

Gruesome Details of Last Moments of Titanic Told by the Survivors--Band Played Nearer My God to Thee As Ship Sank ---Hit Iceberg Glancing Blow, Ripping Whole Side Open

CHRONOLOGICAL HISTORY OF THE TITANIC AND THE DISASTER

From the facts completed by the arrival of the rescue ship, the Titanic story, which began in the fall of 1908, when the White Star line announced its proposal to eclipse all the records of ship building with a vessel of the staggering dimensions, may be outlined chronologically as follows:

1909, keel of gigantic vessel laid at the Harland & Wolff yards, Belfast.

1911, May 31, vessel launched and christened Titanic.

1912, completed and fully furnished with an outfit of about \$10,000,000.

April 10, noon, starts on maiden trip from Southampton to New York via Cherbourg.

April 14, sent a routine wireless warning of the presence of icebergs off the grand banks of New Foundland.

April 14, 11:40 p. m., Titanic strikes iceberg in latitude 41:16, north, longitude 51:14 west. Midnight, Carpathia and other vessels hear the Titanic's call for help.

April 15, 12:27 a. m., Titanic's wireless put off commission after flashes were given that the boat was sinking.

3 a. m., wireless from Cape Race station directed to the Associated Press, gives the first information of the serious disaster by the steamer Carpathia.

3 to 10 a. m., no advice.

Noon, Titanic reported still afloat and all saved.

9:30 p. m., White Star line officials admit there was a probable great loss of life.

April 16, Carpathia sends a wireless list of survivors, failing to account for about 1,300 including scores of wealthy and prominent people.

April 17, hope given up that other vessels saved any.

April 18, two days elapsed without the slightest description of the disaster.

9:30 p. m., Rescue ship docks at New York with 745 passengers and crew, confirming the loss of all the others and bringing the first details of the Titanic disaster.

Story of the Worst Disaster of the Sea As Told by Survivors

New York, April 19.—The Titanic disaster as written into history today by many of the 745 survivors, accounts for the loss of 1,589 persons at sea off New Foundland banks early Monday and the subsequent death of six persons who had been rescued, bringing the total lives lost up to 1,595.

These official figures magnify greatly the estimates which had come by wireless and the stories the survivors tell make certain as already had been judged from the meagre wireless reports that the disaster is the greatest ocean travel has ever known.

The big facts which come to the surface in the flood of narratives are that 1,595 persons met death, that there is hardly a shadow of hope this grand total will be curtailed by a single additional survivor, and that several men of wealth and world wide prominence are, as had been feared for several days, among those who perished, that practically only the women who were not saved were those who chose to die with their husbands, that nearly all survivors say the Titanic sank and that they heard the music of the orchestra playing Nearer My God to Thee, mingling with the shrieks of the drowning as the vessel sank in 2,000 fathoms.

The Titanic struck an iceberg about ninety feet high a glancing blow, which ripped the liner's sides open and made the water tight compartments useless, while the vessel was gradually sinking the icy water reached her steaming boilers, causing an explosion which sent her to the bottom.

Among the hundreds on her decks to the last were Col. John Jacob Astor, Maj. Archibald Butt, Benjamin Guggenheim, Jacques Futrelle, George D. Widener, Henry B. Harris and scores of other well known persons.

Isadore Straus was among them; also with Mrs. Straus, who refused to leave her husband behind when she had the opportunity to save herself.

Major Butt with an iron bar in his hand is said to have stood at the sternage passage and defended the women and children from the mad-dened men. Astor is also said to have met his fate bravely after seeing his bride to the life boat, drawing aside to watch the women step to safety and awaiting his own fate.

It was only because the maximum of the Titanic's life boats held barely one-third of the complement of the ship's crew and passengers, that hundreds of despairing passengers had to be left to their fate.

J. Bruce Ismay, managing director of the International Mercantile Marine Co., which owned the Titanic, is said by some passengers to have been one of the first to get into a life boat, but this is denied by Ismay.

Stunned by the immensity of the tragedy, he had little to say except that he had heard of the investigation which the United States senate had begun and expressed full willingness to assist the senate committee in its inquiry. He agreed to appear before the committee here today.

The surviving passengers are unanimous that the unbelievable happened. The voyage had been pleasant and uneventful. The Titanic had been making good time and all accounts agree that on the night of the disaster she was apparently going at the usual rate,

from 21 to 22 knots an hour. Quartermaster Moody, who was at the helm, said the ship was making 31 knots and that the officers were under orders at the time to keep up the speed in the hope of making a record passage on the liner's maiden voyage. These orders were being carried out in the face of the knowledge that the steamer was in the vicinity of great icebergs sweeping down from the north that very afternoon.

