

STORY OF SEA HORROR IS REVEALED

Tragic Loss of Titanic Eclipses Anything In World's History

TITANIC RACING TO MAKE RECORD

Declares Officer When It Crashed Into Iceberg—Warning of Danger Signaled by Other Ships Was Disregarded.

Prominent Passengers Were Carried Down to Death in the Sea in Last Plunge of Liner After Women Were Saved.

Boat Went Down With Lights Burning, Band Playing and Crowded With Its Precious Cargo of Humanity.

NEW YORK, April 18.—How the White Star liner Titan, the largest ship afloat, sank off the Grand Banks of Newfoundland on Monday morning last, carrying to their death 1601 of the 2340 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 Cunard liner Carpathia, bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic tragedy, these are the most salient:

The death list has been increased rather than decreased. Six persons died after being rescued.

Prominent Men Are Lost.

The list of prominent persons lost stands as previously reported. Practically every woman and child, with the exception of those women who refused to leave their husbands, were saved. Among these last was Mrs. Isidor Straus.

The survivors on the lifeboat saw the lights on the stricken vessel glimmer to the last, heard her band playing, and saw the doomed hundreds on her deck, and heard their groans and cries when the vessel sank.

Accounts vary as to the extent of the disorder on board.

Failed to Heed Warning.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers 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 an hour, and the officers were striving to live up to the orders to smash the record.

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

Liner's Sides Were Ripped Open.

Of 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 side. The accounts also agree substantially that when the passengers were taken off on the lifeboats there was no serious panic, and that many wished "to remain on board the Titanic, believing her to be unsinkable."

The most distressing stories are those giving the experiences of the 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, the afterpart sinking first amid a series of explosions, followed by the sinking of the forward part of the ship. As this awful spectacle was witnessed by the groups of survivors in

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THOUSANDS SWARM ABOUT THE DOCKS

GREET IN SILENCE THE SORROW LADEN CARPATHIA

Sights and Happenings Most Impressive Mark the Landing of Survivors.

NEW YORK, April 18.—In a drizzle rain 250 persons gathered early tonight at the Cunard line pier at West Fourteenth street and North river preparatory to handling the crowds. Inspector McLaughlin was in charge of the crowd, and ropes dotted with green lights were stretched for 75 yards in front of the pier to hold back the throng. No one with out a special permit was allowed beyond these ropes. As early as 5 o'clock automobiles in which called women and other persons were waiting to take the survivors. A small crowd had already gathered the great steel and concrete structure which covers the pier.

A small boat across the way had been converted into headquarters for the newspapers and press associations and a dining place for those who had been hungry or had been long about the Carpathia. Although there was an air of silence, many were talking in whispers. In this assemblage there were those who hoped against hope that some dear one would arrive, although the list of survivors had failed to show their names.

The police regulations were made more rigid as the evening wore on. All traffic on West street, directly in front of the pier, was directed at Fourteenth street on the north and at Fourteenth street on the south. An other line was drawn on the east at

Eleventh avenue. Thus the entire block immediately in front of the pier was held sacred to those immediately concerned in the tragedy. Shortly before 8 o'clock news came that the Carpathia was passing the Statue of Liberty. At that hour more than fifty automobiles were parked in front of the pier.

The early arrival of the Carpathia at quarantine surprised even the customs officials, 150 of which were on the pier under the direction of General Nelson P. Henry, surveyor of the port, who came to facilitate the landing of the survivors.

Five hundred friends and relatives had gathered inside the pier docks at 10 o'clock, taking up their positions under the custom alphabetical arrangement, each one under the initial of the name of the survivor. The Carpathia at this time was a quarter of a mile down the Hudson and drew up near the docks. A stream of people was being taken to the pier entrance, and automobiles continued to take the survivors.

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CAPTAIN SMITH SWEEPED TO DEATH FROM THE BRIDGE BY WAVE

NEW YORK, April 18.—George A. Braden, on the passenger list, George Brayton, told of how Captain Smith met his death.

"I saw Captain Smith, while I was in the water. He was standing on the deck all alone. Once he was swept down by a wave, but managed to get to his feet. Then as the boat sank, he again was knocked down by a wave and this time disappeared from view."

VIVID STORY

OF DISASTER TOLD BY COL. A. GRACIE.

Went Down With Ship—Last Living Man on It, But Struggled Back to Surface.

Tells of Heroic Death of Col. John Jacob Astor After Saving His Bride.

Declares Ship Did Not Slow Down After Warned That Icebergs Were Near.

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 did not 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 eighty 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."

Col. Gracie's Wonderful Escape.

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

"Mrs. Straus Wouldn't Leave Husband," Mrs. Isidor Straus, he said, "went to her death because she would not desert her husband. Although he

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AWFUL SCENE OF DISASTER

REALISTICALLY PICTURED BY ENGLISH SURVIVOR.

No Panic, Women Were Orderly Placed in the Lifeboats and Shoved Off.

Tells How Ship Sunk and Awful Cries of the Drowning That Filled the Air.

