

ICEBERG TORE INTO THE TITANIC'S SIDE— CARPATHIA LANDS 705 RESCUED—1,475 DEAD

No Real Jar on Big Ship—Boats Left, Then Came Alarm, Explosions and Ship Broke.

Two Steerage Passengers Shot in Rush—Band Played—Capt. Smith Jumped Into Sea.

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 Banks of Newfoundland. She was steaming almost full tilt through a gently swelling sea and under a starlit sky when at 11:40 P. M. she hit the berg. First Officer Murdoch a moment after the collision surrendered the command to Capt. Smith, who went down with her.

Although there was no confusion among the cabin passengers there was a rush by some steerage passengers. Two of the men in this rush were shot by an officer. One of them was killed outright. That stopped the steerage panic.

The band played while the ship was sinking. "Nearer, My God to Thee" was heard across the water by those in the boats.

The bow part of the divided ship sank first. Those who went down crowded aft, some of the men being picked up afterward.

The captain jumped into the sea. He had been urged to get into a lifeboat, but refused. 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 side, 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 for those who were aboard. Just before she went down she broke her back after a series of explosions in the boiler rooms.

The great liner was plunging through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes. The night was clear and stars visible. First Officer Murdoch was in charge of the bridge. The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid collision with it.

Vain Trial to Clear Berg.

The first officer did what other started and alert commanders had done under similar circumstances, that is, he made an effort by going full speed ahead on the starboard propeller and reversing his port propeller, simultaneously throwing his helm over, to make a rapid turn and clear the berg. The maneuver was not successful. He succeeded in saving his bows from crashing into the icecliff, but nearly the entire length of the underbody of the great ship on the starboard side was ripped. The speed of the Titanic, estimated to be at least 21 knots, was so terrific that the knife-like edge of the iceberg's spur protruding under the sea cut through her like a can opener.

The shock was almost imperceptible. The first officer did not apparently realize that the great ship had received her death wound, and none of the passengers, it is believed, had the slightest suspicion that anything more than a usual minor sea accident had happened. Hundreds who had gone to their berths and were asleep were awakened by the vibration.

Bridge Game Not Disturbed.

To illustrate the placidity with which practically all the men regarded the accident it is related that four who were in the smoking room playing bridge calmly got up from the table and after walking on deck and looking over the sea returned to their game. One of them and left his cigar on the card table, and while the three others were gazing out on the sea he remarked that he couldn't afford to lose his smoke, returned for his cigar and came out again.

The three remained only for a few moments on deck. They resumed their game under the impression that the ship had stopped for reasons best known to the captain and not involving any danger to her. The tendency of the whole ship's company except the men in the engine department, who were made aware of the danger by the rushing water, was to make light of and in some instances

even to ridicule the thought of danger to so substantial a fabric.

Within a few minutes stewards and other members of the crew were sent round to arouse the people. Some utterly refused to get up. The stewards had almost to force the doors of the staterooms to make the somnolent appreciate their peril.

MRS. ASTOR AT HOME.

Physician on Leaving Her Says She Is in Good Health.

Mrs. John Jacob Astor arrived at her home on Fifth avenue at 11 o'clock. She was in the second of two automobiles. In the first one were Dr. E. C. Cragin of 10 West Fifth street and Miss Ethel Whiting, a trained nurse from the German Hospital.

Vincent Astor sat on the seat with the chauffeur of the second car. Dr. R. B. Kimball of 135 East Fifty-fourth street, her physician, sat in the tonneau with Mrs. Astor, where were also William Dobbin, secretary to Mr. Astor and Nicholas Biddle, one of the trustees of the Astor estate.

Katherine Force, Mrs. Astor's sister, was also with her. A small crowd gathered on the sidewalk as the automobiles drew up before the Astor residence.

Mrs. Astor wore no hat as she left the auto. A long raincoat protected her from the falling rain. As Vincent escorted her from the car she stopped on the threshold as though recalling something in the past. She remained with head bent down for a few minutes and then passed inside.

Shortly afterward Dr. Kimball, on his way out, said that Mrs. Astor was in good health, considering the trying circumstances of the trip home.

WHAT MRS. OGDEN HEARD.

That Mr. Ismay Did Much and Col. Astor Was Threatened.

Mrs. Louis Mansfield Ogden of New York, a passenger by the Carpathia, spoke in admiration last night of the actions of J. Bruce Ismay, chairman of the International Mercantile Marine, in the last minutes aboard the Titanic, as she learned them from the surviving passengers. Mrs. Ogden said that Mr. Ismay had done much in finding women and children to get them into the boats.

