

CARPATHIA DODGED 20 BERGS IN WILD DASH TO AID TITANIC

WEATHER—Fair to-night and Saturday.

FINAL
EDITION.

The



World.

EXTRA

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TITANIC'S 1,476 DEAD AWFUL SACRIFICE TO OCEAN SPEED MANIA

**Hurled Against Iceberg at 23 Knots
an Hour to Establish Repu-
tation for New and Biggest
Liner.**

The loss of the Titanic on her maiden voyage was caused by the speed mania that has gradually come to possess the management of ocean liners. The Titanic, rushing at 23 knots an hour through a dangerous iceberg territory in order to establish a reputation for the ship and the White Star line, was sidwiped by a partially submerged iceberg.

A great hole was torn in the Titanic's hull below the water-line, just forward of amidships, on her starboard side, her most vulnerable point, where there was no bulkhead protection. She struck the iceberg at 11:45 o'clock Sunday night and sank into the Atlantic at 2:20 o'clock Monday morning.

An explosion of steam in the boiler room of the Titanic, about half an hour after she came in contact with the iceberg, is believed to have been responsible for the loss of the ship. Survivors among the crew say that but for this explosion the Titanic might have floated until the arrival of the Carpathia at daybreak.

The explosion was caused by an influx of icy salt water upon the superheated boilers. This created a mass of steam which, confined in the boiler rooms as in a cylinder, forced an opening for itself and blew a big hole in the hull. The vessel was practically broken in two and the front portion sagged down and dragged the rest of the ship beneath the surface.

During the two hours and thirty-five minutes the gigantic liner remained afloat she was a theatre upon which was enacted one of the most thrilling dramas in history. Starting quietly and without particular apprehension on the part of the actors the movement quickened as the danger increased and the climax came when, with all the lifeboats away carrying less than one-third of the total ship's company, 1,476 human beings found themselves face to face with death.

HEROES MANY, BUT COWARDS THERE, TOO.

A great majority of these died like brave men and women, facing the end with prayers on their lips and fortitude in their hearts. Almost to the last the ship's orchestra, made up of stewards off duty, played on the promenade deck, and the last air played was "Nearer, My God, to Thee."

But not all died bravely. From the bowels of the vessel swarmed hordes of men from the south of Europe, bewildered, mad with fear. Seeking boats and finding none, they fell to fighting blindly with each other. Overboard they went in swarms, striking out blindly for the lifeboats, which picked a few of them up, but pushed off the rest, and these later perished miserably, being dragged down into the sea in the suction caused by the foundering of the Titanic.

Nor did all the victims die on the decks or out in the waves. At the hour when the accident happened, the parts of the boat which were given over to the crew and part of the third cabin passengers were crowded with sleeping people. The shock of the collision was not severe and it is not likely that many of these sleepers were awakened.

Within a few seconds after the Titanic struck the iceberg, the collision bulkheads were automatically closed. This put bulkheads of steel between scores of persons in the third cabin and forecastle and safety. Whether or not the doors were forced open later by water pressure is not known. If they remained closed, the humans behind the barriers went down with the ship in airtight compartments and smothered to death at the bottom of the sea. But the manner of their end will never be known unless some freak of nature should spring the bulk of the Titanic to the surface again, for she is two miles down and no diver could reach her.

Capt. Smith, although he was implored by many to save himself, First Officer Murdoch, who was in charge of the Titanic when she ran on the ice, blew out his brains on the bridge and his corpse floated away as the Titanic sank.

There was no tremendous vortex created when the Titanic disappeared from view. She went to her final port calmly, like a leviathan lying down to rest.

The ship listed further to starboard after the explosion. Capt. Smith hurried to the bridge. It was thought the ship would float, until a shudder that vibrated throughout the vessel made it clear that a compartment wall had given way. Then

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FIRST OFFICER OF TITANIC SHOT HIMSELF ON BRIDGE

**Murdoch, Who Conned Liner to Her Destruction,
Killed Himself After All Boats Got Off and Ves-
sel Settled for Two Mile Plunge to Bottom.**

It was First Officer Murdoch of the Titanic and not Captain Smith who stood upon the bridge as the ice strewn waters lapped ever higher over the ship's sides and gathered in their hundreds of impotent, struggling souls, and sent a leaden bullet crashing through his brain.

