

# TITANIC DISASTER STORY OF HEROIC SACRIFICE

## SAD SCENES ENACTED AT PIER OF THE CARPATHIA

Cunard Liner Discharges its Cargo of Sorrowing Humanity in Pouring Rainstorm.

New York, April 18.—How the White Star liner Titanic, the largest ship afloat, sank off the grand banks of Newfoundland, last Monday morning, carrying to their death 1,601 of the 2,304 persons aboard, was told to the world in all its awful details for the first time tonight, with the arrival in New York of the Cunarder Carpathia, bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the account of the tragedy, these are the most salient.

The death list has been increased rather than decreased. Six persons died after being rescued. The list of presumed persons lost stands as previously reported.

Practically every woman and child, with the exception of those who refused to leave their husbands, were saved. The survivors of the lifeboats saw the lights on the stricken vessel glimmer in the last, heard the bans playing a to saw the doomed hundreds on her deck and heard their groans and cries as the vessel sank.

Accounts vary as to the extent of the disaster on board. Not only was the Titanic sinking through the night, but the darkness every ounce of steam crowded on but she was under orders from the general offices of the line to make all the speed of which she was capable. This was the statement made tonight by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making 21 knots and the officers were striving to live up to the orders to smash the record.

### Story of the Helmsman.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer in command. Suddenly he shouted 'port your helm!' I did so, but too late. We struck the submerged portion of the berg."

If the many accounts given by the passengers most of them agreed that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel, for the blow was a glancing one along her side. The accounts also agree that when the passengers were taken off on the lifeboats there were no serious panics and that many desired "to remain on board the Titanic, believing her to be unsinkable."

The most distressing stories are those giving the experiences of passengers in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great hulk of the Titanic break in two and then plunge to the bottom. As this awful spectacle was witnessed by the groups of survivors in the boats, they plainly saw many of those whom they had just left behind leaping from the decks into the water.

### Ismay Issues Statement.

J. Bruce Ismay, president of the International Mercantile Marine, owners of the White Star line, was among the 700 men saved.

P. A. S. Franklin, vice president of the White Star line, and Senator William Alden Smith, chairman of the senate investigating committee, held a conference aboard the Carpathia soon after the passengers had come ashore tonight. After nearly an hour, Senator Smith came out of the cabin and said he had no authority to subpoena witnesses at this time, but would begin an investigation at the Waldorf-Astoria tomorrow. He announced that Mr. Ismay had consented to appear at the hearing and that Mr. Franklin and the four surviving officers of the Titanic would appear for examination by the senate committee. He said the course the investigation would follow would be deter-

mined after the preliminary hearing. Senator Smith was questioned as to the speed that the Titanic was making when she crashed into the iceberg. He said he had asked Mr. Ismay, but declined to say what Mr. Ismay's reply was.

Mr. Ismay gave out the following prepared statement on the pier:

"In the presence and under the shadows of a catastrophe so overwhelming, my feelings are too deep for expression in words. I can only say the White Star line officers and employees will do everything possible to alleviate the suffering and sorrow of the relatives and friends of those who perished. The Titanic was the last word of shipbuilding. Every regulation prescribed by the British board of trade had been strictly complied with. The master, officers and crew were the most experienced and skillful in the British service. I heartily welcome the most complete and exhaustive inquiry and any aid I or my associates or builders or navigators can render is at the service of the public and of the governments of both the United States and Great Britain. Under these circumstances, I must defer making a further statement at this hour."

Mr. Ismay said informally, before giving out that he left the ship in the last boat on the starboard side.

"I don't know the speed at which the Titanic was going," he said.

### Scenes at the Pier.

The arrival of the Carpathia brought a vast multitude of people to the Cunard docks. They filled the pier sheds and overflowing for blocks, crowded the nearby streets in a dense throng. Through it all, rain fell steadily, adding a funeral aspect to the scene. The landing of the survivors was attended with little excitement, the crowd standing in awe-like silence as groups from the ship passed along. The docking actually began shortly after 9 o'clock and the debarking of passengers was so quickly disposed of by the waiving of the usual formalities that practically everything had been concluded by 10:30 o'clock. The crowds remained about the piers long after this to get a glimpse of the rescue steamer and hear harrowing stories brought back by the ship.

Physicians and nurses went aboard the Carpathia before anyone was allowed to go down the gangway but soon after the first cabin passengers, women predominating, began descending the incline. Some walked unaided, some were assisted by friends, relatives and nurses and some were on stretchers. Mrs. John Jacob Astor, now a widow, was met by her stepson, Vincent, and her sister, Miss Force. They embraced with tears, hurried to an automobile and drove to the Astor town house.