Mr. Ismay, according to Mrs. Ogden, had great trouble in inducing some of the women to take their chances in small boats. They could not be convinced that the shock to the Titanic would sink her. Most of them wanted to stay aboard. Mrs. Ogden says that Mr. Ismay left the Titanic in the last boat, which contained mostly men. The earlier boats had been filled with both men and women because, then, the danger did not seem to be imminent. The later boats took entirely women and children until the last boat, in which Mr. Ismay himself went, according to Mrs. Ogden's authority.

Just before Mr. Ismay started to climb into the boat he turned to William Carter and said: "Come on, Mr. Carter, with me." The first officer was standing by with his pistol. "If you do get in that boat," said the officer to Carter, "I'll shoot you." "But," protested Mr. Ismay, "they need men in this boat. Let him come."

Mr. Carter climbed into the boat thereupon and was saved.

When Mrs. Astor got into one of the earlier boats Col. Astor made a move to go too, so another passenger described the scene last night.

"Can't I go too?" Col. Astor is said to have asked.

"You stand back," cried the first officer, "or I'll shoot you." Col. Astor is said then to have retired from the boat.

TRAIN MET MRS. WIDENER.

Special on the Reading Waited to Take Her to Her Home.

A special train consisting of a private coach, a car for baggage and a locomotive, made up in Philadelphia, arrived at the Communipaw Station over the Philadelphia and Reading early last night and waited there for Mrs. George Widener. Three men were in the private car. At 10:12 o'clock a special ferryboat with a taxicab aboard arrived at the Communipaw ferryhouse from Twenty-third street. Mrs. Widener, with another woman, was in the taxicab. The cab was driven alongside the steps of the private car and the train and Mrs. Widener was lifted into the private car.

The train pulled out at 10:30 for the return to Philadelphia.

MRS. HAYS TO MONTREAL.

With Her Daughters She Boarded a Special Train at Once.

Mrs. Charles M. Hays, wife of Charles M. Hays, president of the Grand Trunk Railway, who went down with the Titanic, and their two daughters, Mrs. Thornton Davidson and Miss Margaret Hays, were hustled from the pier in automobiles to the Grand Central Station, where they took a special train for Montreal at 10:30 o'clock. The Hays family were met at the pier by Mr. Grey, father of Mrs. Hays; Mrs. Hope Scott, a daughter of Mrs. Hays; Howard G. Kelly, chief architect of the Grand Trunk; Dr. J. Alexander Hutchison of Montreal, who had been Mr. Hays's physician for years; and E. H. Fitzhugh, vice-president of the Grand Trunk.

In order that the wishes of the survivors should be respected rooms were reserved at the Holland House and a special train was kept in waiting at the Grand Central Station, so that the women might go right to a hotel, or start at once for their Canadian home. It took only a few minutes for Mrs. Hays and her daughters to decide after the first greeting that they would prefer to get to their homes without delay.

China Expresses Sympathy.

Special Cable Dispatch to The Sun. LONDON, April 18.—Yuan Shih Kai, President of the Chinese Republic, has sent through a press correspondent a fervent message of sympathy over the Titanic disaster on behalf of the Chinese nation.

ISMAI DENIES THERE WAS PANIC

Can't Understand Why Astor and Strauses Were Lost.

NOT ORDERED TO BOAT

Went of His Own Accord When He Saw Ship Was in Danger.

CAPTAIN ON THE BRIDGE

Doesn't Know That Any Lifeboat Was Lost After Launching.

For a person who had gone through the horrors of the Titanic disaster J. Bruce Ismay, the managing director of the White Star Line, was calm enough last night as he stood in a private office at the Cunard pier and made a formal statement concerning a full inquiry by the United States Senate into the circumstances of the calamity. Mr. Ismay read hurriedly and clearly and at the conclusion lighted a cigarette and puffed contentedly while newspaper men questioned him.

The managing director said that he was among the very last of the survivors to leave the foundering boat. He was unable to account for the fact that some of the women were not saved, nor could he explain the failure of many of the prominent men who were lost to avail themselves of the lifeboats. He said that the best of order prevailed aboard the ship and that so far as he knew the officers and men experienced no trouble in loading the lifeboats in an orderly fashion.