Had Been Warned. According to the record of hydro-graphical office the Titanic had been relayed a wireless warning from the Steamer America that an unusual field of pack ice and bergs menaced navigation off the banks. But it was a clear and starlit night as all the survivors described the weather and the great ship sped through the quiet seas with the officers confident that even though icebergs should be seen, the vessel could be controlled in ample time and the passengers rested in the full confidence that their temporary quarters in the largest and most magnificent vessel ever constructed, were as safe as their own firesides. This confidence was emphasized by a series of incidents told by nearly all the survivors, that when the crash came, there was practically no excitement.

Many who felt anxious enough to go on deck to inquire what happened were but little perturbed when they learned the ship had "only struck an iceberg." It appeared to be a glancing blow and at first there was no indication of a serious accident. A group of men at cards in the smoking room sent one of their number to look out of the window and when he came back with the announcement that boat had grazed an iceberg the party went on with the game, but it was never finished.

The stoppage of the engines was noticed far more than the collision, the effect being as one survivor put it, "like the stopping of a loud ticking clock."

Passengers Overconfident.

The overconfident passengers were not brought to the slightest realization that the collision might mean serious danger until the call ran through the ship. "All passengers on deck with life belts on."

Captain Smith, it is said, was not on the bridge when the collision occurred but was hurriedly summoned by the first officer. He took charge of what seemed a hopeless situation in a manner the passengers praise as calm, resolute and efficient to the last.

Vivid Description.

One of the most stirring narratives of the action and description of the scenes that followed the collision was told by L. Beasley, a Cambridge university man who was one of the surviving second cabin passengers.

"The steamer lay just as if she were awaiting the order to go on again when some trifling matter had been adjusted," he said, "but in a few minutes we saw the covers lifted from the lifeboats and the crews allotted to them standing by ready to lower them into the water."

"Presently we heard the order, all men stand back and all ladies retire to the next deck below, the smoking room deck, or B deck. The men stood away and remained in absolute silence leaning against the end railing or pacing slowly up and down. The boats were swung out to the level of the B deck where all the ladies had collected. The ladies got in quietly with the exception of some who refused to leave

Men Shot to Death in Boats--Thrilling Tales Told by the Survivors

New York, April 19.—A thrilling story was told by Ellen Shine, a 20-year-old girl from county Cork, Ireland, who came here to visit her brother.

"Those who were able to get out of bed," said Miss Shine, "rushed to the upper decks where they were met by members of the crew, who endeavored to keep them in the steerage quarters. The women, however, rushed by these men, knocking them down and finally reached upper decks. When informed that the boat was sinking most of them fell on their knees and began to pray."

"I saw one lifeboat made for it. In it were four men from the steerage. They were ordered out by an officer and refused to leave. Then one of the officers jumped into the boat, and drawing a revolver, shot the four men dead. Their bodies were picked out from the bottom of the boat and thrown into the sea."

Different Stories.

One version on the death of John Astor and William T. Stead was told by Phillip Mock, who with his sister, Mrs. Paul Schabert, was among the survivors. "Many men were hanging onto rafts in the sea," said Mock. "William Stead, the author, and Astor clung to a raft. Their feet became frozen and they were compelled to release their hold. Both were drowned."

Miss Margaret Hayes, of this city, a survivor of the Titanic, gave another version of the manner in which Astor met death:

"Colonel Astor with his wife came out on the deck as I was being assisted into the lifeboat," she said, "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 the colonel 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 her hand, Astor stopped the preparations to lower the 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 paid her on the back and said something in a low tone of voice."

"As the boat was being lowered, I heard him say, 'ladies will have to go first.'"

Tells How Husband Died.

New York, April 19.—Jacques Futrelle, the author, was one of the first cabin passengers who parted from his wife and steadfastly refused to accept a chance to enter the lifeboat when he knew the Titanic was sinking. How her husband went to his death was told by Mrs. Futrelle today.

"When the Titanic hit the iceberg there was most appalling excitement," she said.

"I don't doubt my husband is dead, but even that knowledge cannot make me suffer more. There could be nothing worse than the mental anguish

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Crew of Titanic Who Were Saved Hidden to Keep From Talking

New York, April 19.—Incensed by a few stray bits of information given out last night by members of the crew of the Titanic, officials of the White Star today kept the men so thoroughly under cover that no trace of their whereabouts could be discovered, until late this morning, when it was found that a portion of them had been transferred aboard the Red Star liner Lapland, where they were held incommunicado.

