

PERFECT DISCIPLINE IN FACE OF DISASTER; BEHAVIOR OF MOST OF MEN ON TITANIC MAGNIFICENT

SURVIVORS OWE LIVES TO LUCKY STROKE OF FORTUNE

OPERATOR ON THE CARPATHIA HERO

Got Distress Call After He Had De-
cided to Work Ten Minutes
Over Regular Time

TITANIC OPERATOR IS DEAD

Sticks to Post Till the Last, and
Then Drops Into Sea

Is Picked Up But Dies on Raft Before
Rescued by Boat From
Carpathia.

New York, April 19.—How the wire-
less operator of the Carpathia, by out-
putting in an extra ten minutes on duty
was the means of saving seven hun-
dred and forty-five lives, was told
today by Dr. Kemp, the Carpathia's
physician.

"Our wireless operator," said Kemp,
"was about to retire Sunday night
when he said jokingly:

"Guess I'll wait ten minutes, then
turn in."

"It was in the next ten minutes
that the Titanic's call for help came.
Had the operator not waited those
would have been no survivors."

Kemp declared the iceberg that sank
the Titanic was at least four hun-
dred feet long and ninety feet high.
He said that one of the boats of the
Carpathia crashed twice through the
ice field, where the Titanic sank and
picked up the bodies of three men and
one baby.

"Monday evening we held a funeral
service aboard the Carpathia," con-
tinued Kemp. "At this service there
were thirty widows, twenty of whom
were under twenty-three years of age,
and most of them brides of but a few
months. They didn't know their hus-
bands were among the dead."

Titanic Operator Sticks to

Post and is Among Dead.

Phillips, the first Marconi operator
aboard the Titanic, stuck to his post
until the last, jumped from the sinking
ship, was taken aboard a life raft and
died before rescuers reached him
according to a story told today
by Thomas Whitely, who was a waiter
on the Titanic. Phillips was on an
overturned life boat with me. Whitely
said, "He was dead when taken
aboard the Carpathia. There were
four burials at sea—one a sailor, two
firemen and Phillips."

It is believed Whitely's story clears
the doubt surrounding the identity of
the fourth man buried from the Car-
pathia. At first it was believed he
was one of the cabin passengers, but
Whitely declares it was Phillips.

"There was a bit of a panic at first,"

J. B. ISMAY TELLS HOW HE ESCAPED

MANAGING DIRECTOR OF THE
WHITE STAR LINE APPEARS
BEFORE INQUIRY BOARD.

New York, April 19.—The story of
how the Titanic met its fate was told
today to the Senate investigation com-
mittee into the Titanic disaster, by
J. Bruce Ismay, managing director of
the White Star line. His story differed
little from that told by other survivors.
When asked concerning the circum-
stances under which he had left the
boat, Ismay replied, almost in a whis-
per:

"One of the boats was being filled.
The officers called out to know if there
were any more women to go. There
were none. No passengers were on
the deck. As the boat was being lower-
ed I got into it."

Pitiable Scenes in London.

London, April 19.—Pitiable scenes
again were witnessed at the White
Star offices here today. One woman,
who had kept vigil throughout the day
and most of the night since the first
news of the disaster, found in the last
posting at the office a name she had
been waiting for, and rushed into the
street shrieking, "He is saved."

Memorial services for the dead were
held at noon at St. Paul's Cathedral
and were attended by members of the
cabinet and diplomatic corps.

ENGINEERS WILL WALK OUT SOON

WILL STRIKE UNLESS FAVOR-
ABLE REPLY IS RECEIVED
BY THIS EVENING.

New York, April 19.—Grand Chief
Stone, of the locomotive engineers, no-
tified the association of railway gen-
eral managers today that the engi-
ners will walk out here until 8 o'clock to-
night for a further reply to their de-
mand for increased pay.

If no reply is forthcoming at that
hour, Stone said, he and his lieuten-
ants will leave the city and a walk-
out of the engineers on fifty eastern
railroads may be expected in a short
time.

TAFT TO TALK TO LAWYERS.

Washington, D. C., April 19.—Presi-
dent Taft has made arrangements to
go to New York tomorrow to speak at
the annual dinner of the Westchester
Bar Association. The dinner is to be
given at Delmonico's tomorrow night.

NEW APOSTOLIC DELEGATE

Rome, April 19.—Mgr. Giovanni Bon-
zani, who was recently appointed apos-
tolic delegate in the United States in
succession to Cardinal Falconio, de-
parted from Naples today for New
York.

Fish bite, but nobody seems to want
them muzzled.
We may fool others occasionally, but
we all get fooled in time.