Quartermaster Moody, commanded to man one of the lifeboats while he stood beside Murdoch on the tall bridging superstructure, saw Murdoch's figure outlined distinctly against the starry wall of the horizon as he whipped a gleaming bit of metal from his pocket, deliberately placed it to his temple and pulled the trigger.

The young quartermaster, manning the tiller of his boat and uttering commands to the men at the oars, looked back at the sinking ship just in time to witness the suicide. He saw it was the clean-shaven, youngish-looking Murdoch, and not the bearded skipper, who stood highest above the enveloped decks of the gigantic steamship and chose instantaneous death rather than the slower embrace of the freezing sea.

Moody had been at Murdoch's side only a little while before, and declares the first officer of the doomed vessel never left the bridge. Capt. Smith had been everywhere about the decks giving orders, and had left Murdoch on the bridge. If it had been the venerable skipper's plan to get upon the bridge and go down with his command in pursuance of the immemorial custom of the sea, he was defeated in his purpose, and died in the waters while refusing aid.

BAND PLAYED ITS OWN DIRGE.

The band had broken out the strains of "Nearer, My God, to Thee" some minutes before Murdoch lifted the revolver to his head, fired and toppled over on his face. Moody saw all this in a vision that filled his brain, while his ears drank in the tragic strain of the beautiful hymn that the band played as their own dirge, even to the moment when the waters sucked them down.

Wherever Murdoch's eye swept the water in that instant, before he drew his revolver, it looked upon veritable fields of brown men and women. From below decks there must have come to him the shrieks and groans of the caged and drowning. He evidently never gave a thought to the possibility of saving himself, his mind freezing with the horrors he beheld and having room for just one central idea—swift extinction.

Quartermaster Moody was on the bridge with Murdoch when one of the lookouts in the crow's nest first gave the signal of danger ahead and then telephoned that there was a mammoth iceberg looming scarcely a quarter mile ahead.

Capt. Smith was in the chart room just aft of the wheel house and Moody darted in to tell him of the warning. Swift as the quartermaster was, the hidden ice beneath the sea was swifter, and there came that dull shock, faint and fleeting like the thrust of a poniard, that spelled disaster to the greatest ship the waters of the world have ever borne.

STUCK TO POST TO THE LAST.

Forty-six thousand tons driven at express speed upon an irresistible edge of ice. Murdoch and Capt. Smith read the story of that almost silent shock in an instant, and almost while Moody was giving the warning Capt. Smith rushed out and asked Murdoch if he had given the warning to close the emergency doors and shut off the engines.

From the bridge Murdoch handled innumerable levers that uttered vain signals to the drowned and drowning in the engine rooms. He shouted through tubes and telephones to ears that did not hear, while the commander of the ship hurried down to the decks and directed the lowering of the lifeboats and the disposition of the passengers.

That smooth-shaven first officer never for a moment left his post on the superstructure, never abandoned his futile task of directing the mechanism of a sinking hulk, and when he saw at last that he was merely guiding the monster of the deep down to the bottom of the sea, while hundreds were perishing before his eyes or had perished below, he received the inspiration that made him the master of his own extermination.

CAPTAIN WASHED OVERBOARD.

Murdoch's last orders were to Quartermaster Moody and a few other petty officers who had taken their places in the rigid discipline of the ship and were lowering the boats. Capt. Smith came up to him on the bridge several times and then rushed down again. They spoke to one another only in monosyllables.

The bearded admiral of the White Star Line fleet, with every life-saving device launched from the decks, was returning to the deck to perform the sacred office of going down with his ship when a wave sprang over the side and tore him from the ladder.

The Titanic was sinking rapidly by the head, with the twisting sidelong motion that was soon to aim her on her course two miles down. Murdoch saw the skipper swept out, but did not move. Capt. Smith was but one of a

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THRILLING STORY OF RESCUE TOLD BY CARPATHIA'S SKIPPER

**Little French Children Thrown
By Father From Liner to Safety**



FATHER TOSSED HIS BABIES FROM TITANIC TO LIFEBOAT

**Cared For on Carpathia and
Miss Margaret Hays Has
Them at Her Home.**

Two little waifs of the deep, who were thrown from the deck of the sinking Titanic to a lifeboat and of whose parents no trace can be found, played today on the parlor floor of the Hays home, No. 20 West Eighty-third street, hovering about them and chatting to them in French was Miss Margaret Hays, their foster mother. Miss Hays is a French woman, and her husband is a Frenchman. They are both of the French race, and the waifs are grateful to her and show it with their many kisses and embraces.