Four surviving officers of the Titanic, when they arrived on the Carpathia, were quickly transferred to the Red Star liner, where they remained until they were summoned to appear before the senate investigating committee. These officers had been instructed to refuse to answer any question except those propounded by the committee.

"Where are the members of the crew," one of them was asked. "Why," asked the officer sharply. "Everyone is anxious to hear their side of the story. Their version of the tragedy might throw some additional light on the accident."

"Why, it's nobody's business," snapped the officer. He declined to talk further and his mates were equally incommunicative.

It developed today that J. Bruce Ismay, managing director of the International Mercantile Marine, had instructed Vice President Franklin of the same organization to segregate the Titanic's men as soon as they arrived on the Carpathia. Ismay urged Franklin to make every effort to smuggle the men into seclusion as soon as they landed on the pier and make speedy preparations to get them out of the country.

HOW PUNY IS MANKIND!



NORTH DAKOTAN TELLS OF WRECK.

New York, April 19.—Oscar Hetman, who is a farmer at Bowman, N. D., helped to man one of the life saving boats, when a sailor who was supposed to take the place, fell over-board and was lost. Hetman was in the last boat to leave the ship, he says, and said also that when the boiler explosion occurred a scene followed which reminded the farmer of what occurs in a hopper on his farm.

On Way to North Dakota.

New York, April 19.—Charles Dahl, an Australian who took the Titanic from Southampton en route to his mother in North Dakota, lost in the sinking ship the wallet containing all the money he had in the world.

"I was in bed when the crash came," he said today. "Without stopping to dress I rushed on deck and in some way, I don't know how, found myself in the water, must have jumped. The height was terrible. Men were fighting the women to get into the boats. I heard several shots fired around me. I was picked up by one of the boats."

PROGRESSIVE LEADERS HERE

To Pay Off Bills of the La Follette Campaign

PLAN FOR JUNE PRIMARIES

CHAIRMAN TUCKER ISSUES A STATEMENT—ABOUT FORTY OF LEADING INSURGENTS OF THE STATE IN ATTENDANCE AT THE SESSION.

In response to a call issued by Harry M. Tucker of Courtenay, chairman of the executive committee, about forty of the prominent leaders of the North Dakota Progressive Republican league from over the state, convened at the Gardner hotel today for the purpose of defraying the expense of the recent LaFollette presidential preferential primary election and campaign.

The total amount of the campaign covering the months of December, 1911; January, February and March, 1912, was \$4,411.52. At the meeting this morning the entire body present was appointed as a committee to raise what deficit there existed, which was

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ROOSEVELT MEN WERE NAMED

Springfield, Ill., April 19.—The eight delegates at large to the national republican convention, instructed for Roosevelt, were unanimously chosen by the republican state committee this afternoon. The Taft adherents did not oppose the slate.

Ismay Nervous As He Told Probe Committee About Titanic Wreck

New York, April 19.—When asked concerning the circumstances under which he left the boat, Bruce Ismay, managing director of the International Merchant Marine Co., who testified before the senate investigating committee into the Titanic disaster, replied almost in a whisper:

"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 lowered, I got into it."

Adjusting his cuffs, Ismay was visible nervous when he took the stand. He gave his age as 50. In response to a few formal questions, he said he sailed as a "voluntary passenger" on the Titanic. Senator Smith began to ask the witness to detail his experience on the Titanic. Ismay interrupted but Smith continued. Then Ismay said he desired to express sincere grief at the catastrophe and welcome the fullest inquiry.

"I was asleep when the accident occurred," said Ismay. "I understand you have been told the Titanic was running full speed. It never ran full speed. She was built to go eighty revolutions and had never been speeded up to that. We never had all her boilers working. It was our intention to speed the boat up to the full quota Tuesday."

Although he came on "voluntary trip" Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was also aboard, Ismay said. "Did he survive?" asked Smith.

"Unfortunately, no," Ismay testified he knew some ice had been reported in the vicinity of the ship. The witness said he knew nothing of the America and the Titanic talking by wireless about icebergs. He said he sent no wireless after the Titanic struck. The witness said he was in a life boat with four members of the crew and forty-five passengers. He asserted there was no jostling and that the women and children nearest the railing were selected.

Did Not See Ship Sink.