"BE BRITISH" IS CAPTAIN'S APPEAL TO THE CREW. THEY OBEY TO MAN AND DIE AT THEIR POSTS

MANY PATHETIC INSTANCES ARE RELATED TODAY

New York, April 19.—The Titanic dis-
aster, as written into history today by
many of the seven hundred and forty-
five survivors, accounted for a loss of
1,589 persons off the Newfoundland
banks Monday and the subsequent death
of six persons who were rescued, bring-
ing the total loss to 1,595.

The disaster was the greatest that
ocean travel has ever known. There is
hardly a shadow of a hope that this to-
tal will be curtailed by a single addi-
tional survivor. Nearly all the survivors
saw the Titanic sink and heard the band
play, "Nearer, My God to Thee," and
the shrieks of those whom the sea claim-
ed as the vessel sank.

Among the hundreds on the decks to
the last were Col. John Jacob Astor, Ma-
jor Archibald Butt, Benjamin Guggen-
heim, Jacques Futrelle, George D. Wide-
mer, Henry B. Harris and Mr. and Mrs.
Straus. Major Butt is reported to have
been one of the heroes. With an iron
bar in his hand he is said to have stood
at the sternage passage and defended
the women and children from the mad-
dened stricken men in that part of the
ship.

PASSENGERS LIKED SPEED.

It was only because the maximum
capacity of the steamer's life boats was
barely one-third of the complement of
crew and passengers that hundreds had
to be left to their fate. J. Bruce Ismay,
managing director of the White Star
line, who was one of the few prominent
men who escaped, is said by some to
have been one of the first to get into life-
boats, but this is denied by Ismay him-
self. He expressed his willingness to
assist in the investigation which the
United States Senate has begun.

The surviving passengers are mani-
fested that before the "unbelievable"
happened, the voyage was pleasant and
uneventful except for the fact that it
was being made on the largest vessel
that ever sailed, and for the keen inter-
est which the passengers took daily in
the bulletins of speed.

All accounts are agreed that the night
of the disaster the vessel apparently was
going at the usual rate, from 21 to 25
knots an hour. Quartermaster Moody,
who was at the helm, said the officers
were under orders to keep the speed up
in the hope of making a record passage.
These orders were being carried out in
the face of the knowledge that the ice-
bergs were sweeping down from the north.
That very afternoon, according to the
records in the Hydrographic office, the
Titanic had relayed a wireless warning
from the steamer Amerika that an un-
usual field of pack ice and bergs men-
aced navigation off the banks.

PASSENGERS HAD CONFIDENCE.

The officers were confident that even
though an iceberg were seen, the vessel
could be controlled in ample time, and
the passengers rested in full confidence
in their temporary quarters in the most
magnificent vessel ever constructed that
they were as safe as at their own fire-
sides. This confidence was emphasized
in the stories of nearly all the survivors
that when the crash came there was
practically no excitement. Over-confi-
dent passengers were not brought to a
realization that the collision might mean
serious damage until the call ran
through the ship, "All passengers on
the decks with life belts on."

Captain Smith, it is said, was not on
the bridge when the collision occurred,
but when summoned took charge of what
seemed a hopeless situation, in a calm
resolute manner. Survivors near the
sinking liner told of hearing the strains
of "Nearer, My God to Thee" played
as the liner sank, and some of those in
the lifeboats blended their voices in the
melody.

BOW GOES DOWN FIRST.
Suddenly there was a mighty roar,

and the ship already half submerged
was seen to buckle and apparently
break in two by the force of the explo-
sion caused when the water reached the
hot boilers. The bow sank and for fully
five minutes the stern was poised almost
vertically in the air when suddenly it
plunged out of sight.

H. B. Stefanson of New York, a survi-
vor, who leaped into the sea and was
picked up, declared he saw the iceberg
before the collision. "It seemed a mile
away, and about eighty feet out of wa-
ter. The ice that showed clear of the
water was not what we struck. When
we hit the berg we seemed to slide upon
it. I could feel the boat jumping and
pounding and realized we were on ice,
but I thought we would weather it. I
only saw the captain once after the col-
lision. He was telling the men to get the
women and children into the boats."

Stefanson described the discipline as
perfect. Many women as well as men de-
clined to leave, believing the vessel safe.

MEN BEHAVE SPLENDIDLY.

Mrs. May Futrelle, whose husband,
Jacques Futrelle, the novelist, was
drowned said:

"When we reached the deck every-
thing was the wildest confusion. The
screams of the women and children
were drowned intermittently by the tre-
mendous vibrations of the Titanic's fog
horn. The behavior of the men was mag-
nificent. They stood back and urged the
women and children to get into the life
boats. Let me say now that the only
men who were saved were those who
sneaked into the lifeboats or were pick-
ed up after the Titanic sank."

Mrs. Futrelle saw the parting of As-
tor and his young bride. Mrs. Astor was
frantic. Her husband had to jump into
the life boat four times to tell her he
would be rescued later. After the fourth
time Astor jumped back on the deck of
the sinking ship and the life boat, bear-
ing his bride, made off.

