

# Orchestra of Titanic Played Its Own Dirge; END CAME WITHOUT A NOTE OF WARNING

## FULL TRAGEDY NOW REVEALED

Survivors on the Carpathia, as They Disembark, Give Glimpses of the Titanic Horror to the World.

## OARSMEN ON LIFEBOATS STRUGGLE TO ESCAPE DOOMED LINER'S VORTEX

Cunard Line Pier, April 18.—Graphic in the extreme were the accounts of the Titanic's sinking, as given by some of the survivors at the pier.

The pitiful tales of the women and children, separated from husbands and fathers, form the most vivid chapter of the catastrophe that has yet been given to the world.

According to the survivors, Capt. Smith and his officers and crew displayed unexampled heroism in dealing with the tragedy.

No epic of modern times is more impressive than the one given by the rescued passengers of the Titanic.

The first statement was secured from Mesdames Caroline and Lily Bonnell, of Youngstown, Ohio, who said:

"We were asleep in our berths when the Titanic crashed into the iceberg. We immediately rushed on deck, only stopping to throw on a coat over our nightgowns."

"The night was bright and starlit. Maj. Butt and Col. Astor stood by the lifeboats bravely, and helped the women. They did not think the boat was going to sink. Suddenly, however, the Titanic sank, and the engine-room was flooded."

"The Titanic sank within a few minutes, however, then word came that the engine-room was flooded. The Titanic was in a serious state of collapse, and was taken to the Hotel Imperial."

"Tribute to Band."  
Mrs. A. A. Dick, who was saved with her husband, said:

"There was the wildest excitement after the ship struck. The crew first ran to the rails to prevent any one from jumping overboard. I was standing near the first two boats that were launched. At first a few men struggled to gain seats, but when they saw us women they calmed down and put us aboard the boats. Their bravery was wonderful. The lowering of our boat into the sea was a terrible experience. The boat, with the rescued passengers, lay in the vicinity of the foundering vessel for about an hour. We had been assured by the captain that she could not sink. But she began to settle, and our oarsmen made frantic efforts to pull far enough away so that we would not be drawn down with the Titanic in her vortex."

"The Marine Band did nobly. An air was struck up soon after the crash came, and as we were lowered away we were cheered by the strains of music. After we had reached the water, and until we were yards away, we could hear the music on board. Even when the giant vessel had lowered to a point where it was seen that she must go down, this music kept up. The last I remember of it was 'The Star Spangled Banner.'"

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"I was in one of the lifeboats. After we were lowered away, the men in our boat started to row. I looked back at the Titanic and could see the big ship settling. She seemed to be only half her former height."

"The officers in charge of our lifeboat kept urging the men at the oars to row harder. Some of the oarsmen fell exhausted."

"There was a big wave. The sea was calm, otherwise, and I asked a sailor what it was. He said, 'The Titanic has sunk.'"

"It was bitterly cold. We had dressed women suffered intensely until we were picked up."

According to one of the first passengers ashore, the Titanic struck the iceberg at 11:45 p. m. Sunday night, and went down at 2:20 Monday morning. The Carpathia reached the scene at 5:30. She picked up nineteen lifeboats.

E. J. Taylor, of Philadelphia, said: "The Titanic struck about midnight, as near as I can guess. It rode upon the ice, heeled for a few seconds, and then tipped off with a tremendous crash and broke in the middle."

"The muzzling of the lifeboats immediately began. Bruce Ismay named one of the boats as a sailor. But he had no control when his life was at stake. He jumped up again and gave his place to a woman. Then Ismay, with an oar in his hands, got into a second lifeboat."

"About twenty minutes afterward our lifeboat pulled away. Then the Titanic sank."

Mrs. John Jacob Astor came down the gangplank with halting steps. She was fully dressed, wearing a black astrakhan coat. She seemed to be on the verge of a complete collapse, and half a dozen men rushed to her. Asked for a statement, she said:

"I can't say I can't. It was horrible. I am unaccountably ill. Oh, some one help me."

Miss Hays' Statement.  
Margaret Hays, of 24 West Eighty-third Street, New York, said:

"I first came to my senses in one of the lifeboats. My first realization was that I was holding in my arms a two-year-old girl. Don't know the name or identity of the child. She was almost naked."

"I kept her with me, and will closely guard my little ward given to me by Providence."

Mrs. Cornelius P. Anderson, of Hudson, N. Y., said:

"The ship struck with a terrible crash. It dated me. The next thing I knew was when I found myself in a lifeboat about a mile away from the Titanic. As I looked back, I was horrified to see people jumping off the big boat. The great vessel sank lower and lower and lower, and finally went down with a great plunge. We felt the sea rise up beneath us and we were carried yards away in a crest of a great wave. We suffered terribly from the cold weather until the Carpathia rescued us."