Ismay asserted he didn't see the Titanic go down. "I didn't want to see her go down," said Ismay. "I was rowing in the lifeboat all the time until we were picked up." He said he turned to look but once before the Titanic went down and that he saw only her green light.

He estimated her speed when she struck as twenty-one knots. He testified the Titanic had undergone a thorough government inspection before starting on the trip, that she had the proper number of lifeboats as provided by English law, and that if she had struck head on in all probability she would have been still afloat, as with any two of the larger compartments in the ship full of water, she would still float.

At the close of Ismay's examination, he was asked by Senator Smith to hold himself in readiness during the day for another call before the committee. Smith announced it was desired to hear the captain of the Carpathia in the meantime.

Captain Rostron said he had been a seaman for twenty-seven years. He told of receiving a message that the Titanic was in immediate danger and giving the order to put the ship around as soon as the Titanic had given her position.

He asserted that the Titanic was fifty-five miles west of the Carpathia's position.

"I told the chief engineer to put on another watch of stokers and make all speed for the Titanic," said Rostron today. "I told the first officer to stop all deck work and get all the life boats

out and get ready for any emergency I instructed the chief steward and all the doctors of the Carpathia as to their duties."

They were instructed to be ready with all supplies necessary for the emergency. The captain told in detail the arrangements made to prepare the life boats and the ship for the receipt of the survivors.

Captain Rostron testified that when he reached the scene of the wreck he saw the huge iceberg and at dawn saw the lifeboats within a radius of four miles. The wreckage was strewn about. He said that the survivors were all aboard the Carpathia by 8:30.

Three members of the Titanic's crew were taken from the lifeboats dead from exposure. They were buried at sea. The lifeboats on the Titanic Rostron said, were all new and in accordance with British regulations. He saw only one body floating in the ocean at the scene of the wreck.

"The last message from the Titanic," said the captain, was, "engine room nearly full of water."

"I answered, 'I am rushing to your aid, expect to reach your position about 4:30.'"

The captain asserted he regarded the course taken by the Titanic as "appropriate, safe and wise," at this time of year.

SURVIVORS RECOMMEND SAFEGUARDS

New York, April 19.—The following statement by a committee of the Titanic survivors, prepared for the press on board the Carpathia, describes the disaster and recommends radical changes in the present conduct of ocean liners. Although the statement was given out as signed by a committee of passengers their signatures were omitted owing to the confusion when the Carpathia docked.

The Statement.

"We the undersigned surviving passengers from the steamship Titanic, in order to forestall any exaggerated statements, deem it our duty to give to the press a statement of the 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 starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by the lookouts, but not early enough to avoid the collision. Steps were taken to ascertain the damage and save the passengers and the ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:30 a. m. Monday and the usual distress signals were sent out by wireless and rockets at intervals from the ship. Fortunately the wireless message was received by the Cunards about 4 a. m. Monday."

"The officers and crew of the steamship, Carpathia, had been preparing all night for the rescue and comfort of the survivors and the last mentioned were received on board with the most touching care and kindness; every attention being given, irrespective of class. The passengers, officers and crew gave up gladly their state-

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125 Converts Made Last Night at the Sunday Meeting

First Invitation to "Hit the Trail" Met With Rousing Response--One of Most Eloquent Sermons of Series--Beautiful Thoughts Expressed

The first invitation issued by Rev. William A. Sunday for converts at the revival campaign he is conducting in Fargo came last night and was responded to by 125 people from the two cities of Fargo and Moorhead and a number of outlying towns on both sides of the Red river.

The sermon last night was taken from the text, Lord, as it is I; Matthew xxvi:22, which is celebrated among the Sunday sermons as The Three Groups. It was a stirring effort and appealed to a great number who found their way to the front when the evangelist issued the invitation and accepted his hand when he greeted them there.

In the numbers that went forward last night were people from Casselton, Davenport, Finley, Horace, Haynes, Harwood, Hutton, and New

Salem, from the North Dakota side of the river, and from Alexandria, Fargo, Fells, Glyndon, Hatteran, Halstad and Park Rapids from the Minnesota side and from Gary, S. D.

Included in the number of converts last night were some of Fargo and Moorhead's most prominent business men and women, though the majority was made up of high school girls and business women of Fargo. Expressions were made by the different converts for the churches with which they are already or desire to be affiliated. The following list shows the sentiment of those who went forward last night:

In Fargo: Norwegian Lutheran, 13; Swedish Lutheran, 7; First Methodist, 15; Broadway Methodist, 2; Presby-

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