"I wasn't warned by Capt. Smith to seek safety in a lifeboat," said Mr. Ismay. "I took to the boat of my own accord when it appeared to me that the Titanic was in danger. The last I saw of Capt. Smith he was on the bridge. So far as I know none of the lifeboats was lost after being launched and none of the passengers or crew were injured or killed in their loading."

"I did not see the Titanic when she sank, and I have no idea how far my lifeboat was from the ship. It was utterly impossible in the excitement and in the darkness to note circumstances of this sort."

Mr. Ismay says that the popular impression as to the impact when the ship struck the iceberg is erroneous. He declares that there was a loud, followed by a grating and grinding as if the keel of the vessel were on the rocks.

"I had retired and was asleep when the accident occurred. I was awakened rather suddenly and realized that the ship had struck something, but I was uncertain as to the nature of the collision. There was no sudden jar."

When the newspaper men began to question Mr. Ismay as to further details and the inability of the ship's equipment to save more people, P. A. S. Franklin, vice-president of the White Star Line suggested that Mr. Ismay be spared further interrogation in view of his "unstrung" condition.

"The fact that there were no more lifeboats was responsible for the failure to save more of the passengers and crew, was it not?" Mr. Ismay was asked.

"I cannot say as to that," he replied and then Mr. Franklin brought the interview to a close.

PRAISE FOR THE OFFICERS

Cunard Port Captain Says Titanic's Men All Did Their Duty.

Capt. Roberts, port captain here of the Cunard Line, called on the Titanic officers aboard the Carpathia last night. Capt. Roberts said later on that he was especially interested in the behavior of the officers and crew of the Titanic. His first question to the officers was, "Have you anything to be ashamed of?" Their spokesmen answered Capt. Roberts that they had not a thing to be ashamed of.

"The discipline aboard the Titanic," said Capt. Roberts, "was perfect and was a credit to every officer and man aboard. Each stuck to his post and there was no reason for any report of the use of violence in getting the boats away. Every person who was on deck when the boats were sent away was put aboard the small boats."

"The reason that more people were not saved," Capt. Roberts said after he had seen the Titanic officers who survived, "was when the time came for the boats to leave many had gone below to get their belongings."

Capt. Roberts asked that a special prominence be given to the statements of these officers regarding the reason for having been in the boats and returning alive when so many others died. They said that their duty called them to take charge of these boats and that had others been assigned to those places they would willingly have suffered the fate of those who were lost. Their great fear is, according to Capt. Roberts, that they will be thought to have acted cowardly.

LOW EXCURSION RATES TO GEORGIA.

SOUTHERN RAILWAY will sell tickets from Washington to Macon, Ga., and return \$11.75 May 5 and 6. A special opportunity to visit Georgia. Information N. Y. Office, 281 Fifth Ave., or 29th Ave.

FROM THE CAPTAIN'S WIDOW.

She Writes a Message of Sympathy to Fellow Sufferers.

Special Cable Dispatch to The Sun. LONDON, April 18.—Mrs. E. J. Smith, widow of the Titanic's commander, has written a message of sympathy for her fellow sufferers. It was posted outside the White Star offices to-day and read as follows:

"To my poor fellow sufferers: My heart overflows with grief for you all and is laden with sorrow that you are weighed down with this terrible burden that has been thrust upon us. May God be with us and comfort us all. Yours in deep sympathy, ELEANOR SMITH."

CARD SHARPERS SURVIVE.

Three Out of Five on Board Titanic Reported Saved.

Special Cable Dispatch to The Sun. LONDON, April 18.—Scotland Yard told The Sun correspondent to-night that a report has been received from the steamship Carpathia that three American card sharps of five known to have been on the Titanic have been saved. Their names are withheld.

MASTER'S MESSAGES ONLY.

Carpathia Refused General Private Business as She Drove Near.

It became known at the office of the Marconi company late yesterday afternoon that only "master's messages" would be received by the Carpathia or sent from her. It was a surprise to the company, which was so informed when an effort was made to get through a message to Mrs. John Jacob Astor.

The meaning of the message to the Marconi office was that Capt. Rostron of the Carpathia was in control of the wireless situation on the ship and that no message would be sent or received by the ship unless it had his approval. Of course as captain of the ship he was in supreme command, but at the offices of the Cunard Line it was said that no such orders had been sent to him by the company.

The officials of the Marconi company were not pleased. They said that the contract with the Cunard company was being violated, as there was a provision that the company should facilitate wireless business on its ships.