The 200 and more steerage passengers did not leave the ship until 11 o'clock. They were in a sad condition. The women were without wraps and the few men wore very little clothing. A poor Syrian woman carried in her arms a baby girl. The child wore only a calico dress, was barefooted and barelegged. This woman had lost her husband and three brothers.

"I lost four of my men folks," she cried.

One of the most sensational stories that came from the Carpathia was that of Captain Smith, first officer, and the chief engineer had shot themselves when they realized the ship was doomed. These reports were denied by most of the passengers, although one or two said they had heard there was some shooting.

The Titanic's four rescued officers were placed aboard the Red Star liner Laplander. They refused to talk, saying they were under instructions to give no information except to the senate committee.

## GRAPHIC RELATION OF HORROR TOLD BY ENGLISH PASSENGER

Following is the account of Mr. Beasley of London, of the sinking of the Titanic:

"The voyage from Queenstown had been quite uneventful; very fine weather was experienced and the sea was quite calm. The wind had been very cold, particularly the last day; in fact, after dinner on Sunday evening, it was almost too cold to be out on deck at all. I had been in my berth for about 10 minutes when, at about 11:15 p.m., I felt a slight jar and then soon after a second one, but not sufficiently large to cause any anxiety. However, the engines stopped immediately afterward and my first thought was, 'She's lost a propeller.' I went up on the top (boat) deck in a dressing gown and found only a few people there who had come up similarly to inquire why we had stopped, but there was no sort of anxiety in the minds of any of us.

"We saw through the smoking room window a game of cards going on and went in to inquire if they knew anything; it seems they felt more of the jar and, looking through the window, had seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it with a glancing blow, and that the engines had been stopped to see if any damage had been done. No one, of course, had any conception that she had been pierced below by part of the submerged iceberg. The game went on without any thought of disaster and I retired to my cabin to read until we went on again. I never saw any of the players or the onlookers again. A little later, hearing people going upstairs, I went out again and found everyone wanting to know why the engines had stopped. No doubt many were awakened from sleep by the sudden stopping of a vibration to which they become accustomed during the four days we had been on board. Naturally, with such powerful engines as the Titanic carried, the vibration was very noticeable all the time and the sudden stopping had something the same effect as the stopping of a loud ticking grandfather's clock in a room.

"On going on deck again I saw that there was an undoubted list downwards from stern to bows, but knowing nothing of what had happened, concluded some of the front compartments had been filled and weighed her down. I went down again to put on warmer clothing and as I dressed heard an order shouted:

### Call for Life Belts.

"All passengers on deck with life belts on!"

"We all walked slowly up with them tied on over our clothing, but even then presumed this was a wise precaution the captain was taking and that we should return in a short time and retire to bed. There was a total absence of any panic or any expressions of alarm, and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident. The ship was absolutely still, and except for a gentle tilt downward, which I don't think one person in 10 would have noticed, at that time, no signs of the approaching disaster were visible. But in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by and curling up the ropes which were to lower them by the pulley blocks into the water.

"We then began to realize it was more serious than had been supposed, and my first thought was to go down and get more clothing and some money, but seeing people pouring up the stairs decided it was better to cause no confusion to people coming up by doing so. Presently we heard the order: 'All men stand back away from the boats and ladies retire to next deck below,' the smoking room deck, or B deck. The men all stood away and remained in absolute silence, leaning against the railings of the deck or pacing slowly up and down. The boats were swung out and lowered from A deck. When they were to the

level of the B deck, where all the ladies were collected, the ladies got in quietly, with the exception of some who refused to leave their husbands. In some cases they were torn from them and pushed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats from aft already in the water, slipping quietly away into darkness, and presently the boats near to were lowered and with much creaking as the new ropes slipped through the pulley blocks down the 75 feet which separated them from the water, an officer in uniform came up as one boat went down and shouted: 'When you are afloat, row round to the companion ladder and stand by with the other boats for orders.'

"Aye, aye," came up the reply, but I don't think any boat was able to obey the order. When they were afloat the condition of the rapidly settling ship was so much more a sight for alarm for those in the boats than those on board that the sailors saw they could do nothing but row from the sinking ship. They no doubt anticipated that suction from such an enormous vessel would be more than usually to a dangerously crowded boat filled with women.

### No Trace of Disorder.

"All this time there was no trace of any disorder, panic, or rush to the boats, and no scenes of women sobbing hysterically, such as one generally pictures as happening at such times. Everyone seemed to realize slowly there was imminent danger. When it was realized we might all be presently in the sea with nothing but our life belts to support us until we were picked up by passing steamers, it was extraordinary how calm everyone was and how completely self-controlled.