Hideroy Stengel, of Newark, N. J., had ordered two automobiles to await him. He had several hysterical survivors in his care.

"I have no praise for anything connected with the rescue of the Titanic survivors. There were holes in the lifeboats unpatched. I have a clear recollection that when the lifeboat in which I came off was leaving the Titanic a band was playing aboard the big ship. We suffered dreadfully. There was

## MRS. CANDEE LAUDS MAJ. BUTT'S HEROISM

"The Action of Men of the Titanic Was Noble," She Writes.

By MRS. CHURCHILL CANDEE, of Washington.  
New York, April 18.—The action of the men on the Titanic was noble. They stood back in every instance that I noticed, and gave the women and children the first chance to get away safely. Particularly heroic was the conduct of Mr. Lidger Struss, Maj. Archibald Butt, Mr. John Jacob Astor, and Mr. Henry B. Harris. They formed a group. Most of the passengers were on the stern of the Titanic. For the boat was forward and it was known that if she sank it would be bow first. An officer of the Titanic ordered Mrs. Struss into a boat. She said: "I will not leave my husband. We've been together all these years and I'll not leave him now." It brought tears to our eyes to witness her great devotion for her husband. Mr. Harris insisted that his wife get into a lifeboat. She refused at first, but finally was forced into the boat. As we got away I observed Mrs. Struss waving her handkerchief at us. The Titanic was then settling. Her stern was out of the water, and she was going down bow first. There must have been 1,000 persons gathered together on the stern. I saw Col. Astor helping get the women and children into the boat. Then he went below, remaining there several minutes. I believe he was searching for more women and children. Finally he came back again. He was on deck when the Titanic sank. I believe, for when I last saw him he was still aiding in the work of rescue. Maj. Butt was one of God's own noblemen. I saw him working desperately to get the women and children into the boat. What need can there be of recounting the heroic deeds performed by those men who remained on the Titanic? To dwell upon them only sickens the heart with the realization of how they perished.

## The Survivors, 745; The Perished, 1,595.

New York, April 18.—The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers. Approximate number of passengers aboard:

|  |       |
|--|-------|
| First-class.....                         | 330   |
| Second-class.....                        | 320   |
| Third-class.....                         | 350   |
| Total.....                               | 1,000 |
| Officers and crew.....                   | 940   |
| Grand total.....                         | 2,340 |
| Number of passengers saved by Carpathia: |       |
| First-class.....                         | 210   |
| Second-class.....                        | 125   |
| Third-class.....                         | 200   |
| Total.....                               | 535   |
| Members of crew saved.....               | 210   |
| Grand total saved.....                   | 745   |
| Total number perished, 1,595.            |       |

**NINE MORE SURVIVORS.**  
Cunard Company Makes Additions to the Original List.  
New York, April 18.—The following additions to the list of rescued aboard the Carpathia were announced at the Cunard Line office this afternoon:  
First class:  
PETER D. DALY.  
Mrs. G. THORNE.  
Second class:  
MILDRED BROWN.  
DARY BRIGHT.  
CAROLINA DYSTROM.  
ANNA MARLIN and child.  
BERTHA HLETT.  
MARY JERWAN.  
MIRIAM KANTON.  
\$1475 to Hazon, Ga., and Return Via Atlanta. Tickets on sale May 3, 4, 5, 6, good returning May 15. Account Confederate Veterans' Reunion. Through Sleeping Cars via Southern Railway.

## FLAGS TO DROOP IN LAST TRIBUTE TO TITANIC DEAD

Mourning Nation Will Pay Homage to Brave Men Who Died.

## TAFT ISSUES ORDERS

Stars and Stripes Placed at Half Staff on All Public Buildings.

All Washington will be in mourning to-day for the hundreds of persons who perished in the troubled, murky waters of the dismal Atlantic in the darkness of last Monday morning as the Titanic tumbled disabled by the impact of the ghoulie blue iceberg sank beneath the tumbling billows.

The Stars and Stripes on every government building and practically every business house in the country will droop languidly at half-staff to-day out of respect to the memory of those who gave up their lives to the sea. President Taft issued an order from the White House late yesterday afternoon directing the lowering of Old Glory to half-staff on every Federal building in the city.

Practically every business house in the National Capital will heed the suggestion of President Taft and see that the Stars and Stripes are at half-mast. The order will also be observed in other cities throughout the country.