NO SURVIVORS ON BAL TIC.

Radiogram From Liner Disproves Rumor of Rescue.

Special Cable Dispatch to The Sun. LIVERPOOL, April 18.—The White Star Company to-night received a radiogram from the steamship Baltic which disproves the rumor that the Baltic carried 250 survivors of the Titanic. The message was as follows: "11:08 New York time. On Sunday received wireless S. O. S. from Titanic when 233 miles east of her position. Immediately turned back. Steamed 134 miles in her direction. When hearing from the steamship Carpathia that assistance was no longer required continued our course to Liverpool."

NO TASK FOR CORONER.

But Three Dead Were Buried at Sea by Carpathia.

Coroner Hollensted and his secretary, Louis Schwartz, went on board the Carpathia at the dock last night and made inquiries as to whether there were any dead bodies on board. He was informed that there was no dead on board and his services were not required.

The information was volunteered that three dead bodies were buried at sea. The coroner was unable to learn whether they were passengers on the Titanic or had left here on the Carpathia.

TAFT'S TRIBUTE TO MAJOR BUTT.

He Knew the Major Was Among the Lost When So Many Had Gone Down.

WASHINGTON, April 18.—President Taft this evening paid a touching tribute to Major Archibald Butt, his military aid and personal companion and friend. After learning the news from the Carpathia late this afternoon, none of which at any time had contained the mention of Major Butt as a survivor, the President said:

"I never at any time had any idea at all that Archie was saved. As soon as it became apparent that the reports were true that several hundred persons, perhaps a thousand or more, had gone down I knew that he went too. He was a man to the last, soldier through and through; he was always on deck, where he belonged, and I know he must have been the last to leave. There now appears no doubt that these last were lost."

FRENCH LIFEBOAT LAW.

Same As in England—Sixteen the Minimum Number.

Special Cable Dispatch to The Sun. PARIS, April 18.—After a vain effort to obtain official information The Sun correspondent visited the Messageries Maritimes, where the regulations covering the carrying of lifeboats by steamships were seen. These regulations proved to be substantially the same as those drawn up in England, providing that ships of 10,000 tons and upward must carry sixteen lifeboats with a total capacity of 155 cubic meters.

A footnote to the regulations gives the official recommendation that if this number of boats does not suffice to carry all on board the number should be increased. This, however, was not included in the law, which dates from 1903.

Cut fruits, telties, water-lots made delicious via ARGOUBA BITESS.—Ad.

No Salutes for the Ship Which Brought News and Living Witnesses of Worst of Sea Disasters.

Mrs. Astor, Mrs. Widener and Mrs. Thayer Pulled Oars in the Titanic's Lifeboats—Survivors Well.

Lifted from the gates of death, the 705 survivors of the Titanic were landed last night by the Carpathia, which rescued them two hours and a half after the great White Star liner hurled herself against an iceberg last Sunday night. Disfigured by calamity and misery and oppressed by 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.

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 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 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 last night, was suffering from a broken arm. But the general condition of the hundreds so dramatically saved from death was a cause of inexpressible pleasure to the thousands who saw them land.

705 Saved; 1,475 Lost.

The Carpathia reported that there were 705 alive out of a passenger list which the White Star Line figured at 2,180, making a loss of 1,475 lives. The statement from the Titanic's passengers says there were 745 rescued out of a passenger list of 2,340, but this is obvious error. The list of names furnished on the Carpathia on her arrival shows:

First cabin passengers saved...202
Second cabin passengers saved...118
Third class passengers saved...175

Total...495
Crew saved...210

Grand total...705

Thirty-nine women lost their husbands.

A Tragic Landing.

The world's annals have provided few more intense and dramatic moments than when all that was left of the great company that sailed so early on the Titanic appeared last night on the Cunard pier. No hint of the story of their miseries and of their sufferings after the Titanic foundered had come from the sea. It was not known for certain whether some who had been given up for dead might appear miraculously on the gangplank. There were scores of people, among them men and women whose names are familiar to the country over, who waited in the most intense suspense while the Cunard liner with her sad cargo made her way slowly up the Hudson, passed the great ships in dock, whose flags showed dimly at half staff in the bars of river light. There were some of those who had not dared to give up all hope, who lingered still a prey to the most dreadful uncertainty, who refused to believe the cruel list of those that were saved and thought that there might after all appear for them some loved face. But nearly all of these were disappointed and turned away with looks that no man who saw the arrival of the Carpathia will ever forget.