"One by one the boats were filled with women and children, lowered and rowed away into the night. Presently the word went around among the men, 'The men are to be put in boats on the starboard side.' I was on the portside and most of the men walked across the deck to see if this was so. I remained where I was and presently heard the call:

"Any more ladies?"

"Looking over the side of the ship, I saw the boat number 13, swinging level with B deck, half full of ladies. Again the call was repeated:

"Any more ladies?"

"I saw none come on and then one of the crew looked up and said, 'Any ladies on your deck, sir?'

"No, I replied.

"Then you'd better jump!"

"I dropped and fell in the bottom as they cried, 'Lower away.' As the boat began to descend two ladies were pushed hurriedly through the crowd on the deck and heaved over into the boat and a baby of 10 months passed down after them. Down we went, the crew calling to those lowering which end to keep her level, 'Aft,' 'stern,' 'both together,' until we were some 10 feet from the water, and here occurred the most anxious moment we had during the whole experience in leaving the deck to board the Carpathia.

### Boat's Narrow Escape.

Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the time from the ship's side above the water line. It was plain we ought to be smart away from this not to be swamped by it when we touched water. We had no officer aboard nor petty officer or member of the crew to take charge. So one of the stokers shouted, 'Someone find the pin which releases the boat from the ropes and pull it.' No one knew where it was. We felt as well as we could on the floor and sides but found nothing and it was hard to move among so many people. We had 60 or 70 on board. Down we went and presently floated with our ropes still holding us, the exhaust washing us away from the

side of the ship and the swell of the sea urging us back against the side again. The result of all these forces was an impetus which carried us parallel to the ship's side and directly under boat 14 which had filled rapidly with men and was coming down on us in a way that threatened to submerge our boat.

"Stop lowering 14,' our crew shouted, and the crew of No. 14, now only 20 feet above us, shouted the same. But the distance to the top was some 55 feet and the creaking pulleys must have deadened all sound to those above, for down she came, 15 feet, 10 feet, five feet, and a stoker and I reached up and touched her swing on our heads, but just as she dropped another stoker sprang to the ropes with his knife. 'One!' he answered him 'two,' as his knife cut through the pulley ropes, and the next moment the exhaust stream had carried us clear while boat 14 dropped into the water, into the space we had the moment before occupied, our gunwales almost touching.

"We drifted away easily as the oars were got out, and headed directly away from the ship. The crew seemed to me to be mostly cooks with white jackets, two to an oar, with a stoker at the tiller. Finally it was decided to elect the stoker who was steering, captain, and for all to obey his orders. He set to work at once to get into touch with the other boats, calling to them and getting as close as seemed wise so that when the searching boats came in to look for us there might be more chances for all to be rescued by keeping together. It was now about 1 a.m., a beautiful starlight night with no moon and, so, not very light. The sea was as calm as a pond, just a gentle heave as the boat dipped up and down in the swell; an ideal night except for the bitter cold for anyone to be out in the middle of the Atlantic in an open boat.

"The captain stoker told us he had been at sea 26 years and never seen such a calm night on the Atlantic. As we rode away from the Titanic we looked back from time to time to watch and a more striking spectacle it was not possible for anyone to see.

### Saw the Doomed Titanic.

"In the distance she looked an enormous length, her great bulk outlined against the starry sky, every porthole and saloon blazing with light. It was impossible to think anything could be wrong with such a Leviathan, were it not for that ominous tilt downwards in the bows, where the water was by now up to the lowest row of portholes. Presently, about 2 a.m., as near as I can remember, we observed her settling rapidly with the bows and the bridge completely under water, and concluded it was now only a question of minutes before she went, and so it proved. She slowly tilted straight on end with the stern vertically upwards and as she did the lights in the cabins and saloons, which had not flickered for a moment since we left, died out, came on again for a single flash and finally went altogether. At the same time the machinery roared down through the vessel with a rattle and a groaning that could be heard for miles, the fiercest sound surely that could be heard in the middle of the ocean, a thousand miles away from land. But this was not yet quite the end.

"To our amazement she remained in an upright position for a time, which I estimate at five minutes; others in the boat say less, but it was certainly some minutes—while we watched at least 150 feet of the Titanic towering up above the level of the sea and looming black against the sky.

"Then, with a quick, slanting dive, she disappeared beneath the waters and our eyes had looked for the last time on the gigantic vessel. And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable

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## THIRTY SAVED BY JUMPING FROM TITANIC AS SHE SUNK

Miraculous Escape of Men Who Leaped From Vessel's Deck and Clung to Life Raft.