**Order of National Verbete.**  
The order was issued from the White House, where for three days and nights President Taft has waited impatiently for news of his faithful aid, Maj. Butt. The news of the national tribute which the President had issued was communicated to the Capitol just before the adjournment of Congress. As soon as the news was spread through the building the two flags, one on either side of the Capitol, were solemnly lowered to half-staff, where they remained, dropping mournfully in the mist of the dismal afternoon, until the shadows deepened over the city and Congress adjourned.

To the President the order means far more than the recognition of an epochal tragedy. It means a solemn tribute to the memory of the aid who had been at his side for four years, and who now lies at the bottom of the ocean with the remains of the Titanic. As he perished the order he thought of Maj. Butt, who had been his constant companion and confidant during his tenure of office, who had traveled with him over the country on political and pleasure jaunts, and who had attended him at the brilliant functions given at the National Capital by Washington society during the administration. It was these thoughts which made the order such a solemn proclamation.

**White House Keeps Posted.**  
Through the Navy Department President Taft received word shortly after 7 o'clock that the Carpathia had picked up 705 survivors.

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## WENT DOWN, BRAVE AND TRUE, TO DEATH

Solemn Yet Triumphant Notes of Beautiful Hymn the Last Sound.

## SCENES ON ARRIVAL OF MOURNING SHIP CAN HARDLY BE TOLD

Cunard Pier, New York, April 18.—As the Carpathia warped into her berth hundreds of flashlights, discharged from flats and coal barges, cast a lurid glare over the scene and caused a big scare on the liner.

Many passengers who crowded the starboard rail were crying hysterically and wringing their hands. Many women were supported by men.

As the gangplank was being lowered the throngs on the dock, no longer able to contain themselves, made a concerted rush to be near the ship's entrance, only to be forced back by the police. Moaning was audible from every quarter.

The first passenger off the steamship was Mrs. Jacques Futrelle, of St. Louis. She said the captain of the Carpathia had given orders to the passengers to give no details. She saw the Titanic sink. She went down head first.

One passenger said the Titanic went down with all her lights burning and with the band playing "Nearer, My God, to Thee."

Members of the crew had to use force to separate wives from their husbands and throw them into the lifeboats.

When the Titanic struck, all the passengers rushed on deck, but were told to go back to their berths, as there was no danger. An hour later they were all ordered to assemble on deck.

Maj. Butt and Col. Astor stood by the lifeboats bravely and helped the women in.

New York, April 18.—The Carpathia, laden with sorrow for a world, crept to her pier in the North River at 8 o'clock to-night and discharged to the heroic embraces of hundreds of half-brother friends and relatives. The survivors of the ill-fated Titanic, which went to the bottom of the Atlantic Ocean on Monday morning.

The expression of human emotion from the 200 people on shore and from those who lined the ship's rail, reached far beyond the limits of written or spoken description. The closing chapter of the greatest of all sea tragedies was enacted amidst the most stupendous and overwhelming sorrow. Joy at seeing again loved kin or dear friends was allayed by grief for the fate of one equally loved.

The searchlights of twenty boats placed the scene in a lurid splendor. Women who had been first cabin passengers on the Titanic stumbled down the gangplank and were rushed to waiting limousines or taxicabs and hurried to mansions or hotels; men and women of the average were received by customarily entrusted to the care of physicians, nurses, and members of the stock exchange, who carried in their hands \$25,000 for the immediate relief of the needy.

The eyewitnesses told of a brave death in the sea that had been his life of Capt. Smith. Mrs. John Jacob Astor came haltingly down the gangplank and was rushed away to the home of her parents by her father's son-in-law, Vincent Astor. Later she was reported to have died, which was absolutely false.

There were no dead on shipboard. Five bodies had been buried at sea. All accounts of the disaster agreed in midnight on Sunday, a concerted rush to the deck to lead the trouble; a return to the berth, only to be summoned back an hour later; cheerful partings at the vessel's rail as men turned their wives from them and thrust them into the lifeboats.

**Climax to Disaster.**  
The great climax to the appalling disaster of the age had arrived. Then, when the towering side of the ship sank into the cushioned pier, all the pent-up hysteria broke out anew. It was as though the Carpathia had towed to port and exposed to the view of the sorrowing thousands the battered and helpless Titanic and her deep sea cargo of corpses. The feeling of the crowds went up in a walling that was caught by the winds from the river and wafted up Fourteenth Street to Broadway, that famous avenue of gypsy which, for one night at least, was in the deepest mourning.

Among the first on the pier and nearest to the vessel in fact, in a small group at the end of the gangplank—were Vincent Astor, Kathryn Force, William Harris, Jr., son of Henry B. Harris, whose mother-in-law had been on the Titanic, whose father perished, and Samuel Wallace, brother-in-law of Mr. Harris.