The tragedy of the Titanic was written on the faces of nearly all of her survivors. Some, it is true, who were saved with their families could not repress the joy and thankfulness that filled their hearts, but they were very few compared to the number of the rescued. These others bore the impress of their time of darkness when their people passed in an accident that seemed like an insane vision of the night. Their faces were swollen with weeping. They had drunk as deeply of sorrow as is ever given to humankind. But many whose spirits were fainting from despair walked firmly enough down the gangplank. Some walked unseeing in a kind of dreadful somnambulism of despair.

Stories of Pistol Shots.

It was with difficulty that the tongues of many were loosened to speak of the scenes of agony and fear that fell over the Titanic's peaceful company when it be-

came swiftly known that the ship must go down.

Some told haltingly, with dread still frozen in their eyes, of men who strove and struggled against women for the lifeboats and of officers shooting them down. One woman saw an officer shoot two men, she said, and other passengers recalled how officers had stood with drawn pistols while the women and children were being guided into the boats. Many of them had heard shots fired. They believed it was done to warn back men steerage passengers from the boats. For the Titanic's officers and crew the rescued seem to have nothing but praise. That these men acted calmly and coolly in the face of certain foundering was the report brought here last night by the rescued.

The unhappy company so marvellously torn from the grip of the sea was received solemnly and with remarkable quiet by the crowd which gathered near the Cunard pier and by the few hundreds that penetrated by right of relation or friendship or merciful business to the interior of the pier. There was no cheering, no upraising of voices in salute of the living, for the thought of the dead was in the minds of all onlookers. The depression of death was oppressive on the spirit of the waiting men and women. Those who found their gladdest hopes realized and looked through the press to make out the well known faces of husbands and fathers and sisters and wives could not conceal their tremendous elation, their thankfulness that all suspense and disheartening conjecture was over. But they greeted their rescued ones quietly for the most part, with a thought ever present for the overburdened hearts of the many who had been bereaved.

No Salutes Greet Carpathia.

A little after 9 P. M., when the Carpathia was reported as passing the Battery, hundreds were in tears. The emotion of the moment was overwhelming. Nerves were too greatly strained. One man danced crazily through the crowd on the pier. People started forward to rebuke him, but he was suffering from hysteria and nervousness.

In a little while the lights of the ship were discerned down river as she made her way past the big boats tied up in their docks. There were no salutes, no noisy welcome for the Carpathia. The sadness of her company permitted of no demonstrations, but her slow progress up the river was watched silently by the seamen, who knew better than any what the survivors had passed through.

At 9:25 P. M. the Cunarder swung slowly to her pier. Out on the dark river there were sudden vivid flashes and explosions as photographers snatched a view of the ship turning pierward. No photographers were allowed near the pier on the land side, but a large number of picture men evaded orders and requests and rowed close enough to the ship to get the pictures they were after.

Titanic's Boats in the War.

It was dark on the river, but presently in gleams of light from the Carpathia's ports the watchers on the pier observed that she was lowering boats to facilitate her warping into the dock. Bars of light fell on these boats and the people on land made out with catching breath the name "Titanic" on their white sides. The business of docking, always slow and time dragging, seemed immeasurably longer last night when so many people were waiting with sharpened nerves for the first actual news of tragedy and rescue. But presently the Cunarder was laid alongside and the gangplanks lowered and then there came the hundreds who had come alive from the most awful disaster in marine history.

Among the very first to leave the Carpathia were Magistrate Cornell's wife and her two sisters. The aged Magistrate, tears flowing down his cheeks, met them near the gangplank. Save only for their hats the women were fully dressed, and it turned out presently that the Titanic's survivors had been well cared for by the Carpathia's people. Clothing had been supplied them in their need and everything had been done to make them comfortable.

Mrs. Astor White Faced and Silent.

One man, who is numbered among the best physicians of the city—Dr. Henry W. Frauenthal—raised an uncontrollable cry

Waumbek and Cottages.
Jefferson, N. H., in the White Mountains. Opened Saturday, June 29th. Is new golf course. In excellent condition. Scenic auto route. Attractive family cottages completely furnished for rent. With hotel service. Maria Murphy, Mrs. Andrew Laurel House, Lebanon, N. H., April 1st. Ad.

Continued on Fifth Page.

MALLARD'S BREAKFAST COCOA is quite unlike any other and this difference enhances its superiority.—Ad.