New York, April 18.—E. Z. Taylor of Philadelphia, one of the survivors, jumped into the sea just three minutes before the boat sank. He told a graphic story as he came from the Carpathia:

"I was eating when the boat struck the iceberg," he said. "There was an awful shock that made the boat tremble from stem to stern. I didn't realize for some time what had happened. No one seemed to know the extent of the accident. We were told that an iceberg had been struck by the ship. I felt the boat rise and it seemed to me that she was riding over the ice. I ran out on deck and then I could see ice. It was a veritable sea of ice and the boat was rocking over it. I should say that parts of the iceberg were 80 feet high but it had been broken into sections, probably by our ship.

"I jumped into the ocean and was picked up by one of the boats. I never expected to see land again. I waited on board the boat until the lights went out. It seemed to me that the discipline on board was wonderful."

Colonel Archibald Gracie, U. S. A., the last man saved, went down with the vessel, but was picked up. He was met tonight by his daughter, who had arrived from Washington, and his son-in-law, Paul P. Fabricius. Colonel Gracie told a remarkable story of personal hardship and denied emphatically the report that there had been any panic on board. He praised in the highest terms the behavior of both the passengers and crew, and placed a high tribute to the heroism of the women passengers.

### Stayed With Her Husband.

"Mrs. Isidor Straus," he said, "went to her death because she would not desert her husband. Also he pleaded with her to take her place in the boat, she steadfastly refused and when the ship settled at the head, the two were engulfed by the wave which swept over the wreck."

Colonel Gracie told of how he was driven to the topmost deck when the ship settled, and was the sole survivor after the wave that swept her just before her final plunge had passed.

### Jumped Into the Sea.

"I jumped with the wave," said he, "just as I often have jumped with the breakers at the seashore. By great good fortune, I managed to grasp the brass railing on the deck above, and I hung on by might and main. When the ship plunged down, I was forced to let go and I was swirled around and around for what seemed to be an indeterminate time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"Luckily, I was unhurt, and casting about, managed to seize a wooden grating floating nearby. When I had recovered my breath I discovered a larger canvas and corklike raft, which had floated up. A man whose name I didn't learn was struggling toward it from some wreckage to which he had clung. I cast off and helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water.

"When dawn broke, there were 30 of us on the raft, standing knee deep in the icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them, and one or two made an effort to reach us, but we had to warn them away. Had we made any effort to save them we all might have perished.

### Rescued by Carpathia.

"The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible that I ever spent. Practically without any sensation of feeling because of the icy water, we were almost dropping from

fatigue. We were afraid to turn around to see whether we were seen by passing craft, and when someone who was facing astern passed the word that something that looked like a steamer was coming up, one of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

Colonel Gracie denied with emphasis that any men were fired on and had declared only once was a revolver discharged.

"This was to intimidate some steerage passengers," he said, "who had tumbled into a boat before it was preparing for launching. This shot was fired in the air and when the foreigners were told that the next would be directed at them, they promptly returned to the deck. There was no confusion and no panic."

Colonel Gracie was in his berth when the vessel smashed into the iceberg and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2:20 a.m., for his watch stopped at that hour.

"The conduct of Colonel John Jacob Astor was deserving of the highest praise," Gracie said. "The millionaire New Yorker," he said, "devoted all his energies to having his young bride, nee Miss Force, of New York, who is in delicate health.

"Colonel Astor helped us in our efforts to get her in the boat," said Colonel Gracie. "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.

"No sir," replied the officer, "not a man shall go on a boat until the women are all off," Colonel Astor, inquiring the number of boats, which was being lowered away and turned to the work of clearing the other boats and in reassuring the frightened and nervous women."

"By this time the ship began to list frightfully to port. This became so dangerous that the second officer ordered everyone to rush to starboard. This we did and we found the crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer and George B. Widener of Philadelphia."

Colonel Gracie said that despite the warnings of icebergs, no slowing down of speed was ordered by the commander of the Titanic. There were other warnings, too, he said.

"In the 24 hours run ending the 14th," he said, "the ship's run was 546 miles, and we were told that the next 24 hours would see even a better record posted. No diminution of speed was indicated in the run. The officers, I am credibly informed, had been advised by wireless from other ships of the presence of icebergs and dangerous flocks in that vicinity. The sea was as smooth as glass and the weather clear so it seems there was no occasion for fear."

"When the vessel struck," he continued, "the passengers were so little alarmed that they joked over the matter. There was not the slightest indication of panic. Some of the fragments of ice had fallen on the deck and these were picked up and passed around by some of the facetious ones who offered them as mementoes of the occasion. On the port side a glance over the side failed to show any evidence of damage and the vessel seemed to be on an even keel. James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the women seen by Colonel Gracie was Mrs. Hillhurst S. 43676 TRIAL 211 the 1912 at New Amusement Park South Central \$25.00 to insure live T.S. GAREN