pistol again and blew his brains out."

Survivors Brought to Port. Lifted from the gates of death the survivors of the "Titanic," numbering about 700, were landed by the Carpathia, which rescued them six hours after the great White Star liner Titanic hurried herself against an iceberg last Sunday night. Disfigured by calamity and misery and oppressed by a awful sorrow, the women and children and the few men who escaped from the world's greatest disaster were in better physical condition than the most optimistic had hoped for.

Majority of Saved Well. Out of the great company that waited for hours in bitter cold among the grinding bergs, many of them thinly clad, many bruised and hurt by the collision which destroyed their ship, few needed the ministrations of physicians when they came out in sight of the vast crowd that had been waiting in almost unbearable uncertainty. Many, it is true, were weak and nervous and hysterical from an experience that had left the world void and empty for them. But—and thousands thanked God for it as they watched—the majority of the saddened, bereaved company were well in body.

Only One Survivor Died. Only one of the Titanic's survivors died while the Carpathia was driving through fogs and storms to this port. Four of the Titanic's people had perished trying to get aboard the Carpathia and another Titanic passenger lost his life by the overturn of a boat. One woman, a second cabin passenger, who was landed, was suffering from a broken arm. But the general condition of the hundreds so dramatically saved from death was a cause of indescribable pleasure to the thousands who saw them land. There was no need, as it turned out, for the ministrations of death.

Various Estimates of Lost and Saved. The Carpathia reported that there were 710 saved out of a passenger list which the White Star line figured at 2,180, making a loss of 1,470 lives. The statement from the Titanic's passengers says there were 745 rescued out of a passenger list of 2,340.

The list of names furnished by the Carpathia on her arrival show 188 first cabin passengers saved, 115 in the second cabin, 178 third class and 206 of the crew—a total of 687 names. A woman passenger on the Carpathia heard from the ship's doctor that 495 of the passengers and 210 of the crew had been saved and that thirty-nine women lost their husbands. Six of those were brides.

J. A. Brayton of Los Angeles was one of those who jumped from the Titanic after the big list. He was about



TITANIC SURVIVORS LANDING FROM CARPATHIA



CARPATHIA LOWERING TITANIC'S BOATS

THE RESCUE SHIP CARPATHIA

CAPT. ROSTROM OF THE CARPATHIA

J. BRUCE ISMAY'S STORY OF WRECK AS TOLD BEFORE SENATE INVESTIGATING COMMITTEE

Head of Steamship Company Explains How He Was Saved While Hundreds of the Passengers Perished When the Vessel Sunk

Special by United Press Wire.

New York, April 19.—After summoning J. Bruce Ismay, head of the International Merchantile Marine Company, to appear as a witness today before the senate investigating committee at the Waldorf-Astoria, Chairman William Alden Smith said:

"We will not fail to give the American public all of the facts. We are not going to use clubs on these witnesses, but we are going to get the truth. From what I have gathered so far not an American man shuffled a woman in all the confusion on board the Titanic."

Just before the senatorial committee was called to order Managing Director J. Bruce Ismay, saved with the women and children, and Vice President Franklin appeared at the Waldorf with a full force of private detectives and stenographers. Two of the private police of the White Star line accompanied them and Ismay was protected by a husky bodyguard who duty it was to protect him from would-be interviewers. Owing to the great crowds it was necessary for the committee to move to a larger room in order to accommodate all.

Ismay testified the accident took place Sunday night. He old, an officer in the White Star line. He said he was not officially designed by the directors to go with the Titanic on her maiden voyage.

Ismy testified the accident took place Sunday night. He said he was told she sank at 2:20 o'clock Monday. He denied she was going at full speed, saying if the weather of Monday and Tuesday had been good it was their intention to let her go at full speed.

"I was in bed when she struck," he said. "I dressed and went on to the bridge where Captain Smith told me he feared the ship had been seriously damaged. I returned to the bridge and heard the order to get out the life boats. I assisted in getting them out. I went to the starboard and stayed there until the fourth boat had been lowered which I understand was the last boat which left the Titanic. I do not know whether the captain stayed on the bridge."