NEW YORK, April 18.—Following is the account of Mr. Beasley, of London: "The voyage from Queenstown had been quite uneventful. I had been in my berth for about ten 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 to any one. However, the engines stopped immediately afterwards and my first thought was, 'she has lost a propeller.' I went up on the top (boat) deck in a dressing gown, and found only a few people there. 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. 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 up stairs, I went out again and found everyone wanting to know why the engines had stopped."

Danger Cry is Raised.

"On going on deck again I saw that there was an undoubted list downwards from stern to bow. I went down again to put on warmer clothing, and as I dressed I hear an order shouted: 'All passengers on deck with life belts on.'"

"There was a total absence of any panic or any expressions of alarm, but in a few moments we saw the covers lifted from the boats and the crews allotted to them standing by."

Presently we heard the order:

"All men stand back away from the boats, and all ladies retire to next deck below—the smoking room or B deck. The men all stood away and remained in absolute silence leaning against the end 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 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

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RESCUE AT SEA

VIVIDLY DESCRIBED BY MAN ON CUNARDER.

Some of Sixteen Lifeboats Were Crowded—Others Only Half Filled.

No Demonstration as Saved Were Hauled by Ropes Onto Carpathia.

One Woman Died in Lifeboat—Three Others on Carpathia—All Buried at Sea.

NEW YORK, April 18.—A passenger on the Carpathia made the following statement:

"I was awakened at about half past twelve at night by a commotion on the decks, which seemed unusual, but there was no excitement. As the boat was moving I paid little attention to it, and went to sleep again. About 2 o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life boats were sighted and began to arrive—and soon, one by one, they drew up to our side. There were sixteen in all, and the transferring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags. Some of the boats were crowded, a few were not half full. This I could not understand. Some people were in full evening dress, others were in their nightclothes and were wrapped in blankets. Those with immigrants into the saloon, indiscriminately for into the saloon, indiscriminately for a hot breakfast. They had been in the open boats four and five hours in the most biting air I ever experienced. There were husbands without wives, wives without husbands, parents without children and children without parents. But there was no demonstration. No sobs—scarcely a word spoken. They seemed to be stunned."

Woman Dies in Lifeboat.

Immediately after breakfast divine service was held in the saloon. One woman died in the lifeboat, three others died soon after reaching our deck—their bodies were buried in the sea at 5 o'clock this afternoon. None of the rescued had any clothing except what they had on, and a relief

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745 SURVIVORS; THE LOST 1,601

Statement Issued Setting Forth Facts of the Death of the Mighty Liner Titanic After Collision With Iceberg.

Criticise Insufficient Apparatus and Undisciplined Crews Provided to Save the Lives of Travelers on Steamship.

Warm Praise for Unselfish Spirit Shown to the Survivors by Crew and Passengers of the Carpathia.

REVISED FIGURES ON TITANIC'S DEATH-ROLL.

| | Total Aboard. | Total Saved. | Total Lost. |
|----------------------------------|---------------|--------------|-------------|
| First cabin..... | 330 | 210 | 120 |
| Second cabin..... | 320 | 125 | 195 |
| Stewardage..... | 750 | 200 | 550 |
| Crew..... | 940 | 210 | 730 |
| Totals..... | 2340 | 745 | 1595 |
| Six died later making total..... | | | 1601 |

NEW YORK, April 18.—The following, issued by a committee of surviving passengers, was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of 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, starlight night, in a smooth sea and with no moon, the ship struck an iceberg, which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts, and the boats were lowered. The ship sank at about 2:20 a. m. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately the wireless message was received by the Cunard steamship Carpathia at about twelve o'clock midnight, and she arrived on the scene of the disaster at about 4 a. m. Monday."

Praise Carpathia Crew and Passengers

"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 to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit. All honor to them."

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for lifeboat accommodation for approximately 950 in the following boats: 'Fourteen large lifeboats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.'"

"The approximate number of passengers carried at the time of collision was: 'First class, 330; second class, 320; third class, 750. Total, 1,400. Officers and crew, 940. Total, 2,340. Of the foregoing, about the following were rescued by the steamship Carpathia: 'First class 210; second class 125; third class 200; officers, 4; seamen, 39; stewards, 94; firemen, 71. Total 745 of the crew. The total about 745 saved was about 80 per cent of the maximum capacity of the lifeboats.'"

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships, and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts

He gives the number of lives lost as 1,700. He praises highly the courage of the crew, hundreds of whom gave their lives with a heroism which equalled but could not exceed, the account says, that of John Jacob Astor, Henry B. Harris, Jacques Futrelle, and others in the long list of first class passengers.

Boilers Were Exploded. It was the explosion of the boilers, according to Mr. Hurd's account, which finally finished the Titanic's career. The bulkhead system, though probably working, prevailed only to delay the ship's sinking. The position of the ship's wound on the starboard quarter admitted by water, according to Hurd's story, which caused the boilers to explode and these explosions broke the ship in two.

The ship's spring head gathered in

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THE WEATHER. WASHINGTON, April 18.—Forecast: Western Pennsylvania—Rain, followed by clearing Friday; Saturday fair and warmer. Ohio and West Virginia—Fair Friday—Saturday fair and warmer.

WHY WAIT FOR INFORMATION FROM THIS MESSENGER?



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April 20

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