MEN PASSENGERS HELD BACK.

That all possible means were taken to
prevent the male passengers aboard the
Titanic from going away in the life
boats and allowing women and children
to perish, is the story told by Miss Lily
Bentham, of Rochester, N. Y., a second-
class passenger, who said she saw shots
fired at men who were endeavoring to
get away.

H. Haven of Indianapolis, said the Ti-
tanic was going at high speed when she
struck and the helmsman had appar-
ently seen the danger and put the helm
over, for the boat veered to port and
struck the iceberg a glancing blow. This
ripped off a large section of plates on
the starboard side and the water began
to pour in. In the life boat he was in
several died. The bodies were weighted
and put overboard. He said he saw
similar burials from other life boats.

A bulletin issued today says Mrs.
John Jacob Astor is not in a critical or
dangerous condition at this time.

ONE MAN IS SHOT DEAD.

Lady Cosmo Duff-Gordon, who left in
one of the last of the Titanic boats, said
that panic had begun to seize some of
the remaining passengers by the time
her boat had lowered away. Just as
her boat was about to leave the ship,
she said, a few men attempted to crowd
in, but Captain Smith's revolver stopped
them. One man passed the dead line
and was shot dead, his body falling into
the life boat.

Charles Dahl, an Australian, saw men
fighting women to get in the boats and
several shots were fired during the pan-
ic.

Mrs. Turrell Cavendish said that she
was placed in a second boat, and kissed
her husband, who assured her he was all
right.

One man attempted to get into a boat
and was thrown back onto the deck.

"BE BRITISH" RALLYING CRY.
"Be British," was Capt. Smith's ap-

peal to members of the crew, who tem-
porarily were panic-stricken. This be-
came the rallying cry, and the crew
stood to their posts and died like men.
Their self-sacrifice and heroism saved
scores of women and children.

John Johnson, an oarsman in a life
boat, told a graphic story of how the
officers and male passengers stood un-
afraid on the deck, awaiting the inevit-
able hour, how the life boats were low-
ered, and how husbands and wives said
their last farewell.

"When the crash came," he said,
"the Titanic was going twenty-three
knots an hour. She ripped herself clear
apart. When the boats were lowered
there were many who refused to go. One
of the most pathetic scenes was the re-
fusal of Mrs. Isador Straus to leave her
husband. She remained with him to the
last. When J. Bruce Ismay, president
of the International Mercantile Marine
Co. stepped into the last boat," Johnson
said, "there were no women left on deck.
He was forced into the boat by officers
of the ship, and this was done," John-
son said, "just as the boat was being
lowered."

WIVES CLING TO HUSBANDS.

"The most distressing scene was that
of husbands kissing their wives good-
bye and seeing the latter cling to them
and beg the privilege of dying with
them. Many wives refused to leave and
their husbands had to force them into
the boats.

The heroism of the crew was wonder-
ful, for they did everything that could
be done to get the women and children
to safety and check the efforts of strong
men to trample women aside."

Col. Archibald Gracie, of the United
States army, who jumped from the top-
most deck of the Titanic as it sank, and
swam about until found by a cork life
raft and then helped to rescue others,
said today the raft became so full it
seemed she would sink if more came
aboard, and for self-preservation they
had to refuse to permit others to climb
aboard. "Many of whom we refused
answered as they went to their death,
'Good luck and God bless you.'"

BOATS ONLY PARTLY FILLED.

The survivors of the Titanic declare
several life boats left the ship with but
about half of their capacity. The pas-
sengers had such confidence in the Ti-
tanic being unsinkable that this fact
alone caused much loss of life. Even
when Captain Smith ordered the boats
lowered few stirred and some of the
boats pulled away with only fifteen
aboard.

When the boats were half a mile away
the Titanic's lights began to go out and
the stern reared high in the air. For an
hour, anguished cries rang out. It was,
say the narrators, like a great chorus
chanting a refrain of death. Sometimes
the cries died out and then the tragic
chorus began again more terrible and
more despairingly.

"Those cries pursued us and haunted
us as we pulled away in the night. Then
one by one the cries ceased and only the
noise of the sea remained. The Titanic
was engulfed almost without a murmur.
Her stern quivered in a final spasm and
then disappeared."

MANY WAITED TOO LONG.

Some related tragic incidents of what
happened as they were leaving the sides
of the Titanic. After all that ship's
boats had been launched many of the
passengers who had stayed behind too
long tried to embark on a collapsible
raft, which worked badly. Fifty persons
climbed onto the raft, which was half
filled with water. One after another the
passengers on the raft were drowned, or
perished with the cold. When a corpse
was found in the way it was thrown
overboard, and only fifteen of the fifty
who had taken refuge on the raft were
saved by the Carpathia.

THE TITANIC, AND CAPTAIN SMITH