Ismay testified that he saw passengers on the Titanic just before she sank, but did not recognize any of them. Senator Smith asked him what were the circumstances under which he left the Titanic.

"I was immediately opposite the last boat which the sailors were trying to lower," declared Ismay. "There were unfilled seats in the boat and the captain asked me: 'Are there any more women?' There were none in that part of the ship so I stepped in."

He said no passengers were in sight when he entered the life boat. All the male passengers had life preservers, he declared. "I saw no confusion aboard the Titanic," he added. "I did not see any jump from the boat into the sea. There were rafts aboard the Titanic as some years ago the White Star line discontinued their use considering them unsuited. The Titanic carried twenty life boats, sixteen wooden ones and four collapsible. When we reached the Carpathia we walked up Jacob's ladder to the decks. While we were in the life boats there were no other boats in the vicinity."

The managing director of the line testified that he did not look to see after he left the Titanic, whether she had broken in two. He declared he did not look to see if there was a panic either. He declared he knew nothing of any explosion.

"Had the Titanic struck the berg head on I believe she

(Continued on page 4.)

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STORIES OF SURVIVORS OF TITANIC

No Fear at First But Scramble Followed. NO SHOCK FELT

New York, April 19.—Graphic stories of the disaster were told by survivors when the rescue ship Carpathia landed. J. Bruce Ismay, head of the transatlantic shipping trust, which controls the White Star line, said:

"I was asleep in my cabin when the crash came. It woke me instantly. I experienced a sensation as if the big liner were sliding up on something. 'We struck a glancing blow, not head-on, as some persons have supposed. The iceberg, so great was the force of the blow, tore the ship's plates halfway back, I think, although I cannot say definitely. There was absolutely no disorder."

"I left in the last boat. I did not see the Titanic sink. I cannot remember how far away the lifeboat in which I was had been rowed from the ship when she struck."

"How soon did she sink after she struck?" Mr. Ismay was asked.

"Let me see; it was two hours and twenty minutes, I think."

"In other words, there would have been ample time to have taken everybody off if there had been enough lifeboats?" he was asked.

"I do not want to talk about that now," was the reply.

"What was the captain's last words?"

"He was standing on the bridge."

"It is not true that he committed suicide?"

"No. I heard nothing of it."

Mr. Ismay was asked to explain the delay in the sending of news of the wreck from the Carpathia. He said:

"I can't say anything about that now except that I sent the first telegram announcing what had happened to Mr. Franklin about 11 o'clock on the morning that we were picked up. I am told that that telegram did not reach its destination here until Wednesday."

"Colonel Astor was walking the deck" (Continued on page 7.)

IN ADMIRATION OF THE HEROES

Acting Mayor and School Board Lower Flags.

FLAGS AT HALF MAST.
As an expression of our respect and admiration for the heroic men and women who lost their lives in this great sea tragedy, the sinking of the Titanic, flags will be half-masted, for a period of three days, on the City Hall, firehouses and school buildings. Citizens are requested to make a similar display.

FERD. GARRETSON, Acting Mayor.

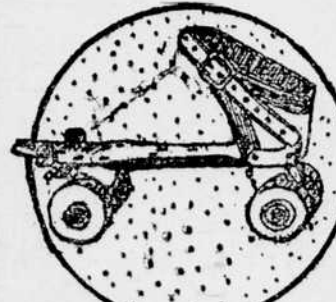
Flags were lowered to half-mast on the public schools, firehouses, city hall and other public buildings today and will continue so for three days out of respect for those who lost their lives as the result of the steamship Titanic disaster. The Board of Education gave orders to have flags placed at half-mast at all public schools throughout the city and the acting mayor issued similar orders to custodians of other public buildings. He said they would be continued so for three days as a means of showing the city's respect for the many who did not survive the fatal wreck.

The New York State Mayor's Conference sent communications to Acting Mayor Garretson and other chief executives of cities throughout the state today, asking them to urge legislators to support a measure to provide proper life-saving apparatus on large passenger-carrying vessels. Mayor Garretson will probably take (Continued on page 7.)

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