The Carpathia reached her dock at 8:15. The nurses and doctors waited impatiently to begin their work of succor. The customs booth was turned into a relief station, and into it went three members of the Stock Exchange committee, while the others remained outside to distribute the immense pile of money among the survivors. Only the white uniforms of the nurses and nurses relieved the black spectacle at the end of the pier, where stood the wagons of the undertaking companies. Moving about inside the police ropes were the black garbed assistants, talking to no one, waiting for the beginning of the work of removing the dead.

After the vessel warped into her dock for perhaps a minute, she was enveloped

**200 WERE RESCUED.**  
Passengers Safely Landed from Steamer Earl Grey.

Hull, N. S., April 18.—The 200 passengers and mail have been taken from the stranded steamer Earl Grey, which struck on a ledge of rock, miles west of Tracy River. The Earl Grey has nine feet of water in her hold, and is in danger of being pounded to pieces.

**Mrs. C. M. Hays Survives.**  
Montreal, Quebec, April 18.—A wireless message was received at the Grand Trunk Railway office here to-day from Mrs. C. M. Hays, wife of the president of the road, stating that she and Mrs. Thornton Davidson had been saved from the Titanic and were safe on the Carpathia, although they had no knowledge of the fate of Mr. Hays nor Mr. Davidson, who had been left behind when the lifeboats left the sinking Titanic.

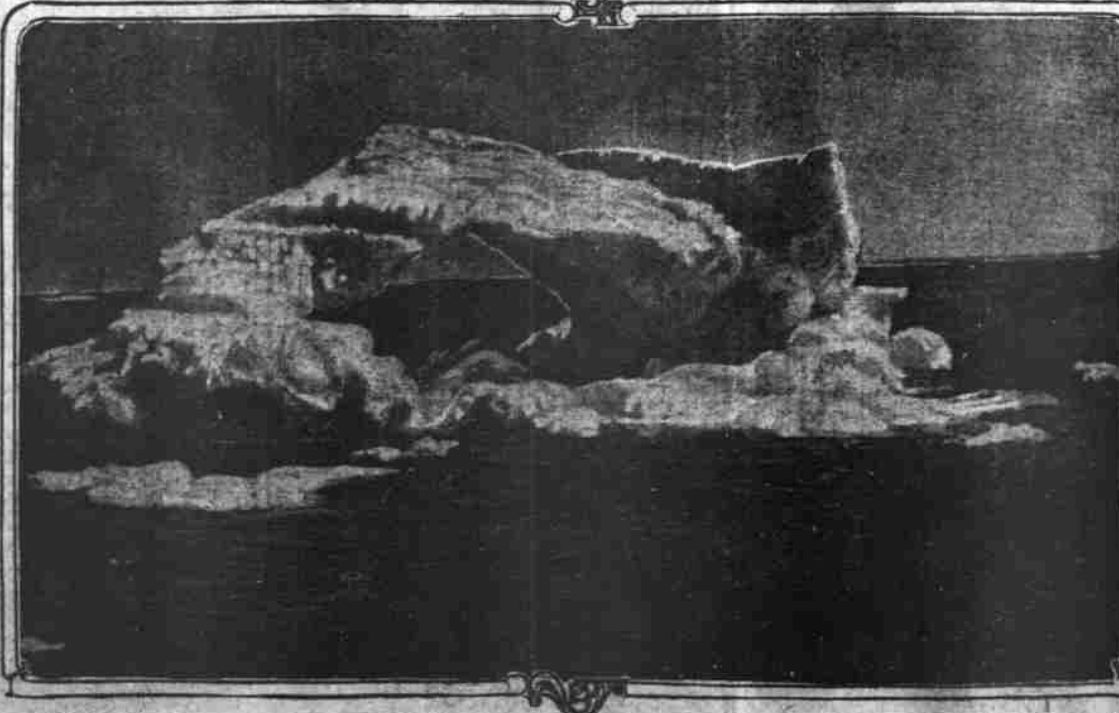
**\$1.25 to Baltimore and Return.**  
Baltimore and Sunday via Pennsylvania Railroad. Tickets on sale May 3, 4, 5, 6, good returning May 15. Account Confederate Veterans' Reunion. Through Sleeping Cars via Southern Railway.

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## GIANT BERG IN ICE FIELDS OF SHORT NORTHERN ROUTE FROM EUROPE.



The above photograph was taken from the deck of the French-American liner Le Breton, which arrived in New York Wednesday. The photograph was taken when the Le Breton was passing the berg, which was over a mile away, and a good idea of the size of the "ice mountain" may be gotten by the clearness with which the large arch in the center of the berg can be discerned in the picture.