All that is known of the two little boys, one about four and the other about two and a half years old, is that they are French and that they were probably accompanied on the Titanic by their father.

The Titanic passengers never saw the children with a woman, said Miss Hays. "They were always in the care of a man, so it is thought they were motherless. Their father was probably bringing them to relatives in America. As the various boats were leaving the sinking Titanic, this man was seen on deck with the two children in his arms. The eldest boy was almost naked and the smaller chap was in his underclothes."

FATHER DROPPED THE CHILDREN INTO LIFEBOAT.

"It must have been one of the last of the lifeboats that was leaving the side

**Capt. Rostrom Describes Before Sen-
ate Investigators Daring Dash in
Spite of Peril in Response to
Titanic's Call for Help.**

ISMAY MAKES DENIAL OF ALL RESPONSIBILITY.

**Mr. Rayner Bitterly Arraigns Man-
aging Director in a Speech Before
the Senate in Washington.**

WASHINGTON, April 19.—Senator Rayner of Maryland in the Senate late to-day bitterly attacked J. Bruce Ismay, Managing Director of the White Star Line. He said the captain of the Titanic undoubtedly acted under orders from Mr. Ismay, who, he declared, "risked the life of the entire ship to make a speedy passage across the sea."

Senator Rayner asserted that Mr. Ismay should be held responsible for the disaster and declared that the civilized nations would applaud criminal prosecution of the management of the line.

A thrilling story of a dash through lanes of icebergs to the rescue of the survivors of the Titanic disaster was told to-day to the members of the United States Senate, who are at the Waldorf-Astoria investigating the cause of the wreck. It was told by Capt. Arthur Henry Rostrom, captain of the rescue ship Carpathia, who drove his vessel without heed of danger in response to the call for aid.

With icy mountains towering on each side, he speeded his ship at seventeen miles an hour—a tremendous speed for this ship.

This story was told after J. Bruce Ismay, managing director of the White Star Line, made many denials on the witness stand of any responsibility for the wreck.

To the committee, sitting in the East Room of the Waldorf-Astoria, Mr. Ismay declared he did not get into a lifeboat until he saw that there were no women about him. He denied he had issued any order on the voyage to Capt. Smith. He said the Titanic was not being rushed at full speed when she crashed into the iceberg that sent her 2,000 fathoms to the bottom of the North Atlantic. She was not making her full revolutions and there was no great need to hurry. He did admit that she had made twenty-one knots an hour during the trip.

Mr. Ismay told the Senators how he had aided others in getting into the boats. He did not know that some of the boats were poorly manned; that the women in them had to row about the ocean for more than six hours. He had given no orders in the confusion that followed the collision and he declared he was a passenger only because he wanted to see how the new boat worked.

Altogether Mr. Ismay did not seem to think it strange that he was one of the survivors of the great disaster. He was cool and complacent before the committee and he began by saying that his company wished the fullest inquiry. He assured the committee he remained on the ship more than an hour after the collision, and almost until she sank.

THRILLING STORY TOLD BY ROSTROM.

After Ismay left the stand Capt. Rostrom told a graphic story of how he learned of the distress of the Titanic and of driving at full speed toward her position with icebergs all around him. A modest man in this small faced and ruddy cheeked English skipper. His story told in a matter of fact way was thrilling in its details. To him it seemed almost a matter of course of duty, but all his hearers were moved when he told of the reading of the burial service over what he believed to be the ocean grave of the Titanic.

Capt. Rostrom denied that the Carpathia had refused to take a wireless message from the President of the United States. He had heard a question as to Major Butt answered with the reply that he was not on board.

The investigation is being conducted by three members of the Senate Committee on Commerce—Smith of Michigan, chairman, Bourne and Newlands.

"This will be as full and complete an investigation as lies in the committee's power," said Senator William Alden Smith of Michigan, Chairman of the committee, before it went into session. "We have summoned J. Bruce Ismay, Managing Director of the International Mercantile

FOR BASEBALL SEE PAGE 21.

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